



**CENTRAL
WASATCH
COMMISSION**

MOUNTAIN TRANSPORTATION SYSTEM PUBLIC COMMENT PERIOD OVERVIEW

Comment period: February 7th through March 1st 2020
Report created: 27 March 2020



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Central Wasatch Commission Mountain Transportation System Initiative Public Comment Report on Scope, Attributes, and Objectives Executive Summary

Comment period: February 7th -- March 1st, 2020

1223 comments received from 366 individuals

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Achieving transportation solutions for the Central Wasatch Mountains was a major goal of the Mountain Accord. Multiple studies were conducted before, under Mountain Accord, and subsequently that analyzed local and regional transportation issues. Building on the work by Mountain Accord, UTA, Wasatch Front Regional Council, and UDOT, the Central Wasatch Commission (CWC) is coordinating among jurisdictions and engaging the public to seek consensus for a proposed mountain transportation system in the Central Wasatch Mountains region. The Central Wasatch Commission is also coordinating closely with and working in a complementary way with UDOT on an Environmental Impact Statement for Little Cottonwood Canyon, scheduled for completion in mid-2022.

The CWC initiated a year-long process in early 2020 to further refine and develop the transportation principles in the Mountain Accord. Over the course of 2020, the Central Wasatch Commission aims to arrive at a proposed comprehensive year-round transportation system that includes the Salt Lake Valley, Big and Little Cottonwood Canyons, Parleys Canyon, and connections to the Wasatch Back. Stakeholders and the public are invited to engage at every juncture during this process.

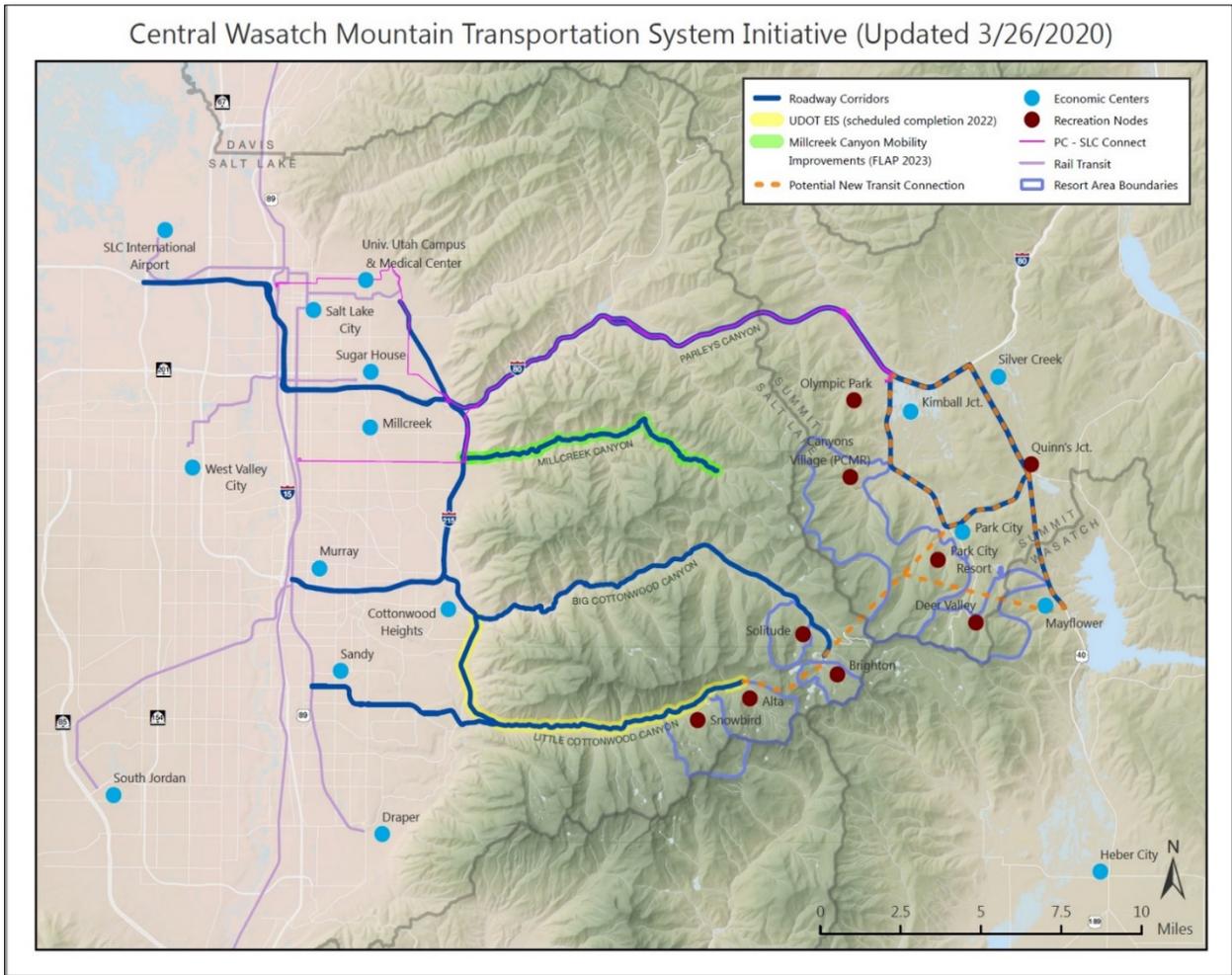
From February 7th – March 1st, 2020, 1,223 comments were received from 366 individuals on the scope, goals, and attributes of a Mountain Transportation System from. Those comments were further categorized into approximately 100 sub-topics. Central Wasatch Commission staff have provided recommendations that have been informed by these public comments, which largely speak to a mountain transportation system that incentivizes transit while simultaneously disincentivizing personal vehicles in the Central Wasatch, and that minimizes environmental impacts and provides year-round access to recreation and transit nodes. The Transportation Committee of the CWC will consider public comments and will make a recommendation to the full CWC Board to set the parameters for consideration of alternative modes and management approaches for a successful Mountain Transportation System. Further steps in the process will include an evaluation of transportation modes and management, alternatives for transportation solutions, a preferred approach, and recommendation for action to implement a Mountain Transportation System.





