

## PUBLIC COMMENT SUMMARY

### WFRC 2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan (RTP). These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while promoting a strong economy, good air quality, and high quality of life. The draft 2024-2029 TIP was available for public review and comment from June 24, 2023 through July 29, 2023. The following summarizes the [comments](#) received.

#### *TIP Public Comments and Responses - Summary*

Comment	Response
Support was expressed for more and safer bicycle facilities. Comments were also made regarding the need for safer pedestrian crossings.	Progress is occurring in addressing the need for safe and connected transportation for cyclists and pedestrians in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions.
Requests were made to accelerate specific roadway projects.	Inflation and worker shortage are putting pressure on the construction industry. UDOT and others are actively working to enable these projects to move forward.
Requests were made for more transit service and improvements to existing service.	WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated in terms of ridership, access, costs, available funding, and other relevant considerations.
Support was expressed for double-tracking FrontRunner.	WFRC appreciates the work of Utah's congressional delegation, Governor, State Legislature, the State Transportation Commission, UTA, and UDOT to advance strategic double-tracking of FrontRunner, which is also included in the WFRC RTP.
Many comments supported the enhanced bus service, mobility hubs, and tolling in Little and Big Cottonwood Canyons identified in the TIP, and expressed desire to identify metrics for evaluating these improvements.	UDOT and UTA are advancing these projects, utilizing funding set aside by the State and other sources. WFRC will support UDOT and UTA in implementing and evaluating these improvements.
Many comments were received expressing the need for a pedestrian bridge across 7000 South at 1500 West.	WFRC will continue working with UDOT and local governments to help see this already-funded pedestrian bridge through to completion.

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Interactive Map Comments - Project Specific		
	Comment	Project Description
1	I am extremely in favor of this pedestrian bridge being built. I have taught at Heartland Elementary for many years. We are a title one school. We are also a walking school. Busses only bring children with special needs, meaning almost all of our student body walks to school. My classroom window faces 7000 S. I am always nervous about our students crossing 7000 S to come to school or participate in school activities. There is a crossing guard on duty before and after school. We also have summer breakfast and lunch, before and after school activities, and some evening activities. Most are limited to times a crossing guard can be on duty. A bridge would allow students to come to and go from school safely at any time. In addition to Heartland students, many community members are accessing 7000 S all day long; middle and high school students, shoppers at Smiths, bikers, runners, etc. PLEASE consider making this community by a BUSY road safer for everyone! Thank you.	7000 South & 1500 West Pedestrian Bridge
2	I have been a member of this community for the past eight years, as I have been a teacher at Heartland Elementary. Our students need a safe way to get to school, as our school is a walking school (meaning all students that come to us either get dropped off by a parent/guardian or walk to school). It is vital that this project gets funded and done in a timely manner so our children in the community can get to and from school safely. I have had many close calls with people driving too fast and not obeying the speed limit, during school hours and outside of school hours on this road, it is too busy of a road, not to be supporting the safety of our children.	7000 South & 1500 West Pedestrian Bridge
3	I am thrilled about this project. Cars do not want to slow down on this busy road. I have witnessed close calls with cars and pedestrians. This will be a wonderful addition to this community who relies heavily on alternative forms of transportation. Heartland Elementary students and families will greatly benefit, due to needs of students to gain access to food and after school programs.	7000 South & 1500 West Pedestrian Bridge
4	Please build the pedestrian bridge! It has been promised to our community. It will help with the flow of traffic, vs a crosswalk, but more importantly the safety of our school children and community. I have seen the positive effects of a similar bridge across redwood at 7575 south. My younger sister was hit by a car crossing the street before that bridge was built. She survived, fortunately, but not without extensive medical care and lifelong consequences. Heartland has not yet had such tragedies, but near misses avoided only by vigilant crossing guards and divine blessings. Additional use after school hours by the community, especially the children will be so much safer than currently, when we have to rely on a flag and a prayer that drivers will look up and let us cross the street. The beauty and welcoming nature of a bridge also is a bonus! We as a PTA and SCC have met and communicated with our West Jordan city officials, Jordan District reps,, parents, and others. It's time now	7800 So Jordan River Pedestrian Bridge at 1100 W
5	This bridge is crucial to the safety of these elementary kids! Heartland is a "walking school"...lets allow them to walk safely. We have been fighting to have this installed since my recent high school graduate was a 1st grader! The land is ready, the bridge is built...lets get it installed! Dark fall mornings and rising sun summer mornings make seeing the crossing guards, lights and children difficult. Heartland serves as a phenomenal community resource (after school programs, summer lunch)...this bridge will allow safe crossing no matter what time of day or year.	7000 South & 1500 West Pedestrian Bridge

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6	I don't use the "trail system", but I drop off and pick up my granddaughter from school frequently. I see the children and parents walking down the street to the stop light on 1300 west and crossing at the light to get to the northside of 7000 south. a ped bridge would be used by many and provide another visual reminder that we are driving through a school zone. I believe it would encourage many more to send their children to school by walking rather than driving and dropping off.	7000 South & 1500 West Pedestrian Bridge
7	It's time to build this pedestrian bridge! It's time to prioritize safety and keep promises to our children and community. We have met with WJ Mayor, JSD reps, and Heartland families! We have been promised this bridge for nearly 10 years, but have expressed concern for much longer. My sister was hit in a crosswalk on redwood road before the bridge was built at 7525 south. She survived, but the impact was devastating for our family—extended medical care, and lifelong changes. The pedestrian bridge across redwood was built largely because of my sister. Heartland needs more than empty promises and someday. Please put the kids first! The community will also benefit from after hours access to pedestrian safety. Flags alone are not enough. The crossing guards are good, but near misses from stressed out, distracted drivers are increasingly scary! The bridge will be a welcoming entrance to the city, but the safety of our students far supercedes the look. Please keep your promises now!!!	7000 South & 1500 West Pedestrian Bridge
8	I have been a part of this community for a long time. Even when my kids were teenagers I refused to allow them to use the crosswalk on 7000 S, because I know that people don't stop for the pedestrians. We have been promised this bridge for 10 years. Our kids deserve a safe place to cross. With many working parents not able to walk their kids to school, this bridge would allow them to know their kids were getting to school safely. We also have after school tutoring, choir and orchestra, but there aren't crossing guards at that time of the afternoon; so students have to cross alone. So scary!	7000 South & 1500 West Pedestrian Bridge
9	I cannot tell you how many years I have heard that this bridge was coming. It is so desperately needed for that busy street. Night and day there are people trying to cross at that location. Morning commute mixed with kids drop off is a nightmare. Even during the evening commute there are so many cars going west it's bumper to bumper traffic and cars are not paying attention to pedestrians.	7000 South & 1500 West Pedestrian Bridge
10	Do it!	7000 South & 1500 West Pedestrian Bridge
11	I have a child that attends Heartland Elementary and have had kids go there for 15 years. I take my kids to school everyday by car and watch this crosswalk that I stop at have people sped through it, run through with kids and crossing cards in the intersection. The traffic backs up and there is angry drivers. I would never let my child cross the street there because of the cars I have seen speed through there. It is an accident waiting to happen. It scares me everyday.	7000 South & 1500 West Pedestrian Bridge
12	Heartland is a walking school and this would be a crucial step in keeping kids from half of the boundary area safe. The crossing guards, especially Tracy, do a great job during crossing times. But when they aren't there, the other options are redwood or 1300, both places where pedestrians have been hit while legally crossing. This would be a good expenditure of tax dollars to keep all people safe.	7000 South & 1500 West Pedestrian Bridge
13	This would be such a great improvement for safety! I know it would help children cross to and from school safely. As a mother it definitely gives peace of mind for all children that attend Heartland.	7000 South & 1500 West Pedestrian Bridge
14	Please hurry this is so needed.	7000 South & 1500 West Pedestrian Bridge
15	This bridge is so important for the safety of our kids. Crossing the street is extremely dangerous even with the crossing guards. Cars do not slow down. There are countless times I have watched the crossing guards nearly get hit while trying to help students get to/from school. So many families live right across the street from the school but cannot let their kids walk because it is so dangerous. This bridge is long over due and will significantly improve our neighborhood.	7000 South & 1500 West Pedestrian Bridge

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16	Heartland Elementary needs the pedestrian bridge put into place for the safety of the students in walking to and from school. Please seriously build the bridge. Children should feel safe walking to school and not fearing being hit by a car. Please keep our children safe at Heartland Elementary!	7000 South & 1500 West Pedestrian Bridge
17	This is absolutely not a want it is a NEED! This area is not safe for crossing even with the amazing crossing guards that are provided by the city! The school has many after school opportunities that all students should be able to participate in and don't be because of having to crossing a major 5 lane road. It's dangerous enough during the day and more than at night with very very poor lighting. This community gas been pleading with UDOT to do something for years, the opportunity is there please do the right thing and put the bridge in that has been promised every to the community every summer for the past 3 years!	7000 South & 1500 West Pedestrian Bridge
18	Very busy street. This has been needed for years so students can stay safe!!	7000 South & 1500 West Pedestrian Bridge
19	It is simply not safe for children to cross 7000 south at either Redwood or 1300 west as they are both simply too busy and I would never allow them to cross the walk in front of the school as its a four lane road and mixh too dangerous. Heartland has many times that children need to cross the street when crossing guard are not present and it's simply not safe.	7000 South & 1500 West Pedestrian Bridge
20	I think it would be great to have a bridge here. This s always so busy and it would be a lot safer for the kids and the drivers.	7000 South & 1500 West Pedestrian Bridge
21	This is bridge is necessary for the safety of our children. The community needs this bridge BEFORE a kid dies	7000 South & 1500 West Pedestrian Bridge
22	Why hasn't this already happened? What's the holdup?	7000 South & 1500 West Pedestrian Bridge
23	This road is far too busy to not have a bridge for elementary students. These little ones need a safe route to walk home.	7000 South & 1500 West Pedestrian Bridge
24	This bridge is worth the time and money invested to secure our childrens safety.	7000 South & 1500 West Pedestrian Bridge
25	Yes, yes, yes! The neighborhood needs this bridge. People wait forever trying to cross at the crosswalk but drivers are too impatient. Please, please, please put in the bridge straightaway!	7000 South & 1500 West Pedestrian Bridge
26	There is nothing more important than keeping our babies safe. This route can be quite dangerous. The current crossing guards have done an amazing job keeping them safe but this build would bring a peace of mind to all the parents out there with small children.	7000 South & 1500 West Pedestrian Bridge
27	Heartland Elementary is an amazing school with Alger at the helm. Let's improve the neighborhood and safety, one bridge at a time	7000 South & 1500 West Pedestrian Bridge
28	This bridge is a step in the right direction in my book	7000 South & 1500 West Pedestrian Bridge
29	So excited for the upcoming bridge 🍷	7000 South & 1500 West Pedestrian Bridge
30	Please, I beg you to fund this project. I've lived in the area for 20 years and have seen too many close calls with pedestrians trying to cross this five lane road. It's unsafe. I've previously complained and asked for pedestrian crossing lights, which have been turned down. This cross walk is a tragedy waiting to happen. Please fund this project.	7000 South & 1500 West Pedestrian Bridge
31	I think having a pedestrian bridge would be a great idea. It would make it safer for our kids to cross and would help improve the traffic flow.	7000 South & 1500 West Pedestrian Bridge

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32	Please put in a Bridge here for the safety of our children	7000 South & 1500 West Pedestrian Bridge
33	I am a Kindergarten teacher at Heartland Elementary School, and I'm asking you to please put in this bridge for the safety of my little ones. This is a very busy road, and a pedestrian bridge would greatly improve the commute for the students and staff of Heartland Elementary, both in safety and convenience.	7000 South & 1500 West Pedestrian Bridge
34	This is definitely needed, people do not follow the school zone limit and kids have to cross 5 lanes.	7000 South & 1500 West Pedestrian Bridge
35	Please!	7000 South & 1500 West Pedestrian Bridge
36	We need better bus stops in so many places that actually shelter you from the sun, and bus operators need places to use the bathroom!	Bus purchase/overhaul, stops, and operator relief
37	This bridge would provide safe access to school and the Smiths shopping area without affecting the flow of traffic or making people walk two blocks to the light.	7000 South & 1500 West Pedestrian Bridge
38	Please fund this project for the safety of our children.	7000 South & 1500 West Pedestrian Bridge
39	Please support funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyons. Thank you	WASATCH BOULEVARD & 7650 SOUTH
40	The pedestrian bridge would protect the kids. Please support the bridge project.	7000 South & 1500 West Pedestrian Bridge
41	As development in this area increases, I support the inclusion of bike lanes and pedestrian sidewalks in the in any planned improvements to the roads and intersections as this is already a very dangerous area for pedestrians and cyclists.	Highland Drive & 4500 South Intersection Imp
42	As development in this area increases, I support the inclusion of bike lanes and pedestrian sidewalks in any planned improvements to the roads and intersections.	4705 South 1500 East Full Stop Pedestrian Crossing
43	As development in this area increases, I support the inclusion of bike lanes and pedestrian sidewalks in any planned improvements to the roads and intersections.	Holladay Signal Optimization Enhancements
44	This is kind of a test comment, but legit- as a frequent FrontRunner commuter, I fully support double tracking and the resulting increased service and frequency. It would benefit so many commuters!	FrontRunner Strategic Double Track
45	This project just seems so half-baked. So we get the North-South bike route off of Redwood, but then don't provide ANY east-west connections to all the shops on Redwood, and then the route just stops awkwardly at 4800S. No provision for going further north. It just ends at a canal (that's full of goat heads) and then the inhospitable car gutter we call 4500S.	1300 W; 6400 S to 4800 S - Active Transportation
46	Do not widen Redwood. Are you kidding me?	Redwood Road 4100 South to 5400 South
47	This road is incredibly dangerous. The 39 bus gets a lot of use, and this area has a lot of residents that use the bus, but there are basically no provisions for crossing the road. Furthermore, there's almost no lighting, and there are no sidewalks. We need one way protected bike lanes on both sides of the road, as well as decent sidewalks, with trees in the median. I'm disappointed to see this doesn't go further to actually cross I-15 to connect up to the Meadowbrook TRAX station.	3900 South Bike Lanes; Redwood Rd to Jordan River
48	Do it!	TRAX Rail Trail Design