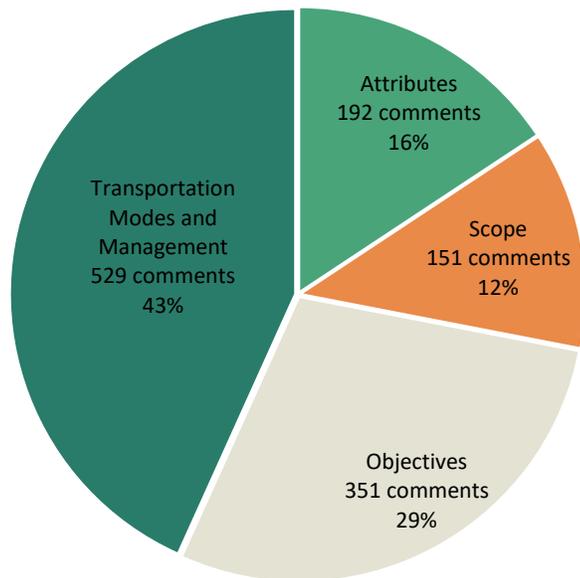
Visual Representation of Total Comments on the Mountain Transportation System Scope, Objective, and Attributes

*Comment period: February 7th – March 1st, 2020
1223 comments received from 366 individuals*



Total Comments on the Mountain Transportation System Scope, Objective, and Attributes