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49	Please keep in mind future streetcar alignment on this road! We need more fixed guideway transit!	1300 East: 3300 South to 3600 South
50	Spending this insane amount of money to shave off a few minutes of commute time at peak with UTA would need only \$400m to drastically improve commuter service is crazy. Please prioritize funding the Future of Light Rail projects instead of this Bangerter highway "improvement" that's just going to dump more cars on local streets and take 200 homes from lower income people. Absolutely ridiculous to prioritize this in a year when we are going to blow through EPA limits on ozone.	Bangerter Interchanges; 4100 S to California
51	We need to work on getting the alignment nailed down as quickly as possible so we can start making acquisitions with corridor preservation funds as potential properties appear on the market. Without it we are only guessing where it's going and can't make any real decisions regarding plans.	Midvalley Highway Re-evaluation
52	What about a mid-block crossing up the street where Cortez St. meets 500 N.? This part of the neighborhood is dangerous and inconvenient for visitors and residents. Nobody wants to walk a half block to loop around and cross safely here. Adding intensity around this area with a HAWK or like feature might get private vehicle traffic to drive the speed limit instead of well above it.	Bicycle Lanes up Capitol Hill
53	This project could very well be the zenith of public funding for private venture. Please don't use my tax dollars to further a developer's plans for their pocketbook.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
54	No tax dollars should be used for this, if the resorts want it, they should pay for it, we also don't need to have the beauty of the canyon ruined by a gondola, this is not the answer!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
55	Build the Gondola	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
56	The Gondola doesn't solve any issues. It would not stop any vehicles in the canyons, and would crowd the resorts even more. A real solution would be a lightrail system (one that connects resorts too), and closing the canyon for periods of time with the only access being the lightrail. And the resorts should be paying for a good chunk of this. The gondola seems completely unnecessary as it solves no problems and instead creates more while also bleeding ridiculous amounts of money to even build it. \$13,719,000 i bet ends up a gross underestimation of the work needing to be done.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
57	We should not fund a project with public funds that has specific utility to specific users - charge a use fee or have the resorts pay for the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
58	I can't believe this plan for gondolas is even being considered. Besides the environmental impact and the visual blight it will create, this project is a waste of tax dollars and will not solve the traffic problems in the canyon. Please go back to the drawing board and come up with a plan that will serve the people paying for it.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
59	I am opposed to building a gondola in Little Cottonwood. The exorbitant cost is improper for a 15-20 day problem, and doesn't account for the impact on the canyon. Moreover, private ski resort funds should fund any remedy, not tax money. The gondola will negatively impact critical watershed. A gondola will also shift the traffic problem to Wasatch Blvd, and will not solve the issue. The gondola will also negatively impact the organic and natural beauty of the canyon. The canyon should be preserved and protected and not permanently altered and destroyed. The electric bus option is better and has fewer long-term impacts. Please choose a different alternative than the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
60	Don't see the gondola solving problems - a huge expenditure that negatively impacts the environment, hikers, climbers, anyone who isn't trying to get to a ski resort. Why aren't we considering half-sized, nimble busses and shuttles? It seems like comments are gathered and then, in the Utah way, the comments are ignored (unless the commenter is a developer).	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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61	I recognize there are some benefits to a gondola, but mostly negatives. I also realize there are political/economic realities that will likely win-the-day in favor of the gondola. That said, I believe one real solution to future/continuing economic funding of any plan, and a way to limit 'some' of the unsustainable vehicle traffic in LCC and BCC will likely require a toll to enter the canyon(s). I personally am in favor of a heavy toll...heavy enough to deter those who don't care enough about the canyons to spend their money to help support them.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
62	I disagree with the gondola. Its carrying capacity seems limited the environmental cost seems high.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
63	Strongly oppose the Gondola. Waste of taxpayer funds to the benefit of Snowbird and Alta. We haven't even tried other, more cost effective measures such as bus incentive, forced carpooling or toll fees. In the end, it will be utilized strictly for tourists and marketed that way. Locals are going to drive themselves up and avoid the hassle and cost of Gondola. How it got this far without an environmental study is beyond comprehension. Thank goodness we have some sound minded politicians questioning the sanity of this proposal that UTOT is so enamored with.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
64	I support the gondola. Build gondolas that connect the entire Wasatch Mountains from Park City to American Fork canyon. Open up the entire area for recreation.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
65	I am very opposed to the gondola in LCC. I don't think it will solve the problems and will negatively impact the beauty of the canyon and put the watershed at risk of contamination. I don't believe taxpayers money should be used for this project.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
66	Thank you for allowing me to comment on the LCC gondola proposal. I favor a multi-modal approach to the LCC traffic problems that includes greatly increased bus service with electric buses, increased carpooling apps, tolls, snow sheds. limits on total visitors up the canyon and a gondola. All of these together will decrease traffic, decrease pollution and preserve the extraordinary beauty of the canyon to the greatest degree. Complex problems necessitate complex solutions, and LCC certainly presents significant transportation challenges. Put cafes, restaurants, ski shops, bike shops, etc at the base hub, and the have the profits from those businesses help pay for operation of the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
67	I do not see how a constant throughput transportation system like a gondola can solve the peak hour(s) problem in LCC. It will require major costs and dramatic changes to the canyon. I believe a much simpler and effective solution would be to ban private vehicles in winter and deploy electric buses that could be scheduled with plows and surged at peak hours. The only infrastructure needed would be parking and charging in The Valley.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
68	A gondola takes cars off the road and eliminates the need to try and widen the road. A gondola would clear the road reducing traffic for backcountry skies and those who want to stop at places other than the resorts. My complaint would be that I would prefer a higher speed technology alternative or faster next gen gondola (if such a thing can be done.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
69	The proposed gondola for Little Cottonwood Canyon must NOT be built. This ski resort construction project is being presented as a "traffic improvement", but in reality will turn the canyon into an amusement park benefiting only the ski resort owners. A significant portion of canyon users want to hike and explore the canyons at various intermittent stops and a gondola does not address the needs of the outdoor enthusiast community. Tax payer money is not a gift for UDOT to build a fun zone tourist ride. Use the money for more bus drivers during ski season. Don't cut the bus drivers and then point to traffic problems, when the shuttles can't handle the seasonal ski rider volume demand.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
70	The Gondola is the best solution to protecting the canyon. It is the cleanest and safest solution. It will eliminate the problem of people being stuck at the resorts or not being able to get to the resorts because of avalanches. Our mayor should take a trip to Europe....	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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71	I oppose the gondola. It is not fiscally responsible and will not ease the burden of traffic in LCC. Add more buses and capacity to the existing public transportation. Build additional parking garages to encourage bus riders.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
72	I oppose the gondola in LCC. This does not provide a benefit to the greater salt lake community. This uses our tax dollars to pad the pockets of private ski resort owners who have created this problem without contributing financially to a solution. If the ski resorts are so desperate to solve this traffic problem, they need to be the primary financial backers of the solution, not the general taxpayer who can't afford to ski. This project would be detrimental to the environment and destroy critical outdoor areas close to the road that attract tourists and local climbing enthusiasts outside of the ski season. An express bussing solution would be the environmentally and financially responsible plan to implement.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
73	A Gondola is not the best solution to traffic congestion on a very few winter days in Little Cottonwood Canyon. Increased bus service and ride sharing would have a much smaller footprint on the natural landscape of LCC. Additionally, a Gondola would not be able to operate on days that vehicle traffic is closed to LCC so it has limited utility in reducing traffic congestion in LCC. Besides the negative impact on the vistas of LCC, the taxpayer shouldn't be asked or required to foot the bill for a vanity project of wealthy ski resorts.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
74	Thank you for considering comments from the community. I have been hiking in Little Cottonwood Canyon year-round for over 30 years. I have experienced the problems caused by huge increases in traffic during ski season. The studies say the gondola puts more traffic burden on the canyon, not less. I have confidence that we can do better than the gondola especially if we give other options similar financial backing. We can explore the other options and solve our problems without endangering the delicate ecosystems that provide our recreation opportunities. We must take responsibility for the risks to the environment, to clean air, clean water, and the beauty that brings us there. Please pick another option. I believe we have better options for solving congestion without putting our gorgeous canyon and clean water in danger so that more people can ski for a few months a year.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
75	I am opposed to the gondola and to widening the road if it is paid with taxpayer money. I understand that there's a congestion problem. But the people who are most affected and the people who want it changed are the resorts. I believe if they want to change it, they should have to pay for it. I don't think taxpayer money should be spent on such a large solution. I would be OK for taxpayer money to be spent on smaller solutions such as more buses to travel up the existing road. And I don't mind the idea of charging individual cars hefty large fees to incentivize people to ride the buses. But I don't think taxpayer money should be spent on a gondola or widening the road to benefit the resorts .	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
76	Taxpayer money should not be used to support the privately owned ski resorts. Will taxpayers in Logan, St George and other areas of the state also be paying for the gondola? If they are, do they even know about the gondola and will it bring them any benefit? The gondola only goes to the ski resorts, it does not help people who want to use any other parts of the canyon. Someone has mentioned putting a reservation system in place for the ski resorts. Many other businesses require a reservation to enjoy their facilities. I believe the ski resorts are going to need to go to a reservation type program. We can't pack more people up the canyon at the resorts and expect people to have great experiences with the overcrowding. Why do we need MORE and MORE people up the canyon. There has to be a point when it is too overcrowded and the beauty of the canyon is diminished. The ski resorts need to start a reservation program for skiing and for parking and that will decrease the road crowds.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
77	I support the idea of a gondola. I am opposed to widening the road, however I do support an increase of bus routes during winter peaks. One of the biggest draws of living in Sandy is the ease of accessibility to our great Cottonwood Canyons. I have hiked/climbed/camped/ridden/etc in these canyons for 30 years. I love being able to stop on the side of the road, unload gear, and enjoy nature immediately. Widening the road will limit nature accessibility to designated areas only. (See ruined Guardsmans Pass and Mt Olympus) A gondola is a great way of future-proofing demand while keeping the raw natural feel in the canyon itself.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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78	This comment is about the Gondola Project: The ski areas that will benefit from this project should pay for this project since they will profit. A great percentage of those who will benefit from the gondola are from outside of Utah. They also should pay for the gondola. I'm sure that it is argued that the gondola will increase out-of-state- dollar expenditures. Then let those entities that will be receiving those increased revenues pay for the gondola. Those tax payers who will not be using the gondola shouldn't be paying for something that they won't use. Sell tickets to those who want to use the canyon roads so they can fund the roads. The ski areas and businesses that may benefit from building the gondola should pay for it. Skiing in this day and age is a rich man's sport/recreation. A person living in West Valley working a minimum wage job who can't afford to ski, or use the gondola, shouldn't be forced to subsidize the wealthy nor private corporations (e.g. ski areas).	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
79	Tax payer money should not be used to fund the playground of the rich. Introducing a hefty toll to use our natural resources has the same effect, only the rich will be able to use our canyons. Isn't it funny that everything we do to "improve or preserve" the environment has a pay option to nullify the benefit/intent? HOV tolls for example. All these do is allow the rich to opt out of preservation efforts. They are ethically wrong. Let's go back to the drawing board and find a solution to the real problem of accessing our canyons. IF a gondola, widening the road, or light rail is really part of the solution, the tax payers who can't afford to use it shouldn't flip the bill. Whatever the solution, I'm sure we can do it without impacting the environment.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
80	It was a mistake and a waste of taxpayer money to not build Bangerter and MVC as a freeway to begin with. UDOT got that wrong. Utah's growth can and will support avoiding these short sided decisions in the future. The remaining Bangerter interchanges should already be under construction to change them to freeway intersections (I.e 13400, 2700 W, 9800, etc.). Let's go.	Bangerter Highway South Interchanges
81	no gondola in Little Cottonwood Canyon	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
82	I do not believe the gondola will solve any problems. It think the use will be minimal like the bus systems through out the county. And the government and tax payors will need to cover the bills for this when it does not pay for itself over time. I would be on board to support the project if no it is made so that no public cars or trucks are allowed in any of the canyons so all people are forced to use the gondola or not go up and visit the canyons. I hope the later of the two. So that we can cut all vehicles from the canyon. Thanks	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
83	I am strongly opposed to the gondola project. This project is fiscally irresponsible and a misuse of taxpayer funds. The gondola will destroy the beauty of two canyons. The aggressive marketing campaign against bus alternatives was a blatant attempt to manipulate citizens to support the gondola and clearly shows a large advertising budget used in an effort to lead to enrichment of private entities. UDOT should NOT be supporting this option.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
84	I strongly and fully support the gondola project. It is a first step in addressing the blights of traffic, pollution, and environmental degradation that are destroying our state's quality of life for all living things. The expenditure of taxpayer funds on this project fulfills the very purpose of taxpayer funds: To improve community infrastructure and quality of life --- objectives that this project fulfills. Objecting to this project is simply an exercise in prolonging the status quo which amounts to more traffic, more pollution, and more environmental degradation.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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85	I understand the draw of the gondola but I think it would have really negative environmental impacts and would just shift the congestion elsewhere. I know users of the resorts would prefer to just get on a gondola and then be at their destination rather than take a bus but I don't think that the desire to make it easy should come at the expense of the environment. It also seems crazy to invest so much (taxpayer!) money into a problem that is only an issue 20-30 days per year. Skiing and snowboarding do not pretend to be sports accessible to everyday people, so we shouldn't frame this as an issue of "accessibility"- it's only the accessibility of the wealthy and lazy (ie unwilling to take the existing public transportation system) that are at stake here. The amount of environmental destruction needed to achieve this "accessibility" is too high a cost.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
86	I strongly oppose the gondola in LCC. Professionals should not be forced to come up with all the potential positives on a decision the politicians already made. Alternatives should be gathered from diverse and wide sources. You have to also consider if it would be good/safe experiences for the skiers to be even more crowded. Also, those who benefit most(ski resorts, skiers) should have to pay for large portion of the cost of any improvements.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
87	I am opposed to this project for two main reasons. The first is that we haven't tried additional bus/shuttle services. The second is that I think instead of trying to fund a gondola, the resorts and the state should be more focused on extending ski season by funding more Great Salt Lake conservation efforts. Recent environmental studies confirmed that ski season was 17 days shorter in 2022 because dust from the dry lake bed scattered on the snow in the canyons, causing a premature rush of snowmelt (sand heats up faster than snow, causing the melt). We need to protect the watershed, no one wants to drink gondola grease. Recreation is a big part of Utah culture, and we should do our best to limit private traffic so the buses can run unimpeded, and incentivize the use of electric busses to reduce environmental impact, and we should not pour our money into a gondola as a solution to a mainly winter problem when the negative effects of gondola construction would be present year-long.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
88	I strongly oppose the proposed gondola in LCC. To say the least, the beauty of the canyon should not be compromised by building permanent structures up and down the canyon. Furthermore, this project should not be funded by taxpayers, when it will only benefit private entities (the ski resorts). I fully support the common sense solutions that have been outlined by Mayor Wilson.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
89	I oppose the gondola. It doesn't serve all that use the canyon and solves a problem that exists only a few days a year. Make it a toll canyon, expand bus services, anything but the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
90	I strongly oppose the gondola in LCC. It will only serve rich tourists and will not improve canyon access for the locals. Less impactful alternatives should be prioritized.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
91	I support the Gondola. the Canyon has been a mess in recent years if you want to try and go skiing at any peak time at all. After reading the concerns from the Mayor, none of them change my mind that a gondola would be a beneficial solution. It will change the view in the canyon, but I don't think it will be detrimental - it will offer a new unique view of the canyon to anyone who rides and better access up and down	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
92	I am opposed to the gondola in LCC for many reasons. I believe better alternatives exist. We should implement the other alternatives before spending public dollars to benefit private business interests. Also who benefits from this use of public dollars. I am tired of public servants using taxpayer dollars to line their own pockets with these development projects. The gondola will destroy many beautiful bouldering areas that line the roadside of LCC. Hikers, snow shoe, back country skiers still need access to the canyon but their favorite areas will be greatly impacted by the gondola. Let's try other options and pay to play and public options. Thank you.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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93	I strongly oppose the gondola. It is a project that will cost the taxpayers a lot of money and will only benefit a few. Taxpayer money should be spent to improve the lives of the citizens, not to enrich a couple of people who own the elands the gondola will be built on. A better solution is a large parking structure near 9400S Highland drive with a fleet of busses. Also, close the canyons for a 1.5 to 2 hours each morning except to bus and emergency traffic. Make the busses express that go to certain stops rather than taking an hour to stop 10 times through snowbird and it will move fast.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
94	The average citizen is against the gondola project as it will raise our taxes, and is a service that only the very rich and ski resorts will benefit from. I've also noticed that the process for making comments was made very difficult, likely to deter people from making comments against the project. Let us keep our mountains beautiful, and access available to everyone, not just the wealthy. We already have a high tax burden and cost of living here, it's unreasonable to make things worse for the middle class, who will never be able to afford the use of the expensive ski resorts anyway. We can still at least afford going up to the mountains to enjoy their beauty. Don't take everything from us, just to line the ski resorts' and politicians' pockets.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
95	At first i thought a gondola was a very good option. But after realizing it would only serve the two ski areas, I am strongly opposed to it! The Canyon is for everyone! Increased shuttle bus service has advantage of less cars on the road. The busses could be mandatory during busy times reducing the need to widen the road.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
96	Quail Run Development LLC, CW Management, and Gondola works are run by Chris McCandless, Wayne Neiderhauser, and Kevin Gates. Why are they the ones pushing the gondola? Could it be that they could earn millions from it? UDOT SHOULD MAKE PROJECTS FOR THE PEOPLE. NOT FOR BILLIONAIRES. Ask yourself who is a gondola serving?? And then ALSO remember that Carlos Braceras met his wife at Snowbird. This and more at: <a href="https://littlesis.org/oligrapher/8500-money-behind-the-utah-gondola">https://littlesis.org/oligrapher/8500-money-behind-the-utah-gondola</a>	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
97	This project could very well be the zenith of public funding for private venture. Please don't use my tax dollars to further a developer's plans for their pocketbook. I THOUGHT THIS WAS SUPPOSED TO BE A REPUBLICAN PARTY??? WHO TF WANTS THIS?! LIBERAL ASS COMMIES WAYNE NEIDERHAUSER, CHRIS MCCANDLESS, AND KEVIN GATES.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
98	Using tax money paid by every citizen to buy something that only benefits those interested in an increasingly cost-prohibitive hobby sounds like the opposite of Robin Hood. Steal from the poor to benefit the rich. I'm sure we can come up with much better ways to use that money for the benefit of most, if not all.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
99	I strongly oppose the proposed gondola project as part of this infrastructure package. While the gondola attempts to address the problem of access and traffic up LCC during the winter season, it fails to be the most effective, lowest impact, and financially responsible solution among other options available. The gondola as it's proposed has not clearly shown itself as the premier option when compared to other proposals including expanded bussing services in combination with restricting personal vehicle usage. It is wise to start with the simplest and lowest cost reforms before initiating such a large infrastructure investment like the gondola. Especially when there is a need for these proposed funds elsewhere in our community to address maintenance of our current infrastructure. It is irresponsible for public personnel and leadership to support this initiative in the face of more pressing needs which serve a larger portion of the community.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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100	There are other alternatives to this costly and destructive project. This is a project that benefits the ski resorts, so Alta and Snowbird should participate in solving the traffic problem in Little Cottonwood Canyon. First, the resorts can institute a reservation system for skiers. (A reservation system for parking doesn't work, as evidenced by Solitude's failed pay-to-park program--people just park on the road.) This would limit their revenue, of course, but that's better than burdening the taxpayer. Second, UDOT could increase bus service and make it speedier and, during especially busy times, require that people use the bus to access the canyon. Last year's record snow fall aside, the mountains will continue to experience lower snowfall, and building a costly gondola that becomes obsolete isn't a smart use of money. (Remember the Great Salt Lake pumps, now high and dry?)	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
101	I strongly oppose the gondola. I'm against using tax payer money to benefit a few developers and resorts. This option does nothing for hikers, campers, and people who want to go to other areas of the canyon. Plus it would negatively impact the canyon itself with all of the high-impact infrastructure required.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
102	I support the gondola. Widening the road would leave a massive footprint and destroy the nature we are trying to protect. Plus widening the road does not solve the problem of road closures due to weather (a gondola would). As far as busses go, they run into the same problems related to road closures.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
103	I like the gondola	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
104	I oppose the gondola. Using public or even private money to destroy the aesthetics of a treasured landscape so accessible to a major city is indefensible. Buses, tolls, reservations, limiting skier numbers, etc. are all viable alternatives.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
105	I oppose the gondola. There are other cost-effective ways to deal with the congestion that we currently have. These include implementing tolls, adding busses and shuttles and requiring reservations. Please look at common sense solutions detailed by Salt Lake City's offices.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
106	I oppose the gondola plan. I would like there to be increased bus service and potentially a toll for cars. People do not need to drive their cars into the canyon and we do not need an expensive gondola when bus service would accomplish the same ends.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
107	the gondola option is not viable based on the avalanche paths. it will also ruin the natural beauty of the canyon, and require a significant amount of additional tax payer dollars when the towers and gondola cars are destroyed by avalanches.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
108	In the long run the gondola is the only way to go. All of the other suggested solutions are only short term fixes. It talks about enhanced bus service. The only way to enhance the bus service would be to add two more lanes of roadway and the only way to do that would be to pipe little cottonwood creek and run roads over piped creek beds. To add to the gondola it needs to start in the middle of the valley somewhere.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
109	PLEASE put a traffic light on 9000 S and 1075 W. It is needed now and with the road widening, residents will struggle more than now to exit the neighborhoods.	SR-209 (9000 S); Redwood Rd to State St.
110	NO Gondola!!! NEVER!! Spend the state taxpayers' on something that will actually benefit the taxpayers and not the ski resorts! The ski resorts will do just fine on their own. Enhanced bussing with affordable fares, along with improving public transit from around the valley to the mouth of the canyons (Big & Little Cottonwood as well as Millcreek) would really go a long way in helping to alleviate the current vehicular traffic congestion in all of the canyons.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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111	I support the Cottonwood Canyons enhanced bus, tolling, and hub proposal to reduce the traffic and congestion in the Cottonwoods during the winter season. I strongly oppose the gondola proposal and believe that the buses offer a better option for transportation service to and from the ski resorts without the significant environmental impact the gondola would have on Little Cottonwood Canyon. The gondola only proposes a solution for one canyon, when the congestion and traffic issue is a symbiotic issue in both canyons. You cannot solve this issue by ignoring one canyon and only addressing the issue in the other. The enhanced bus, tolling, and hub proposal offers solutions for both canyons which will ensure sustainable traffic and congestion reduction for years to come. The people have spoken. The majority of Utahns DO NOT SUPPORT THE GONDOLA. The gondola cannot continue to be driven by the state legislature and sky resort tycoons as the lead proposal when it is opposed by the majority.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
112	I oppose using taxpayer dollars to fund this project. Make busing mandatory on high congestion days. There's a more common sense alternative than an expensive gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
113	I want to be on record as opposing the gondola option to be the preferred alternative in the phased implementation approach. There are other solutions that make more sense, are less invasive, and cost way less. Please look at the SLCO mayor's "Common Sense Solutions" as the phases progress. The Gondola is a bad idea.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
114	I oppose the gondola option as the preferred alternative in the phased implementation approach. There are other solutions that make more sense, are less invasive, and cost way less. Please look at the SLCO mayor's "Common Sense Solutions" as the phases progress. The Gondola is a bad idea. The people have spoken. The majority of Utahns DO NOT SUPPORT THE GONDOLA.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
115	I have not seen anything proposed that states that local residence would have a reduced toll. Many states have a set price for resident verses non resident. I pay taxes and think it's ridiculous that I would have to pay this in addition to my regular taxes. Many local residence do not ski or go up the canyons. I am a proponent of extending the bus system.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
116	I am a skier who frequents both Big and Little Cottonwood Canyons and am adamantly opposed to the gondola. It will be an eyesore and once installed will be there forever (along with the associated damage to the canyon). The project will cost double what is estimated (all projects go over budget massively anymore), the costs will be pushed onto average taxpayers, many of whom do not even visit these canyons. The gondola will not move enough people to remove cars from the canyon. It solves nothing. Enhanced bus service, more incentives to carpool, and avalanche sheds to mitigate the avalanche danger issue are a cheaper and better alternative for LCC.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
117	I strongly oppose the gondola in LCC. There are much simpler and more effective solutions that will benefit everyone, instead of only benefiting the people who can afford to go to the ski resorts. Aside from the fact that the gondola will limit access to PUBLIC lands and only allow access to the very private and expensive ski resorts. The environmental issues will remain forever if this gondola is built. Not sure how there are signs everywhere that this is a watershed to be protected yet it will be irreversibly damaged by construction.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
118	I would like to see the alternative costs for initial build, operation and maintenance for gondola vs. entry fee like Millcreek Canyon. Of course the difference is that Little Cottonwood has resorts. How much of their costs are borne by the resorts?	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
119	My preference is an expanded bus/shuttle system with vehicle tolls and a reservation system. Using an expanded bus/shuttle allows for satellite parking lots easing traffic at the base of the canyon. I believe the proposed alternative of a gondola and 2500 car parking lot at the base of the canyon is not for the benefit of the public but lines the pockets of large corporations. Here's an idea. Force the ski resorts to pay for traffic mitigation. Afterall, they created the problems in LCC.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
120	I support just about anything OTHER THAN a tram. To me, the negative impact of a tram is equivalent to putting a tram in Yosemite Valley. Little Cottonwood Canyon is that beautiful and should remain that way.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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121	My family skis exclusively in this canyon. I adamantly oppose a gondola system to ease congestion. I support more busses, more parking, and tolls on the busiest days. Yes, I would rather pay a toll than see the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
122	Yes! Double track where ever it is feasible.	FrontRunner Strategic Double Track
123	Yes! It will be nice to see it completed. To Utah County and beyond!	MVC from 2100 N to Porter Rockwell
124	Yes! It is a beautiful area for families to explore.	14600 South; Railroad Bridge to Redwood Bike/ Ped
125	Yes! A great spot for trails.	First/ Last Mile POM Active Transportation Study
126	I like that MVC was planned for the future. However, the future is coming faster than expected. I hope to see the corridor turned into a freeway before I am too old to drive it	MVC; Old Bing Hwy to Porter Rockwell
127	Reading the previous comment, I am reminded that a lot can be done if there is the money. That, of course means higher taxes or tolls. Anyway, it would have been nice to have planned Bangerter as a freeway from the beginning. I am amazed how creative the planning has been to retrofit the corridor with bridges. I hope to see other intersections completed soon.	Bangerter Highway South Interchanges
128	There is no better investment to be had than when public officials can be convinced to shift the financial risk and environmental costs to the tax paying public while a very thin slice of the wealthy and politically well-connected reap the financial rewards. The gondola project is political pork barrel at its very best. The WFRC and the taxpaying public have many more deserving projects in need of public funding that benefit a much broader cross section of our communities with significantly fewer irreversible and irretrievable environmental costs.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
129	It would be nice to have a Trax station at 40th West and Old Bingham highway. It could be right behind the Smith's store. It is an important intersection and retail hub. It would be convenient for shoppers and commuters. Also, I would like to see Old Bingham connect up in that area. That would alleviate traffic jams for people using Old Bingham to connect to 90th South or to continue on Old Bingham. There already is a light at the Railroad crossing. I think it would not be very difficult to do that. I know that there is a rail spur issue and, I assume, some private property issues. I hope both projects could be done.	TRAX Rail Trail Design
130	I am strongly opposed to the tax-funded Gondola system. The cost:benefit is too high: monetarily, environmentally, practically. I support the common sense alternatives proposed by the Salt Lake County Council & Mayor Wilson.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
131	I feel the gondola is a horrific idea for our canyon. There will always be growths in the number of people wanting to use the canyon, especially during the ski season. But there comes a time when we must recognize that enough is enough. Some businesses will state, "I'm sorry, but we are at capacity". This is what needs to happen in our canyons. We can't keep accommodating more and more people to the detriment of the canyon as well as the residents.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
132	Constructing a gondola system in Little Cottonwood Canyon would defeat the purpose so many people use the canyon for: to enjoy a natural, beautiful environment away from the bustle and development of the city. We do need a solution to the congestion in the canyon because everyone should get to use these public lands and our population is growing. However, in our search for a solution, we must not forget why people love coming to LCC. There are other alternatives that would better preserve the canyon's world-class views and Salt Lake County taxpayer dollars, including enhanced bus frequency and parking reservations. And as unpopular as tolls may be, I believe those would also be a more acceptable price to pay than to trade in LCC's soul for an expensive novelty.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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133	Please fund these alternatives to reduce congestion that occurs only during the winter months for skiers. I DO NOT support the idea of a gondola and feel that the enhanced buses, tolling and a HUB will stop the discussion about a gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
134	When the Olympics came to Utah many years ago, LCC was deemed too fragile/unsafe for Olympic events. The same holds true today, LCC is too fragile for a gondola or road widening. From Albion Basin, the watershed, the ski resorts, the hiking and climbing areas, to the geological parks at the entrance of the canyon, this canyon is unique. I think the canyon would benefit from electronic bike concessions in the park and ride lot and tolls for cars in the winter, with reduced fares for carpools. I am also in favor of electronic buses up and down the canyon. I am highly opposed to a gondola and widening our road. Please do not make LCC into another Park City. We want LCC to be about nature, not development! Encourage people to ride buses in the winter - high toll fees, low bus fees! Its the least we can do to keep the canyon beautiful for future generations.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
135	I strongly oppose the proposed gondola project. The gondola attempts to address the problem of access and traffic up LCC during the winter season, it fails to be the most effective, lowest impact, and financially responsible solution among other options available. Please head the counsel of the SLC Mayor, The Sandy Mayor, and the majority of the SL County Citizens.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
136	I strongly oppose the proposed gondola project. The gondola attempts to address the problem of access and traffic up LCC during the winter season, it fails to be the most effective, lowest impact, and financially responsible solution among other options available. Please head the counsel of the SLC Mayor, The Sandy Mayor, and the majority of the SL County Citizens.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
137	I also strongly OPPOSE the gondola. Why are we spending \$550 MILLION dollars on a gondola that will only be used 1 out of 4 seasons per year to benefit ski resorts? The impact on climbing, hiking, and the canyon views is enough to oppose it, but this is something that WILL use a large majority of taxpayer dollars but will NOT benefit all taxpayers. It benefits the ski resort and investors over anyone else. It won't be free to use (the cost to use hasn't been listed, but it can be assumed this won't be free) so it would be much wiser to follow common sense solutions that will make a difference and use the money for more impactful projects such as saving the great salt lake. If global warming continues, we won't even have enough snow and skiing to warrant this gondola. If we don't fix the great salt lake, we won't have good enough air quality to warrant it either. Please don't waste our tax dollars on something so trivial that only benefits the resorts and hurts other canyon users.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
138	I support phase 1 of the LCC traffic plan. Tolling and electric buses are the best solution to this issue. It will have the least impact on the canyon and support it for decades to come. This should be the long term solution put into place and expanded upon. Phase 3 involving the building of the gondola are ludicrous. It will ruin the beauty of our environment, potentially destroy the watershed, and make no solutions in traffic for the affected residential areas that will be near the parking garage. Additionally, pricing for tolling appears to be set for phase 1 and is appropriate pricing. However, when I attended a meeting on this with leaders for the gondola no one could comment on its price officially. It will make the mountains inaccessible, damage them, and ruin what this state has loved for so many years. Expand upon phase 1 do not move to phase 3.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
139	I support the use of tax payer funds to increase access to the canyon; however, I do not support plans that segregate the community or prioritize the needs of ski resorts while devaluing all other forms of recreation in the canyon. The amount of funding allocated in phase one is a gross misuse of tax payers funds, as it only serves a small portion of the community. Furthermore, tolling access into the canyon will undoubtedly limit access of less affluent residents from ever having access to public lands. This socioeconomic segregation is directly contrary to the philosophy that established the policies responsible for these public lands. Approval of these policies speak starkly to the deterioration of progression and corruption of relevant authorities. Please stop using taxpayer fund to support irresponsible big businesses, while simultaneously destroying precious resources and needlessly creating economic barriers.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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140	NO to the gondola. It won't help and it's a waste of money. Last year I never once drove to the ski resort, I parked at Wasatch Blvd and took the bus, but this year all of the changes made it so inconvenient. Do what Zion does...shut down the road to visitors in the winter and shuttle everyone up and down every 10 minutes or so.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
141	This is unfair to make Utah/Salt Lake taxpayers pay for the profits made by the ski resorts. It will over-crowd the resorts and over crowd the environment. Start a reservation system and enhance bus systems.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
142	Obviously many including myself are opposed to phase 3. . . But phase 1 - who will administer the tolling? Is it for road use only? The reason I ask is when I have talked to the USFS about these plans they indicated implementing a use fee system for all USFS lands in the Wasatch akin to American Fork and Millcreek system - including the cottonwoods. If that happens, it seems there will be two tolls? While I favor busing over gondolas, there need to be a LOT of buses! Nobody is lining up to get to the resort by 11am. Everyone wants to get there between 8::00 and 9:30-10. Same for the down. Lastly, I would beg you to consider a toll plaza that activates ski passes for all resorts in the cottonwoods that is tied to parking spaces in the resorts, forcing those who do drive up to park in the resorts and those who can't when spaces run out cannot activate their ski pass except when tapping off a bus. So they have the bus as an alternative when the parking runs out. Please consider!!!!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
143	Hello, I am dead set against the construction of a gondola in little cottonwood canyon. This will only benefit a few contractors, legislators and damage the watershed and ecosystem of the canyon. This is nothing but subsidizing the ultra wealthy.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
144	I am against the gondola fiasco. \$550,000,000 of tax payer funds for this debacle only benefits wealthy tourists and two ski resorts. The gondola plan does not benefit the rest of the Salt Lake population. Why is the public subsidizing the ski resorts when in 10-20 years there may not be enough snow for the resorts to be viable? Why are we planning on ruining the environmental and visual esthetics of our beautiful canyons for monied interests? There are better options which make fiscal and environmental sense. Will reason, facts and logic win out, or will this be another money grab by developers and the well to do, supported by unethical legislators? NO GONDOLA!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
145	Before spending \$550 million on the gondola, which is a gamble on many fronts try a less invasive form of transportation: regularly scheduled reliable shuttles. Each passenger pays a responsible fee and has the convenience of stood at larger trailheads and resorts. It's a safer (drastically reduces the number of cars), improves the air and health of residents (poor state elected officials still don't get that there's a connection) and could be a revenue source.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
146	The fact that the Gondola is still being discussed makes me think our local government is completely corrupt. It costs far too much for the little impact it will have	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
147	Dear Staff, I support the decision to enhance bus services in the canyons during peak times and increasing parking spaces so use of bus services are easier. During the "trial" period of phase 1 is there money allocated to assess if there are, a) adequate number of buses for ski resorts as well as back country use, b) adequate number of buses that go directly to each resort to rapidly take skiers to desired destinations, c) adequate parking spaces in all locations along popular routes to the canyons, and d) staff to collect data asking drivers why they chose to drive vs using public transportation? If traffic issues are not immediately improved these issues should be studied and changed during the "trial" period. I strongly support charging for car use during peak hours but non-peak hour car use should not be charged. Phase 1 should be implemented for several years as changing one's habits and expectations take time. Thank-you for considering these comments.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
148	I strongly appose the Gondola idea. I support busing up the canyon instead. The Gondola will destroy the beauty of the canyon.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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149	I am vehemently opposed to the gondola. Ironically, the traffic congestion is the only thing keeping the Cottonwoods ski resorts from being overrun (more than they already are) and the nature protected. A gondola is nice in theory but my bet is it'll be so slow and problematic that tourists and locals alike won't even use it to offset the cost to build it. Don't do it! People won't use it. They want faster more convenient solutions. Keep working on parking at bottom of Canyons and buses. We will use those!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
150	Forget the expensive gondola. Build tunnels in the slide areas and increase bus service. Go back to common sense.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
151	I cully support the SLCounty's phased common sense solutions to improving sustainability in Little Cottonwood Canyon. I do not support inclusion of a gondola in the plan. It would disrupt the environment, the aesthetics of being in the canyon, and it would not solve the transit issues.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
152	Salt Lake County Mayor Jenny Wilson is not an intelligent person. Her opinions should never be taken seriously. Anybody who puts any stock in something she has to say is relying on garbage information. She should just resign and stop embarrassing herself. Maybe she can find a job in the private sector—but I doubt she is qualified. I don't think gas stations would pay for somebody to say "ding ding" when cars pull in. Which is probably her upper limit of competency. So I'm sure she'll remain in government leadership, where even the most basic ability as a functional human being is not a prerequisite for retaining your job.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
153	I like the plan proposed by UDOT. I think the cost of the gondola is ridiculously overpriced, BUT I'm not opposed to that as a solution in the future. It helps resolve the issue of road closures due to avalanche and I think it's impact regarding the view is minimal. With growth and more use of the canyons, we'll need something that's not isolated to a road.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
154	I express my support for this project. I commute on Frontrunner frequently and upgrading to 15 minutes has been my greatest hope for this system. For new vehicles, I recommend Stadler FLIRTs as they are made here in Utah.	FrontRunner Strategic Double Track
155	I'm concerned with the extraordinarily ginormous cost, but not surprised. Some of this budget should go towards improving the transit connections so that fewer cars provide wear and tear to I-15	I-15 Reconstruction; Farmington to Salt Lake City
156	Widening this portion of I-15 isn't going to solve anything. I'm concerned that UDOT is wasting Taxpayer money to expand a freeway that will quickly fill back up with traffic again. Will this be our Katy Freeway for Utah?	I-15 NB; I-215 to 600 South
157	I love this trail. Please make some better connections with the Magna Regional Park, right now there isn't a nice pedestrian-centered way of entering the park. A protected entrance would be amazing.	Utah & Salt Lake Canal Trail, Phase 5
158	This should include improving the sidewalks. I walk to Bus Route 35 from 4100s often, and it's annoying and stressful for both me as a pedestrian and for drivers on the road when there isn't any reliable sidewalk to walk on.	7200 West; 3500 South to Copper Hill Drive
159	This should be a light rail line. OGX and UVX show that BRTs are not the answer to developing a new community-oriented around transit. Don't make the same mistake OGX did by attempting to cut costs when in the end it cost just as much as the light rail alternative.	Point of the Mountain Transit Environmental Study
160	Firmly against this road widening. Thumbs down.	SR-209 (9000 S); Redwood Rd to State St.
161	We need fully double tracked Frontrunner! And we need it 10 years ago!	FrontRunner Forward
162	This is so much better than an interstate 15 project. Two emphatic thumbs up!	FrontRunner Strategic Double Track
163	I'd love to see this project come to life, especially the gondala as I think that would help mitigate traffic (and therefore pollution) in the canyon	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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164	Research is always good!	TRAX Rail Trail Design
165	Doubling peak frequency on FrontRunner will be transformative for the entire region. This will attract ridership and enable people to show up to the station and go rather than using a schedule. This also addresses the issue of compounding delays that single-track systems experience resulting in better reliability.	FrontRunner Strategic Double Track
166	Rails and trails are a great combination! Better access to rapid transit means more ridership, as well as comfort and safety.	TRAX Rail Trail Design
167	This is a great opportunity to demonstrate transit that is better than a regular bus but more affordable than a full-scale BRT.	600/700 N Frequent Transit Network Improvements
168	I think this proposed plan is such a step up from the gondola idea. Rather than ruin the canyon for locals and travelers by having something run up the canyon for private companies, just enhance bus lines. Tax money does NOT need to be allocated to make a gondola that will only benefit those with enough money to get skiing or snowboarding passes to two resorts.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
169	Please extend bus transportation further north on Wasatch Boulevard/Foothill Blvd to include stops. Pickups at 3900 South would encourage more travelers from north of Cottonwood Heights to ride the bus. The lot at the gravel pit is already past capacity with BCC riders. Last seasons bus stops for Little Cottonwood Canyon that were exclusively along 9400 south effectively eliminated all riders who were coming from north of Sandy	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
170	I support the creation of the new mobility hub and enhanced bus service and tolling. I think these options are far better than the overpriced, gondola. A gondola only supports the two ski resorts and entitled skiers. The bus option gives us the option of trail head stops that would increase access to the canyon by all, not just a few. Let's protect what we have and try not to disturb more of the alpine setting that exists now but will be threatened by a gondola in the future.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
171	I am delighted that enhanced bus service for Cottonwood Canyons will occur -- much needed and supported by many SLC residents. I oppose the gondola, which is NOT supported by residents.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
172	I celebrate the enhanced bus service for the Cottonwood Canyons! Additionally, I strongly oppose the gondola projects along with many residents in my community.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
173	I strongly support enhanced bus service and tolling for both LCC and BCC and appreciate that UDOT is at least pretending to give us this option before the gondola goes in. I hope that WFRC, UDOT, and UTA truly invest in this phase of the project as I believe it has the power to permanently solve the issues in the canyon. This combined with Snowbird playing a role to improve traffic in the canyon by removing roadside parking and/or implementing a parking reservation system, could significantly improve the experience for all without having to spend \$550 million (likely much more by the time it is all said and done) on an eyesore that will change the nature of the canyon forever and I believe be strictly a tourist attraction used by out of town guests and not those tax payers footing the bill. I would also include that a mobility hub closer to the mouth of LCC (9400s?) would be an important inclusion to serve those coming from the south, Utah County, Hotels In Sandy, ect.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
174	The gondola is the appropriate transportation solution. It is too bad the ski resorts (who are the beneficiaries) are not sharing this expense with the taxpayers. Also disappointing the certain political figures have taken financial stakes in these development projects. The main point is that I hope tolling would be established for Big Cottonwood Cyn. at the same time it goes into effect in Little Cottonwood.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
175	I appreciate this route and want it to be continually supposed	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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176	I support transportation hub, bus, etc funds but NOT gondola. Thanks	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
177	As a skier, I love the option of the bus and wish more people would use it. As a climber, widening the roads or installing a gondola would irreparably damage the bouldering in the canyon. It would destroy roadside classic climbs and make parking and being able to access climbing in the canyon much more difficult. Please, please, please consider tolling and busses before changing and installing additional infrastructure to the canyons. The canyons are not just for skiers.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
178	I support the gondola with appropriate parking support, such as parking hubs across the valley and mostly away from Wasatch boulevard. I am a resident of Cottonwood Heights and don't want to see more car traffic up the canyons.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
179	Me family and I have been residents of sandy for 13 years. We are avid snowboarders who frequent BCC and sometimes LCC. We have seen traffic worsen dramatically in both canyons and know there is a problem. However, we don't feel the gondola solves the problem, only creates more issues. We stand by the mayors response to this issue to give phase 1 a real chance. We believe better bus systems, parknride parking and incentivized or mandatory carpools could do a lot to solve the problem. We strongly disagree with the gondola as a solution.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
180	Honestly, BRT would be fine here. They provide more flexibility and allow for lower overall maintenance costs long run. However, for different reason (the disced covered and spacing between stops) Light rail might make more sense.	Point of the Mountain Transit Environmental Study
181	I fully support increased bus access up Little Cottonwood Canyon. For this to work, busses need to run more often, particularly during peak periods, and there need to be improved parking options. Finally, there should be bus service in summer, not only winter.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
182	Having commuted to Provo from Murray by Frontrunner for over 10 years, I fully support expansion of Frontrunner to Double Tracks. Increasing the frequency of trains and reducing delays would incentivize more people to ride Frontrunner, reducing traffic, wear on our roads and most importantly, improve air quality. As long as FrontRunner continues to be more expensive and less convenient than driving, people will continue to drive, the double tracks is a first step in getting more people out of cars and onto public transport.	FrontRunner Strategic Double Track
183	Please install a bike lane if possible. Thank you.	1300 East: 3300 South to 3600 South
184	I support the Cottonwood Canyons enhanced bus, tolling, and hub proposal to reduce the traffic and congestion in the Cottonwoods, and I strongly oppose a gondola. A gondola would destroy canyon sight lines, benefit two property owners at public expense, and further pad the pockets of corrupt legislators and developers. It would do nothing to ease congestion at canyon trailheads. Connect year-round routes to transit hubs with buses running at frequent intervals with options for riders to access multiple canyon stops.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
185	Continuing SR-108 widening project north of SR-37 (1800 North) in Clinton to 4275 South in Roy needs to begin in 2024 with a completion date in 2027 and not 2029. UDOT data is already reporting 21,000 AADT and growing on SR-108 between SR-97 (5600 South) and the Weber/Davis County line in Roy. With the soon to be completed West Davis Corridor freeway project in 2024, traffic flow in West Weber County will use SR-108 (3500 West) in Roy to access this new freeway, placing more demand on this state road going into the near future. Roy City cannot wait 6 more years to finally realize some relief from the traffic congestion on SR-108 (3500 West). Roy City cannot continue development along SR-108 knowing that someday a widening project will require Right-Of-Way Acquisition of those developments which will add significant costs to the project. Since the original Environmental Impact Study (EIS) was completed in 2008, SR-108 has experienced significant changes along SR-108 in Roy.	SR-108; SR-37 to 4275 South