February 7th through March 1st, 2020
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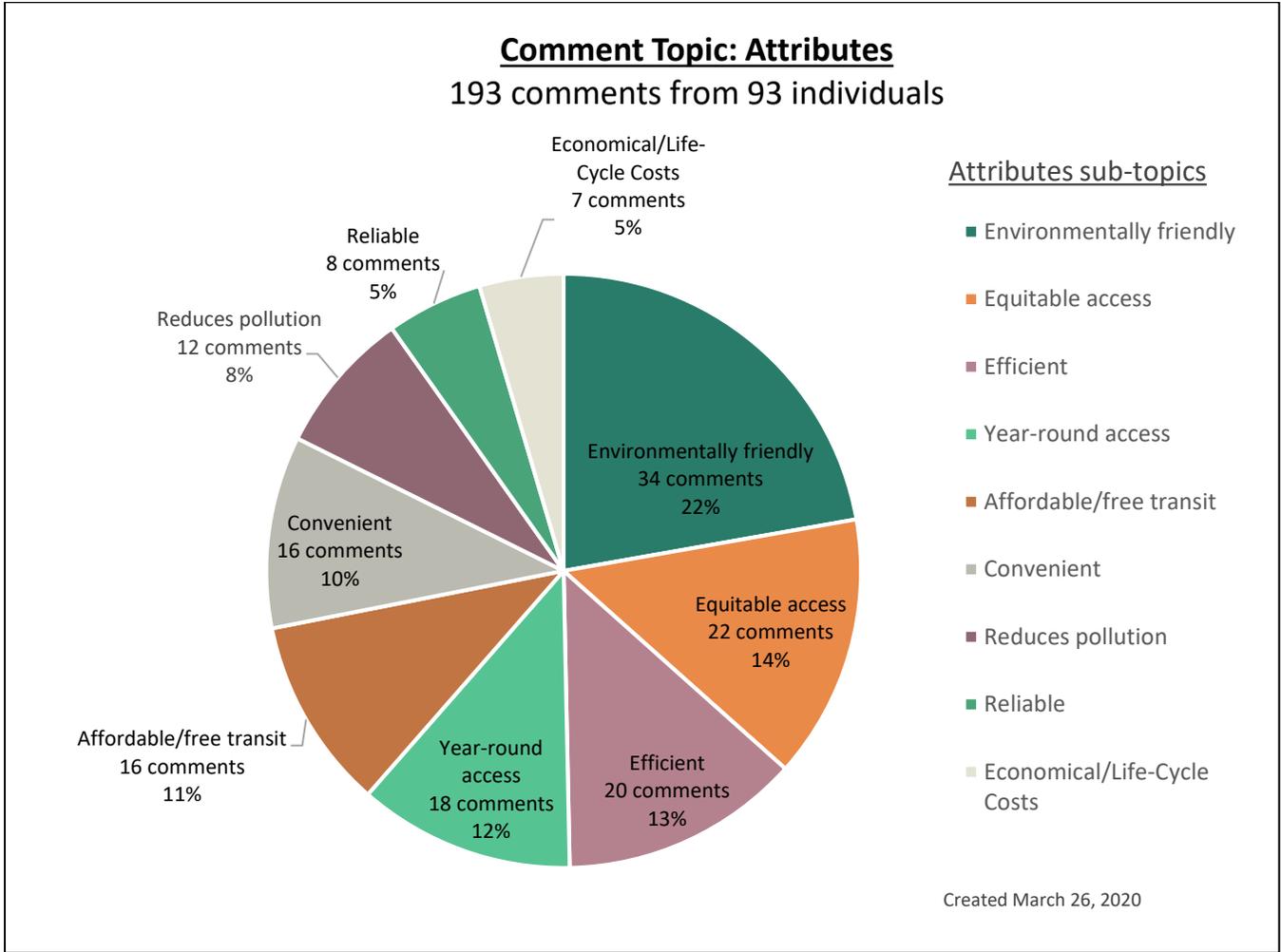