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186	I believe the most effective way of improving transportation in LCC while preserving this fragile, precious environment is an enhanced bus system.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
187	I am in full support of enhancing the bus system! As someone who takes the bus line up LCC a minimum of 75 times throughout the winter, I strongly believe in the value of these buses. I was very unhappy when the bus system up LCC was cut by 75%, removing the 953 line and cutting the 994 line in half. The buses do a great job of relieving traffic and encouraging more people to take the bus will reduce it further. Please enhance the bus systems in the canyons!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
188	I work at the LCC resort in question, about 7 years ago I noticed cars replaced buses because people wanted total control. Those same die hard skiers used to ride the bus but now have graduated to families and they want their cars and will pay for the privilege. With UTA dropping the frequency of buses it defeated the purpose of training people to use mass transit. It's such a short ride that if you have buses every 15 minutes you can leave the church down at 9400 and be at snowbird in about 12 minutes! The younger generation is perfectly happy to ride mass transit if it's available as long as they're on their screens. The gondola would have been great 30 years ago but not anymore it's too costly, the average family is not going to ride it, nor pay for it. The LCC resorts were never designed for this many skier visits per day, and a gondola is not going to solve that problem, nor will anyone use it from April through the end of October!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
189	I am firmly opposed to the Little Cottonwood Canyon gondola. The ramifications are numerous. The cost is prohibitive. To prepare for the gondola will cost \$150 million and another \$750 million for the gondola itself. The percentage of the population of Utah that it will actually service is minuscule, however, it is that very population who will be responsible for the cost. The estimated cost of riding the gondola is upwards of \$100. That is in addition to the already astronomical cost to ski. That cost is already limiting the citizens of the state's access to the resorts.  The climate in this valley is changing and not for the better. We have already noted the impact on snow pack and can only hypothesize the effect the shrinking Great Salt Lake will have on the snow pack and the livability of Salt Lake City. How many tourists will visit a canyon with no snow and a valley with toxic air? The gondola will set as unused as Bangerter's pumps from the 1980's. Just another blighted eyesore.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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Interactive Map Comments - General Form Comments	
1	I'm looking for the long requested NB on/off improvements for the 4500 S. I-215 interchange. Where can I find information on that proposed improvement for the City of Holladay?
2	I am an avid biker and have been living in SLC my whole life. The recent improvements to bicycle infrastructure, especially along 300 W and 900 S, have been fantastic for the quality of life of all bikers. I hope elevated bike paths continue to become the standard for road redesign in Salt Lake. Is city council the best place to advocate for bicycle and public transportation infrastructure? If not, do you have any other way I can help make an impact? Continue the great work! Thank you.
3	Too much money for too few people!
4	Would the two resorts be so anxious to support the gondola if they had to pay for it? If it is for tourism dollars and tax payer development, let's build a 4 lane highway into Park City where they can handle way more skier days and also operate 12 months of the year. Much less an expense and a higher profit return to the state than a gondola. Maybe Snowbird could partner with Lagoon to build a nice gondola ride that operates for a few months a year. I bet Lagoon would say no profit in that. Use electric or natural gas buses to solve the Little Cottonwood issue.
5	No gondola!
6	I am against the LCC gondola. It will be an eyesore in a beautiful canyon that is enjoyed year round by citizens and visitors, whether they are downhill skiers or not. It is a colossal waste of public money while we are coping with climate change, homelessness and public health challenges.
7	No public should be used to build a gondola in Little Cottonwood canyon.....it is not for the general public good.....it is a gift to the select few who can afford to ski.....
8	I don't think we need a gondola up Little Cottonwood Canyon, It is way too expensive and would serve a small number of people, by the time it gets built, there won't be much snow each year anyway, and there are other ways like decent and frequent bus service that would serve hikers and others who want to use the canyon at other times of the year. To build it and then not run it during the summer because it is too expensive, is not the right thing to do. figure out a decent bus system that will serve more people.
9	Why is Utah spending \$1.5M (current guesstimate) for glorified transportation for tourists so they can ski? Sure it will bring tourism but not at the expense of little cottonwood canyon especially when we have major issues with drugs, pollution from vehicles and the Great Salt Lake, air quality, the homeless, affordable housing and list goes on. The State needs to use these funds for the people of the State, not to line the pockets of current and past legislators who have ties to the base terminal property and contractors. Only 3 percent of the State will use the Gondola. Where are the critical thinkers and common sense? Climate change may very well make the gondola useless by the time it is built. There are many questions concerning the engineering. This gondola does not have a proven engineering plan. The tram of this scale has never been built before. The footings for these tower will be MASSIVE. Not to mention the massive amount of construction area needed and equipment needed to build the tram. It will destroy much of the stream bed as well as the canyon floor and wildlife. It will be built by a fault(s). The spans and heights of the towers will have to be massive. The State should investigate the costs of keeping the tram of this scale maintained by studying the trams in the Alps, many of which have been closed for years because of maintenance issues and climate change - no snow! As a skier I won't use it as well as most of the skiers I know. THIS IS A ROUSE BY GREEDY DEVELOPERS/LEGISLATORS TO MAKE A BUCK!

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10	<p>No Justification for Taxpayer Money to be spent on LCC Gondola</p> <p>1. The purported transportation "crisis" - a handful of days in the winter for rich people able to afford skiing can easily be solved without a taxpayer funded gondola. The phase one solutions - tolling, micro-transit, dedicated busing (in particular the creation of a Cottonwoods Canyon Transit District to eliminate the Utah Legislature's ongoing interference with UTA) and avalanche tunnels are far superior and cost effective solutions.</p> <p>2. The purported transportation "crisis" is created by the irresponsible greed of Snowbird/Alta private ski resorts who intentionally make the traffic issue worse because they do require paid reservation parking (at a high enough rate to encourage car pooling), , they do not offer their own private transport solutions (why are taxpayers involved in this at all?) and the ski resorts will not add blackout dates on the discount passes for high traffic dates thus generating masses of skiers that overwhelm the LCC's carrying capacity. All these fees to balance capacity should be passed on to the resorts and the rich skiers, not the Utah taxpayer.</p> <p>3. The fact that DOT has not published a single financial statement on how much revenue the LCC Gondola generate and how the Gondola will pay for its construction is automatic grounds for rejection. Given that traffic on the gondola will be minimal for 350 days per year, the per passenger fare will need to be astronomical to pay for the project. There is no public justification for Utah taxpayer money to be handed to the rich private ski resort owners.</p> <p>3. Transportation projects are supposed to be flexible and helpful to the general public which the LCC gondola is not. For 95% of the year, the LCC Gondola will be a worthless pile of junk, ruining one of the iconic landscapes of the Wasatch and not providing any productive value to the vast majority of the local population and visitors who use LCC for reasons other than skiing. The problem is not the Canyon, it is the rich private ski resorts who want Utah taxpayers to build them a white elephant so they can maximize their profit. Keep Utah taxpayers out of the gondola scam. Thank you</p>
11	Super opposed
12	I don't believe tax payers should be footing the bill for needs of one resort!
13	Gondola proposal does not meet public needs for access to places in route to ski resorts.
14	I am saddened that Little Cottonwood canyon will be harmed for the benefit of a business that serves a tiny number of people and brings a large amount of money to a small number of people. Please DO NOT build the gondola!
15	I oppose the state and county using taxpayer dollars to fund the Little Cottonwood Canyon Gondola Project. I vote NO!
16	I oppose the use of taxpayer dollars to fund the LCC Gondola Project. It's wrong to use this funding to provide access for an elite small self interest group. The gondola system will be regretted in years to come and will spoil a pristine canyon. The gondola system has already been voted out by the taxpayers, yet special interest groups are determined to show that they have more clout than the general public. This is wrong on so many levels!
17	Please do NOT install a gondola in Little Cottonwood Canyon, ever! This would be unsightly, very expensive, benefit mostly the ski industry, and it would bring too many people up the canyon. It is not an idea which would preserve the integrity of the ecology of the canyon.