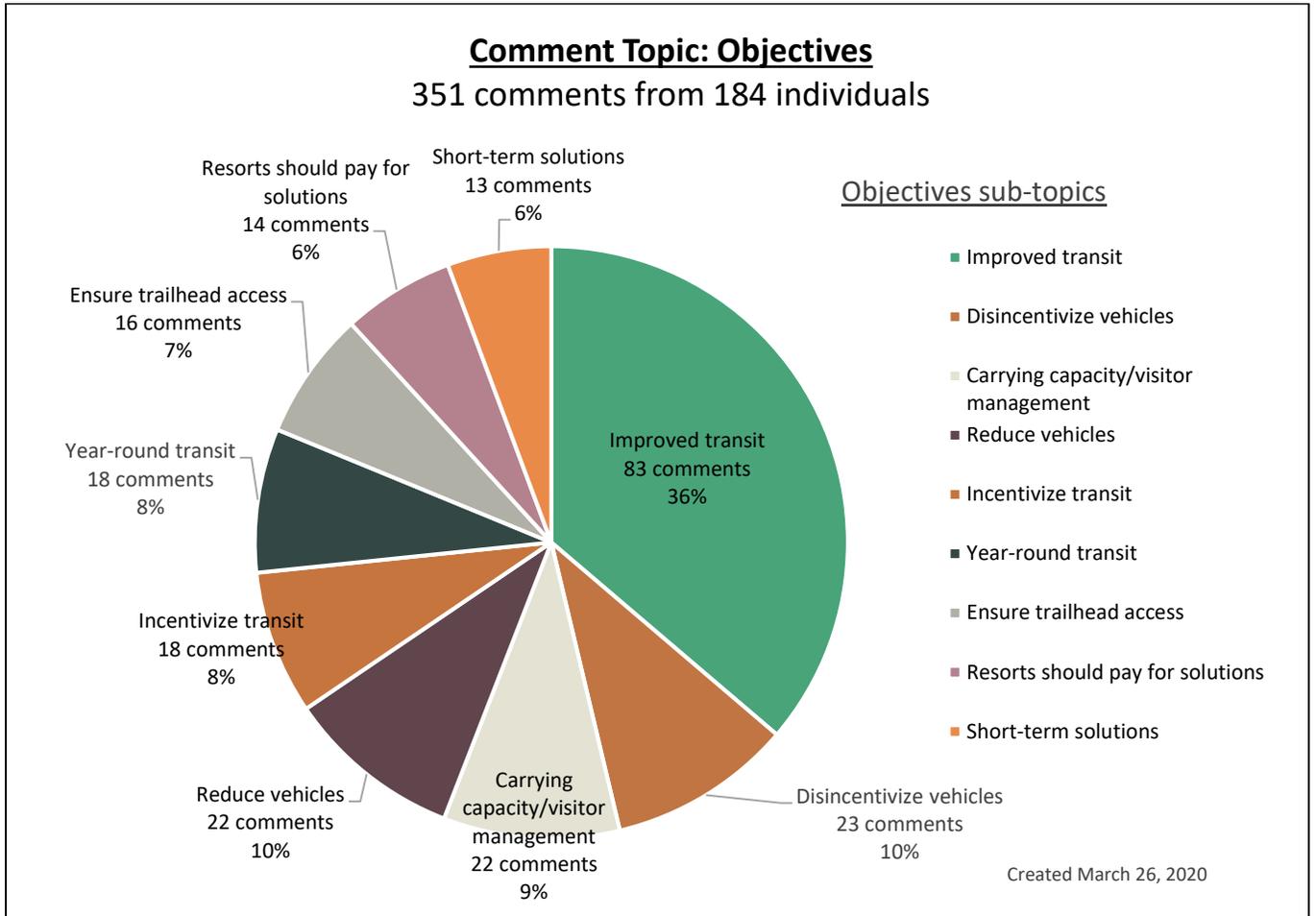
Comment Topics

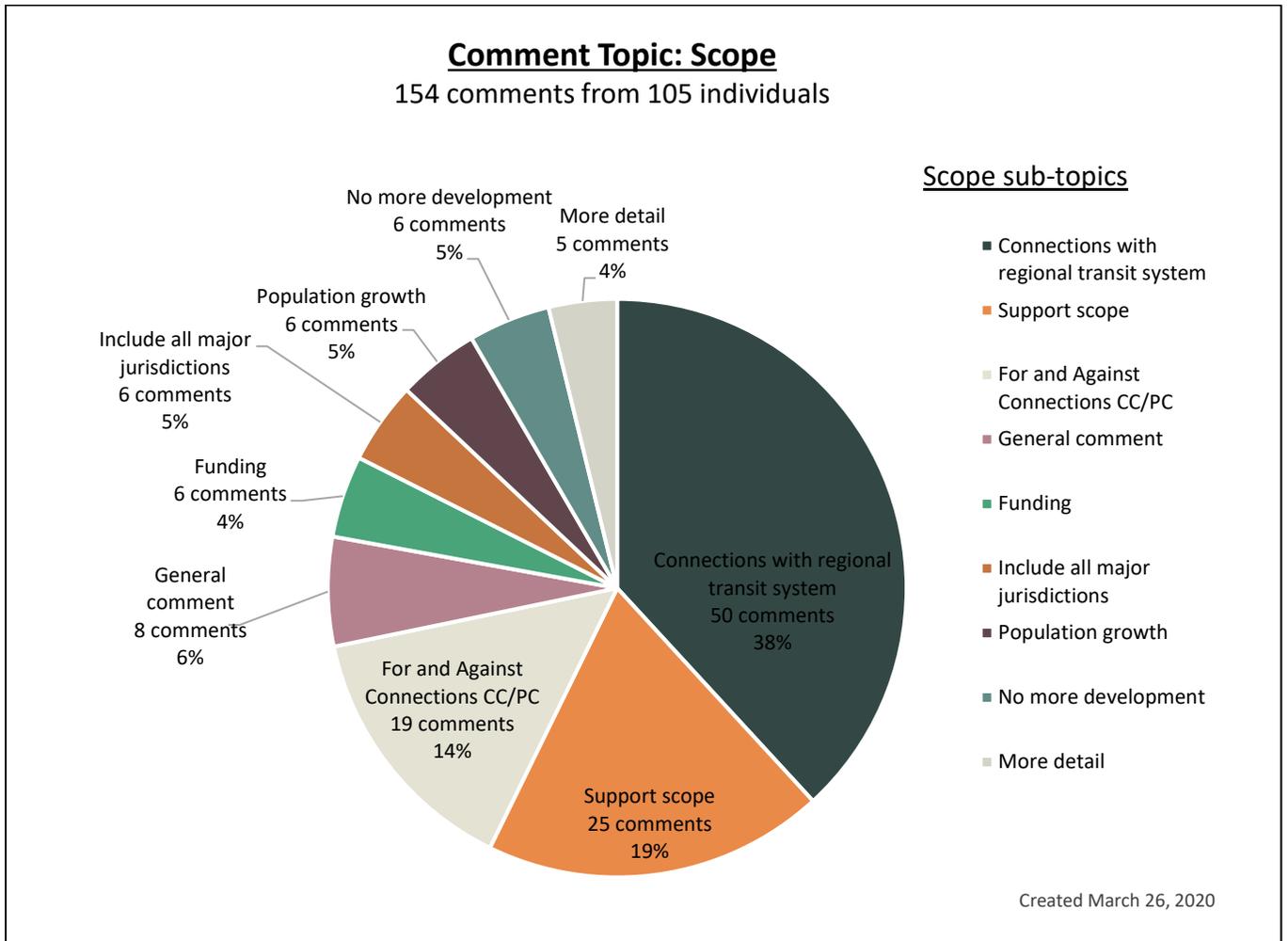
- Attributes (192 comments)
- Scope (151 comments)
- Objectives (351 comments)
- Transportation Modes & Management (529 comments)