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18	This comment is about the Gondola Project: The ski areas that will benefit from this project should pay for this project. A great percentage of those who will benefit from the gondola are from outside of Utah. They also should pay for the gondola. I'm sure that it is argued that the gondola will increase out-of-state- dollar expenditures. Then let those entities that will be receiving those increased revenues pay for the gondola. Those tax payers who will not be using the gondola shouldn't be paying for something that they won't use. Sell tickets to those who want to use the canyon roads so they can fund the roads. The ski areas and businesses that may benefit from building the gondola should pay for it. Skiing in this day and age is a rich man's sport/recreation. A person living in West Valley working a minimum wage job who can't afford to ski, or use the gondola, shouldn't be forced to subsidize the wealthy nor private corporations (e.g. ski areas).
19	Forget the gondola, build an east west Freeway to the south west side of the valley, you and all the commissioners should have to drive out there everyday. What a bunch if idiots we have running this county. Approving project after project and no infrastructure to support all the development. Want clean air? Get rid of all the idling cars waiting to get to Herriman. An absolute joke
20	I strongly oppose the proposed gondola in Little Cottonwood Canyon for multiple reasons: 1. It will fragment important wildlife habitat. 2. It will lead to increased soil erosion during its construction and adversely impact water quality. 3. It will severely impact the viewshed of the canyon. 4. It will not address of the issue of traffic congestion in the canyon. 5. Few local residents will be able to afford the tickets. I better alternative will be increase the frequency of bus service from multiple starting points in the valley.
21	I oppose the gondola project, it is a waste of money and time. No one will use it.
22	Do not build the gondola in little cottonwood.
23	Thank you mayor 4 your time. Love the gondola idea, faster efficient will attract more tourists .also love the idea to extend the front runner to Vegas en Colorado . Thanks again
24	with regard to Big Cottonwood Canyon Gondola...it's a terrible idea...there would be no way to get off except at the ends...I like to hike canyons on way up. It's too expensive and is discriminatory!!...only rich people will benefit. Busses or train style tram would make more sense. It would not pollute the view of the mountains up canyon. I am totally agaisn the. airial Tram
25	I have no interest in the Gondola. This is a short sighted project that does not fix the big issue. I have ski passes and have experienced the traffic congestion in the canyon regularly. We need more parking outside the canyon and buses that move quickly and reliably. If we have reliable transportation in the canyon we will use the buses. They would be much more convenient that driving and can relieve the traffic. Please do NOT approve the gondola.
26	Dear sir or ma'am, a gondola is not necessary to ease traffic issues in the canyon. The studies I have seen show that enhanced bus service will greatly improve the issue at a much lower cost. Additionally, I do not believe taxpayers should bear the cost of a gondola they don't want and would only benefit the corporations that own the ski resorts. No corporate welfare. No gondola. Please help save little cottonwood from this blight.
27	Regarding the LCC gondola proposal: I can't believe this destructive, insane, corporate-serving monstrosity is still under consideration. If you want to move people and goods efficiently, put in rail like they do in Switzerland. This solely benefits Snowbird and Alta properties at the expense of the Utah taxpayer. Plus, what happens when the snow leaves us because of climate change? Please, please kill this gondola and never speak of it again.
28	The proposed plan for a gondola is not a pragmatic expense to all taxpayers. The reason is because it does not serve the entire Salt Lake Valley population. Skiers and resorts would be the greatest beneficiaries. Let's face it, skiing is a largely a sport for the rich and well to do. This represents a small demographic of the SL Valley's population. Mainly resorts would be the winners here. I am not for this proposal. Thank you
29	gondola would impede access to recreation sites and trailheads located in LCC as well as endanger local plant and animal species. Little Cottonwood Canyon is part of a protected watershed area that supplies Salt Lake County with drinking water and there is also concern that the gondola would jeopardize this municipal water source. Furthermore, the installment of gondola towers in the canyon would infringe upon the Inventoried Roadless Areas and Riparian Habitat Conservation Areas designations that have protected land and water in LCC for decades.

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30	When I moved to Utah in 1977, the most magnificent view of the mountains was breathtaking for me. I was lucky to have a spectacular view from my dining room window. Everyday was a new experience no matter what time it was. I have been madly in love with our eastern mountain range because it was pure and natural. I missed them when I had to spend time some where else. Now I see so much development on our mountains and I have begun to accept the fact that our community has no voice in what happens to our mountain range. I have seen other gondolas in other states and the feeling I get from them is that they have become a new form of Disneyland. I spend a lot of time at the Legislature and have been presented with the cost to our tax payers and know that we are going to have gondolas regardless of our comments. If it is going to happen anyway, let private companies incur the cost and not have the burden placed on our citizens. There can always be a partnership between private industry and government because we own the land, so that Utah receives some of the profits from the Gondola.
31	It is unfortunate that we believe the answer to Little Cottonwood Canyon is a \$1 billion project by building a gondola as opposed to using logic as a national park system, as in generating a reservation system, to improve the quality of those skiers/snowboards that travel to appreciate our great mountains ; organizations, such a snowbird, an Alta, are the soul beneficiaries of such transportation. Such improvements should be focused on the benefit of the entire expanding areas :Salt Lake, Utah County and Davis County areas if you want to help those in need when need to make free transportation for those at the bottom of the income bracket as opposed to the top tier of wealth at two ski resorts. Logically it is more important to improve transportation by removing cars in the central part of the state through the traffic patterns , as opposed to one dead end road of a canyon for one industry. Limiting traffic in little cottonwood means those that use it should being expected to sacrifice the number of days they are allowed to enjoy their hobby. Respectfully a resident in the area that see the result of overuse!
32	In a time where I can BARELY pay for my utilities, I will fight to the bitter end any increase in taxes or property taxes!!!! This is a ridiculous waste of taxpayer month for that stupid gondola! How much longer will be drag this on and how many millions have already been spent in trying to make this happen! This will not SAVE the canyons, but rather DESTROY the natural beauty!
33	No to the gondola. If so, certainly not taxpayer funded. I often use LCC but rarely go to the proposed stops, so it won't benefit me at all. The gondola is a high impact, high cost proposal. Many other alternatives, such as electric buses, would work better. Once the gondola is built, there is no going back, and it will sit idle and ugly for much of the calendar year. Please use other alternatives that are not as costly and not as much a blight to the beautiful wilderness of LCC.
34	I am opposed to the gondola in LCC. Building it will not solve the root cause of overload traffic in the canyon and is unfair to residents living at the proposed base and areas nearby. It is an unreasonable expense and burden on taxpayers, many of whom would never use it. The root cause of our over crowded canyons is the creation of conglomerate ski passes that are available inexpensively worldwide with zero limits or controls. This problem needs to be addressed and heavily lobbied for change. Also, the gondola would appear to benefit private ski resorts monetarily and is not equitable. It also poses environmental impact to the beauty of the canyon, and would not solve the problems that exist with avalanche management and control that will continue to render the canyon closures in the future. Please do not build this eyesore.
35	I went to U of U because of the access to the priceless backcountry and the great resorts. There was a delicate balance between the opportunities of backcountry and front country skiing. This proposed gondola will upset that balance and severely limit the appeal of Utah for those like me seeking the peace and recovery that the backcountry offers
36	Jenny Wilson have made the most rational deep analysis of all options. I totally agree with her recommendations on the future of all Wasatch canyons. I have loved skiing and hiking and living in them for 60 years and should get 20 more. Pls do not kill the golden goose of my beloved Utah!
37	No gondola. I can't believe this is even still being talked about with how much the community has said they don't want it. It won't work. It won't decrease the congestion. It won't save money. It costs too much to build. It will destroy parts of the environment. What happens if we get more avalanches that ruin the gonola supports it would cripple the whole thing. It's just not a good idea.

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38	The Gondola project feels like a complicated and expensive way to solve a problem. Who is paying for it and who is going to benefit from it? Please make sure the same people/businesses that are benefitting from it are also paying for it and any cost overruns during construction and operations. If you want to understand what is happening, I would ask you to watch Simpsons episode named, "Marge vs. the Monorail" Season 4 Episode 12.
39	I would like to comment on the gondola proposal. It seems that the last couple of years have demonstrated the efficacy of reducing traffic by limiting parking. If parking is reserved and or paid for, there is less traffic going up the canyon. Another step to restrict traffic could be a toll system on the canyon itself. Both of these measures would drive people to mass transit/busses. Thus last year also illustrated the need for snow sheds in strategic places. Adding snow sheds, and using tolls to help pay for their construction, and improving bus capacity seems a much more economical and low impact approach to the traffic problems in LCC. Plus, it just seems wrong to devote \$1 bil of public money to something that would only benefit two private companies, particularly when that plan is opposed by the very people who would be using it. People typically vote with their own self interest in mind. I believe the majority of people asked have opposed this project. Please listen to them.
40	Please reject the Gondola for LCC. It is a \$1B gift to 2 private entities and offers nothing to those who will be paying for it (It will still cost \$ to use after building).
41	Phase 1 of the LCC gondola is inherently flawed because it is in violation of equal public access to federal land. The toll cost will prevent a significant population equal access to the canyon, relegating them to "off hours" use or possibly completely preventing use. Instead of moving ahead with phase 1, this issue needs to be addressed and resolved.
42	I strongly oppose the gondola LCC project. It is not a cost effective means to improve the problem and it is not right to saddle our community with the cost of a tourism scheme. If the ski resorts would like a gondola, they should fund the gondola project. The gondola project does NOT benefit the general public that will be funding it and it's just not a good solution. The intense traffic is only bad on snow days; this is at most one month of the year. A \$500M+ solution makes absolutely no sense for something that is not a problem throughout the year nor is it a problem a majority of the days. There are much easier, less expensive solutions that are more flexible that can be deployed on the few days that are affected. Very simply, add bus service during the winter months and then mandate bussing up the canyons for Dec-Feb (just like Zion's does for their heavy season).
43	I am greatly opposed to the gondola. Not only will it cost outrageous amounts of money but like stated it will mostly benefit people that do not live in our county. I pay plenty of taxes already and don't want this to be an additional cost. The view of the canyon is pristine and with a huge gondola added that beauty will be lost. I work with Environmental Health with the Salt Lake County Health Department. There is no way to guarantee that during the construction that our water shed will not be impacted. Also last year we experience so many avalanches where we have never had avalanches. I'm sure they think that nothing can knock their amazing gondola over but I believe mother nature believes differently. It would also effect the flow of the river which in turns effects so many things. There are so many other ideas that are possible it's sad to think that this has even become a possibility. The people have spoken countless times about not wanting the gondola yet money seems to keep talking above our voices. I would like to thank Mayor Wilson for the stance she has taken on this issue. I stand with her in not supporting the gondola. Thanks
44	Regarding a gondola in Big Cottonwood Canyon, has anyone looked at the idea of building a road on top of the existing one (like sections of I-70 going through Colorado)? This way you would have two lanes of traffic going up and two lanes going down.

## TIP 2024-2029 Public Comment List

45	I am a year-round user of both Cottonwood Canyons: The gondola would permanently destroy, the canyon's NATURALLY awe inspired experience, that is beautiful and dramatic going up or down its entire length. As example, how can one not be "moved" by the view of the glacier carved walls, in which the scrape marks from the rocks, imbedded in the ice, can be clearly seen in some areas. The (currently) "clean" view down/out through the mouth of LCC with the valley spread out beyond. A gondola would eliminate the ability for total connection with what nature has created. The view from the road, that would be necessary to be supported throughout the year, would be scarred. There are many creative road building projects throughout the world, for dealing with the same issues we have here. The recommendations for electric powered busses, scheduled for seasonal requirements teamed with road improvements to allow private auto traffic for those to whom this is necessary; are reasonable solutions. By the time the road improvement projects could be created and completed, it seems that restrictions, such as non- polluting vehicles only could be an additional benefit.
46	NO GOLDOLA in Little Cottonwood Canyon.
47	The south west area of the Salt lake Valley has multiple roads at failure level. West Jordan has very congested east west routes, as the third largest city with the most undeveloped land in the valley it shall only get worse. Please prioritize this area.
48	I think the gondola project is a terrible idea and a waste of taxpayer money to facilitate the business interests of the ski resorts.
49	I oppose the proposed Little Cottonwood Canyon Gondola. I agree strongly with major points made in the October 17, 2022 letter to UDOT from the Salt Lake County Mayor's Office.
50	I would like to comment on the gondola proposal. It seems that the last couple of years have demonstrated the efficacy of reducing traffic by limiting parking. If parking is reserved and or paid for, there is less traffic going up the canyon. Another step to restrict traffic could be a toll system on the canyon itself. Both of these measures would drive people to mass transit/busses. Thus last year also illustrated the need for snow sheds in strategic places. Adding snow sheds, and using tolls to help pay for their construction, and improving bus capacity seems a much more economical and low impact approach to the traffic problems in LCC. Plus, it just seems wrong to devote \$1 bil of public money to something that would only benefit two private companies, particularly when that plan is opposed by the very people who would be using it. People typically vote with their own self interest in mind. I believe the majority of people asked have opposed this project. Please listen to them.
51	1. 300 W is an eye sore, especially as you go further south. Planting trees down the middle, and creating more biking space would transform the area. 2. Expanded FrontRunner service to Logan. 3. Expanded Trax service on weekends. 4. More bike dedicated areas.
52	There comes a time when the truthful, necessary, and succinct needs to be verbalized: "I'm sorry, but we are at capacity." The only benefit for the gondola in our cottonwood canyon is for the money hungry resort, and of course, people coming to ski. But what about what residents want? What about the destruction of our beautiful canyon? Once it's gone, it's gone forever. How many times must we give our input on these things and have it ignored? WE don't want to pay for it. WE don't want our canyons destroyed. WE will glean zero benefit from it. No gondola. It's time to set boundaries. Too many people means being willing to say "I'm sorry. We are at capacity"
53	Dear Mayor Wilson, Thank you for standing strong against the wasteful gondola project. We need real solutions to the traffic and pollution problems in Big and Little Cottonwood Canyons. I believe state of the art electric busses are the solution, not the expensive gondola. Electric busses are being successfully used all over the world.
54	I think Mayor Wilson's Common-Sense Solutions says it all! Why jump to the most expensive, environmentally destructive solution? We cannot let the money and influence of a few dictate how to best use our canyons. A gondola is elitist: buses, a reservation system, and moderate tolls would better serve our population. For once, listen to the people and not the developers!

## TIP 2024-2029 Public Comment List

55	The Little Cottonwood Canyon, as it now exist, is extremely dangerous in the winter time. I've seen several accidents, and the road is extremely treacherous during bad weather. I think something needs to be done to improve the situation. If the proposed LCC gondola is built with the proper infrastructure, it will be a huge improvement. Buses and a train are still susceptible to avalanche issues. And buses will have the same dangerous roads that cars have an issue with driving on. If enough parking is constructed on the mouth of the canyon, the gondola would be an outstanding option. I do not understand why anyone would be against it.
56	While I am not completely sold on the gondola approach to correct the traffic problems in the cottonwood canyons I could support it if it was guaranteed that no fees would be charged to use it. Unfortunately, I don't think free transport is any part of the plan and I don't think the funding will happen if charges cannot be access to offset the cost. I believe this is a public canyon and everyone pays taxes to support it. For that reason I strongly believe there should not be any toll booths or fees to access the canyon. Sure the bus system has charges and it is good way to get in and out of the canyon but there are other options such as using your own car for access. Tolls and fees reeks of catering to the most financially secure and limiting access to the poor. THAT IS NOT OK. Secondly, and rather unrelated is my personal peeve. While the decision to limit dogs outside a vehicle in the canyon may have merit, the law to not allow dogs in the canyon even within a vehicle seems absurd and actual a violating of my rights. My dog traveling through the canyon in my vehicle has absolutely no impact on the canyon and should not concern anyone except me and the dog. If I was a person of means I would legally challenge this ruling.
57	We need a pedestrian crosswalk at 7000th south and 1500 west by Heartland Elementary school.
58	Could we please go with a different option than the Gondola? While a traffic solution is needed, the gondola will greatly reduce the natural beauty of the canyon for future generations and the per trip cost makes it only accessible to the wealthy. A bus would be a much more flexible option. Another potential option might be to make the canyon only open to shuttle, bus, bike, and foot traffic. I realize there are no easy solutions and appreciate the work you've put into this plan but the gondola seems like the option for wealthy tourists and special interest groups who can buy access to public spaces at the exclusion of most others. Thank you
59	Please abandon the reckless and ridiculous notion that a gondola is a viable solution to the crowding in LCC. Consider increasing the pay for UTA drivers and the number of buses.
60	I understand phase 3 includes a gondola. My wife Jeanne and I are opposed to a gondola because the resulting costs don't justify the outlays to taxpayers and more importantly it will disfigure a beautiful canyon. Buses seem to be the solution to a problem for the ski resorts - that is how to cram more people onto the slopes each day. One final reason for our opposition to the gondola is that it can easily lead to more overcrowding in canyons that have only a limited carrying capacity that now seems at its limit. Thank you Marvin Goldstein
61	A gondola is not the answer. There are cheaper alternatives. A gondola is too expensive, won't be able to run all the time because of weather, wind, etc. It will be more money than projected. It is a developer's dream, and cost prohibitive to the public taxpayers. As one of the previous owners of CTEC, a ski-lift manufacturing company located in Salt Lake City, the liability of a gondola is high and expensive to maintain insurance. Buses would provide a much cheaper alternative and could be available most of time, far more often than a gondola.
62	I am very opposed to the gondola. It makes no sense. It will ruin so much of the valuable scenery in the canyon, all for only 11 days a year. It is valuable only to wealthy skiers, developers, and private ski areas. The general public will be ousted, and a more comprehensive bus scheduling program would create a much better result overall. Thank you for your time.
63	Please don't mar our World Class, Little Cottonwood Canyon by allowing towers and cables to be constructed all the way up the canyon. We need to preserve the beauty for generations to come. What a pristine place for our children.
64	The new allocated funding for an enhanced bus service in Little and Big Cottonwood Canyon is GREAT. Can't wait to use the buses all winter! I 100% support these upgrades to our transportation in Salt Lake (and not a gondola that this tax payer does not want to pay for).

## TIP 2024-2029 Public Comment List

65	We think the gondola is a bad idea. Our idea is to use electric buses to go up the canyon, and allow only a certain number of people in the canyon at any one time. Too many people, too few preserved and scenic spots. The gondola would mostly serve the ski industry, not the fragile environment. Let's not spoil our wonderful scenic heritage by allowing ugly gondolas and too many people up the canyon
66	just to say again what has been said before - we continue to fund transportation based upon the individual and vehicle.
67	yes to busses, hubs, tolling stations, NO to the gondola and towers.
68	80% of the public in Salt Lake County wants nothing to do with the Little Cottonwood Canyon gondola. Listen to them. It is the most shortsighted and ridiculous idea I have ever seen proposed to solve a traffic problem in the 30 years I have lived in Salt Lake City. It would forever be a blight on that entire canyon. It is an absurd idea. That is all.
69	I am currently in favor of enhanced bus service and toll collection infrastructure in the Cottonwood Canyons. Doesn't it make sense to develop the least costly readily available forms of controlling traffic first as advances in technology might obsolete long-range plans before they have a chance to be developed?
70	No gondola please
71	I support enhanced bus service and congestion-based tolling, as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I also encourage the WFRC to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS. In May, the WFRC stated that it supports the prioritizing, implementation, and evaluation of Phases 1 and 2 of the EIS before advancing to the gondola. As we approach Phase 1 implementation, it's critical to define these metrics so we can set the projects up for success.
72	More research into what will benefit the big and little cottonwood canyons.
73	The Parleys canyon mine and gravel pit will be devastating to the pristine environment. It goes against the State, and County regulations, guidelines and priorities for protecting clean air and for wise use of water. It absolutely needs to be stopped!
74	I support enhanced bus service in place of the gondola in little cottonwood canyon.
75	I support enhanced bus service and incentives for carpooling as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I am thankful and support the funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyon. I encourage the WFRC to consider another option: timed, one way traffic up and down Big and Little Cottonwood Canyons. Many highways and bridges across the nation use a stoplight and lane designation to optimize the flow of traffic in one direction during high volume usage. Perhaps in Phase 1 this option could be considered and piloted. Traffic flow could be scheduled to restrict uphill only traffic for short periods of time (30mins every hour during peak travel times, for example) to allow residents, deliveries, resort employees and recreational users to travel up both Little and Big Cottonwood Canyons. Converting one downhill lane to an uphill lane could improve travel times and decrease congestion in the canyons and in the surrounding neighborhoods. Furthermore, this additional uphill lane could be restricted for bus and carpool to further encourage the usage of these transportation options. Also, I encourage the WFRC to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS. In May, the WFRC stated that it supports the prioritizing, implementation, and evaluation of Phases 1 and 2 of the EIS before advancing to the gondola. As we approach Phase 1 implementation, it's critical to define these metrics so we can set the projects up for success. Thank you for your time and attention to my comments.
76	I strongly support well-funded bus service and load-adjusted tolling as solutions to congestion and increased user days in the Cottonwood Canyons.

## TIP 2024-2029 Public Comment List

77	Please don't destroy Parley's canyon! There are so many ecological and cosmetic problems created by allowing the canyon to be taken apart. Please preserve the wild lands and don't let that passage turn into a gravel pit.
78	Move forward with your current plan but get rid of phase 3. A gondola is a terrible idea for a number of reasons. We do not want it. It does not meet the needs or reality of the future. Work on BCC. Do a carry capacity study.
79	This is so obviously the wrong choice. Any "subtlety" or "nuance" really comes down to justifications for doing what's morally reprehensible.
80	Hi, Let's see what enhanced bus service and things like new parking facilities and tolls do to reduce canyon traffic congestion. The gondola is obviously appealing to developer/political types in the Legislature and a couple ski resorts hoping for a free ride on the taxpayers. As for the majority of public opinion in Utah and most of the long-term users of the canyons the gondola will be a potentially-expensive-to-build and maintain environmental and aesthetic boondoggle. Thanks for this opportunity to again vent on this subject. When's the next election?
81	I strongly support increasing bus access to the canyons. Please put in metrics and reportable KPIs for phase 1 and bus expansion so the public can truly see what the outcome of increased buses will be. As a hiker who goes into the canyons almost every weekend, I would be happy to use busses instead to access the trails but I want to know that the state has a way of evaluating its efforts.
82	I strongly believe that an enhanced bus service throughout both Big and Little Cottonwood will go a long way in alleviating much of the congestion and traffic seen from the ski resorts. As an owner of a vehicle that was not super capable in the treacherous conditions we often see in our canyons I ended up using the bus service a number of times this past winter. By continuing to have free bus access for Ikon and Season pass holders and informing the ski resort guests of this I believe many more people will use this option especially once the bus service is enhanced along the routes. Couple this service with either their own bus lane up the canyon or other similar incentives to skip around the traffic and you will only have more and more people using this. I strongly feel that this will allow a solution to the traffic problems plaguing our beloved canyons while allowing us to protect them from the potential eye sore and destruction of our natural landscape that would be caused by a gondola
83	I support enhanced bus service and congestion-based tolling, as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I support for the funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyon. I also encourage the WFRC to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS. It is critical to define these metrics so the project can succeed. I am hopeful that the success of Phase 1 will eliminate the need for Phase 2 and the destruction to LCC that will cause. Do not build the gondola! Thank you.
84	I am writing in support of the plan to increase bus service in Big and Little Cottonwood canyon. I opposed to the gondola.
85	I am writing in support of the funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyon. In addition, I encourage the Wasatch Front Regional Council to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS.
86	I support the idea of enhanced bus service in Little Cottonwood Canyon. I hope it involves restoring bus service to the Albion basin necessary to access the Alta Ski School and daycare facility. A toll and parking reservation system should also help to encourage carpooling and unnecessary trips.
87	I would like to comment on the implementation of phase one of the LCC project. As a multi-sport recreator of LCC, I am in favor of peak time tolling (higher toll during peak time). I often climb in LCC in the winter months and would stop using the canyon if a high toll was in place during non-peak times. I also advocate for increased bus stop and low bus fees in order to not price out persons from visiting the canyon. Also, please identify the metrics that will be used to assess phase 1 and 2. These metrics need to be known so the public can hold the Utah Government accountable.
88	I support robust support for and funding for enhanced bus service in Big & Little Cottonwood Canyons. It's the only sensible thing to do. It's important to investigate every alternative to solve the traffic problem at the heart of loving our canyons to death.

## TIP 2024-2029 Public Comment List

89	Please consider small electric buses that run often. For example, Hyundai makes electric micro buses. They're amazing. South America has used micro buses for decades. Smaller buses, more often. The Gondola is being pushed by people that want to SQUEEZE every last dollar from the people of Utah. The Gondola people would NEVER use public transportation any way. The Gondola people have repeatedly shown THEY DON'T LISTEN TO THE PEOPLE OF UTAH. PLEASE MAKE MICRO BUSES WORK AND FORGET THE GONDOLA and the despicable people who want to make money off of the destruction of Little Cottonwood Canyon.
90	These beautiful canyons and mountains are the jewels in Utah's crown. They have stood watch as majestic sentinels over our valleys for millennia. For eons, they have offered a cool, shaded sanctuary for plants, animals, and humans. Parley's Canyon is the prime wintering grounds of the beautiful Black Rosy Finch, a species in decline which is found only in the mountains of the Great Basin. The natural beauty and splendor of Parley's Canyon is far more valuable than any short-sighted, destructive gravel pit. Let us leave a legacy of conservation and preserve the natural beauty of these canyons for generations to come.
91	Please put people and the environment above profit, for once! This gravel pit is an atrocious idea. It will cause excessive dust, massive mountain scars, and even worse traffic conditions in and around the area, among so many other terrible things. Do not do it!
92	The first phase of the Little Cottonwood Canyon Environmental Impact Statement (EIS) and similar improvements in Big Cottonwood Canyon, namely \$192 million for buses, mobility hubs, and tolling infrastructure in the canyons is long overdue. The TIP does not include funding for the gondola, which was added to the third phase of the RTP. Funding for the gondola would come from the taxes WE pay and should be an improvement for the entire state, not just private businesses in the Cottonwood Canyons. Support for enhanced bus service and congestion-based tolling should happen FIRST to see if additional "improvements" are needed.
93	I support enhanced bus service and congestion-based tolling. I hope you will prioritize more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I am not a skier but a lover of the canyons and the wilderness and I am totally opposed to the gondola.
94	I support Phase 1 funding for enhanced bus service and I support enhanced metrics to evaluate the effectiveness of enhanced bus service and tolling.
95	We support enhanced bus service and congestion-based tolling, as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons.
96	I am in support of enhanced bus services in the canyon. And eventually, even electric busses! But I am NOT in support of the Gondola in Little Cottonwood. Please consider what the people who call this land home want for their canyons. The Gondola will destroy what natural beauty is left in Utah. Please NO GONDOLA!!!
97	I support enhanced bus service. No to the gondola!!
98	Hello, I am not a big lobbyist or donor eager for your attention. However as a life long Utahn I am hoping you will hear my voice as well as my fellow constituents. We are asking you to please move forward with an enhanced bussing service in little cottonwood canyon. The gondola approval decision was heartbreaking for so many Utahns who care about LCC—Please put forth better bussing services and at least TRY some measures that are less intense. It would be nice if THE PEOPLE had a little WIN. Thanks for your time -concerned Utahn
99	I support the enhanced bus service! #nogondola
100	We need transportation equity in the wasatch. The bus system will alleviate traffic, and we want to see investment in electric buses, as well as nicer buses. Less stops and more direct routes to the upper resorts like Brighton and Alta. Work with more mayors to create mobility Hobbs that are already in underutilized areas and not just the gravel pit off of Wasatch. Also utilize the money to increase the wages for bus drivers, so that we can have a higher supply and utilize the current buses that we have sitting empty

## TIP 2024-2029 Public Comment List

101	I appreciate a commitment to improving busing and implementing rolling in BOTH Cottonwood Canyons, as the original EIS set out to improve transportation in BOTH canyons. I hope that the next step taken will be to set out clear goals and measures that show either the success or failure of the investment in phase 1 of the transportation plan for these canyons. I also believe we need clarity to be provided as to what will warrant moving on to phase 2 and 3 or if phase one meets the needs of the communities that use these canyons.
102	Expanded buses and/or tolling. No gondola. No one who lives in the Wasatch front wants this Gondola with the exception of the people who own land at the base of the canyon and stand to get rich. I've never seen the public so united on an issue. No taxpayer money for a gondola that benefits private business only.
103	I endorse more bussing in BCC and LCC not only for skiers but also during the rest of the year as I see more and more people enjoying the outdoors. Unfortunately, there are so many cars lining the roads that it becomes dangerous for all. Bussing, with stops at major points, would be the best solution. Especially if they are electric! Very quiet!
104	Expressing my support for the bus enhancements in the cottonwood canyons. This solution is much more direct and inline with public comments than the gondola. I personally plan on using the buses regularly. Please release metrics that will be used to measure the success of these enhancements. Thank you!!
105	I am excited to see funding for improving the bus system in the cottonwoods. I think for the success of the bus routes, it's important to allocate some of that funding to getting the word out there and letting the public know, maybe some incentives to ride the bus too! I am curious about how this project is going to be measured in the context of gondola implementation. Are there specific metrics for success so my organization and others can fully support this first phase of the EIS. I am excited to see these improvements and learning how the WFRC is defining success.
106	I'm commenting regarding the Cottonwood Canyon transportation and enhanced bus service. I support the appropriation for the development of enhanced bus service up LCC with parking hubs that would provide some rational solutions to current traffic issues. More needs to be done. Don't understand why more isn't be done for this coming season. In addition, parking should be mostly be eliminated on roads and more enforcement of traction and traffic laws all year in canyons. Thank you.
107	I am in support of enhanced bus service for Big and Little Cottonwood Canyons. I also hope that the WFRC will define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS.
108	I support enhanced bussing and will be utilizing the service regularly. I took the bus a lot last year and had some very unpleasant experiences with wait times and overcrowding. Enhanced bus service will allow more people to bus comfortably and confidently and conveniently.

## TIP 2024-2029 Public Comment List

Open House Comment Summaries - July 11 and July 13, 2023	
	Comment
1	Several comments were made in favor of the funded Phase 1 Cottonwood Canyons improvements and in opposition to the gondola concept.
2	A suggestion was made to implement car ferries in the Cottonwood Canyons.
3	Several expressed concern about the impacts of the I-15 (Farmington to Salt Lake City) widening project to Salt Lake City residents living west of I-15.
4	A comment was made in favor of the I-15 (Farmington to Salt Lake City) widening project.
5	Requests were made for more transit service and improvements to existing service.
6	Two comments were made encouraging the use of electric buses.
7	Several comments were made expressing appreciation for WFRC.
8	Several questions were asked both generally and specifically in regard to proposed improvements.
9	Several expressed interest in being more involved in identifying a pedestrian/ cyclist trail in Ogden Canyon, as well as in road improvements there and canyon use.

Comments received via email or by other means	
	Comment
1	A letter was received expressing both support of the funded Phase 1 Cottonwood Canyons improvements and a request for identification of metrics to “set the projects up for success, whether it be through design elements or the necessary capital.”

## Draft 2024-2029 TIP/ STIP Open House Comment Summary

### Salt Lake –

- We had a few (3 with a mission) concerning the gondola plus ch 13 news, They did not support the gondola concept and were pleased to know that funding for the enhanced bus, additional resort bus stop improvements, mobility hub, and tolling were part of the existing TIP and were mostly funded for both BCC and LCC.
- One suggested that we implement car haulers (car ferries) in the canyon
- There were a couple of groups that were concerned on the work being proposed on the I-15 project, they felt that the westside of I-15 always suffers with the improvements on the eastside. One individual applauded the improvements and encouraged the timing.
- Others interested in transit improvements, route changes and additional buses
- One encouraged the use of electric buses.
- Several interested in what was going on and a couple that wanted to give WFRC appreciation.

### Ogden/ Layton – (Not as many visitors)

- Several were interested in transit improvements and the route changes with the implementation of the BRT (just questions, no comments really)
- One suggested that we implement electric car chargers and use more electric buses
- The most energized visitors consisted of residents in Ogden Canyon, concerning the ped/ bike trail, road improvements, and canyon use. (They were not against a bike/ ped trail, just not through their yards and want to be more involved to find the right solution.)
- Others on project in general, what was happening in their area, western weber county, northern weber county



# SAVE OUR CANYONS

July 29, 2023

To: Wasatch Front Regional Council  
Andrew Gruber, Executive Director  
Wayne Bennion, Director of Short-Range Planning and Programming

Re: 2024-2029 Draft TIP Comment

Dear Wasatch Front Regional Council Short-Range Planning Team,

Thank you for the opportunity to comment on the Draft 2024-2029 Transportation Improvement Program (TIP).

Save Our Canyons is a local 501(c)3 nonprofit dedicated to protecting the wildness and beauty of the Wasatch Mountains, and has been invested in finding solutions to the issues confronting our canyons for over 50 years. We greatly appreciate the work you do and share many of the same visions you have for the future of the Wasatch Front, especially as it pertains to fostering accessibility to natural spaces and providing convenient and affordable transportation options.

The community has taken a particular interest in finding solutions to traffic congestion and accessibility in the canyons across the Wasatch Front, including Millcreek Canyon, Parley's Canyon, and Big and Little Cottonwood Canyons, as evidenced by the record-breaking 50,000 public comments sent to the Utah Department of Transportation (UDOT) during the Little Cottonwood Canyon EIS process. For this reason, we want to focus our comments on the "Cottonwood Canyons Enhanced Bus, Tolling, and Hub" project valued at \$192 million.

We are incredibly pleased to see funding for enhanced bus service and the necessary accompanying infrastructure in both Big and Little Cottonwood Canyons. We also support the implementation of congestion-based tolling, as long as more frequent bus service at low or no cost precedes tolling in order to avoid pricing visitors out of the canyons.

One of the many concerns that arose during the Little Cottonwood EIS process is that the canyon was being studied as if it existed in a silo, when in reality the fate of our canyons is interconnected. For example, if we introduce tolling in one canyon and not the other, it is only logical to assume that visitors will gravitate toward the cheaper option, leading to overuse. The

Draft 2024-2029 TIP appears to recognize this relationship by suggesting complimentary improvements for two of the most heavily trafficked canyons along the Wasatch.

While we are enthusiastic about the improvements detailed in the TIP, it would be injudicious for us to not address the elephant in the room; the current plan includes Phase 1 elements from the Little Cottonwood Canyon EIS.

During its May 2023 meeting, the Wasatch Front Regional Council adopted the 2023-2050 Regional Transportation Plan with the following statement of intent: "WFRC supports prioritizing of Phases 1 and 2 and implementation and evaluation of Phases 1 and 2 before advancing to Phase 3." Although well-intentioned, the statement fails to identify any metrics that might demonstrate what a successful Phase 1 and 2 look like. **As we build out Phase 1 implementation in the TIP, it is critical to define these metrics so we can set the projects up for success, whether it be through design elements or the necessary capital.** The community also deserves to know those metrics for the sake of accountability and transparency.

Thank you again for the thoughtful work you put into drafting the 2024-2029 TIP and for the opportunity to comment. We would enjoy the occasion to meet with WFRC staff to collaborate and further explore any of the concepts we discussed in our comments.

On behalf of our members and the community,

A handwritten signature in black ink, appearing to read 'Carl Fisher', with a stylized, flowing script.

Carl Fisher  
Executive Director, Save Our Canyons