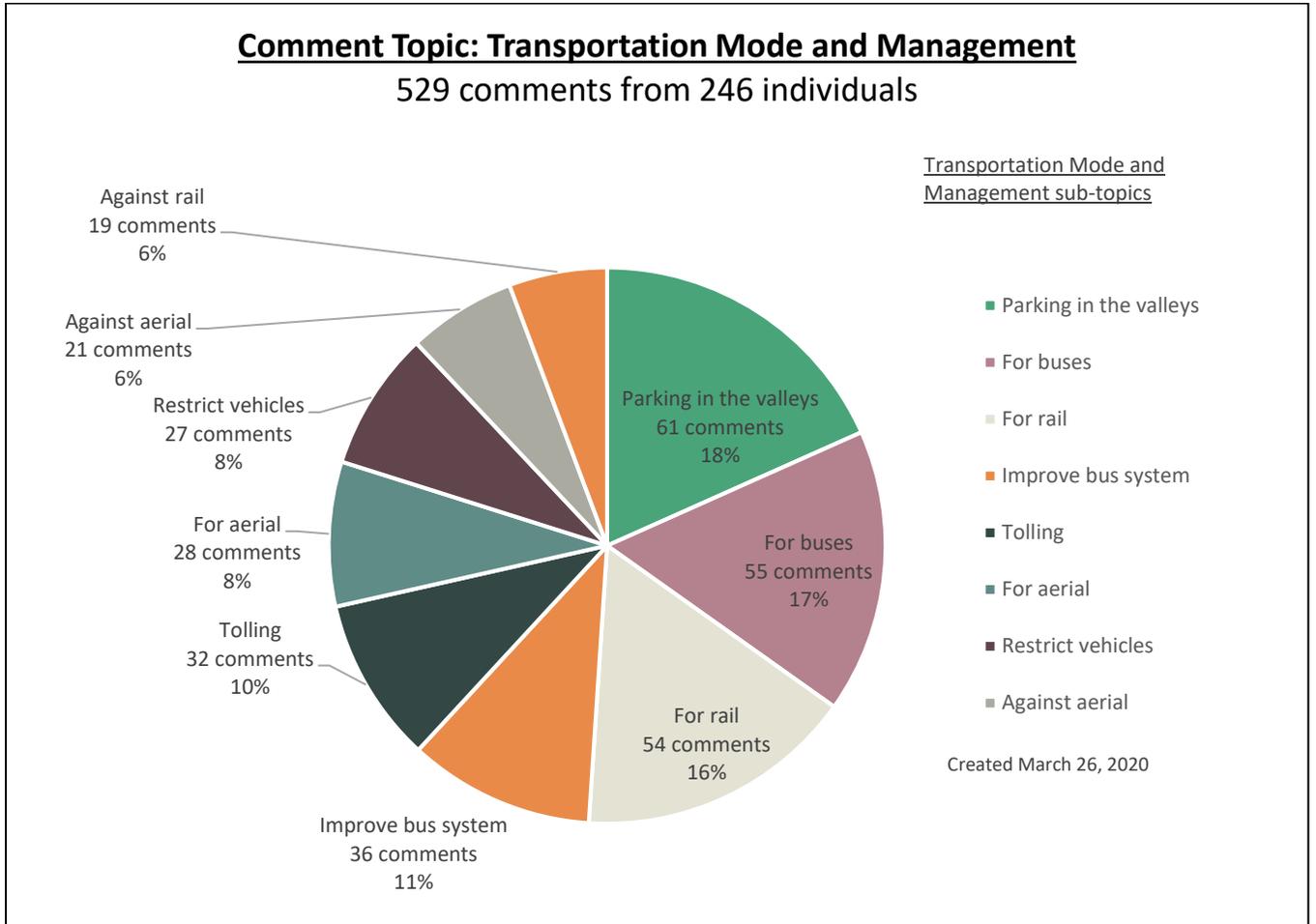
Created March 26, 2020













Central Wasatch Commission Mountain Transportation System Initiative Public Comment Report on Scope, Attributes, and Objectives

*Comment period: February 7th -- March 1st, 2020
1223 comments received from 366 individuals*

Introduction

The Central Wasatch Commission, formed by Interlocal Agreement of 9 jurisdictions in Salt Lake County and Summit County, serves as a coordinating and convening government to advance consensus solutions for the Central Wasatch Mountains. It is a byproduct of and builds upon Mountain Accord, an agreement among all major jurisdictions and private parties to address decades-long disputes about the future direction of the Central Wasatch Mountains.

The Central Wasatch Commission has initiated a process in 2020 to assess and recommend a Mountain Transportation System (MTS) for the Central Wasatch Mountains. The goal is to review the conclusions of Mountain Accord (2015) and other efforts to solve the increasingly unacceptable transportation system serving the Central Wasatch Mountains region.

Mountain Accord represented a unique agreement: all federal, state, and local jurisdictions and private entities participated and agreed to a common approach to resolve decades of conflict in the Central Wasatch Mountains. The Accord was also signed by all four Cottonwood Canyon ski resorts (Alta Ski Area, Snowbird, Brighton Resort, and Solitude Mountain Resort), conservation groups, private citizens, and other entities and persons involved in the Central Wasatch Mountains.

The Accord identified four central goals:

1. Protect the environment and natural resources of the Central Wasatch Mountain Range;
2. Ensure high quality recreational experiences;
3. Enhance regional transportation, and;
4. Strengthen the regional economy.



The area in which this planning process considers is within the Central Wasatch Mountains and connections to the current regional transportation system. Mountain Accord states:

“The Blueprint proposes to connect residents and visitors to mountain destinations and connect communities and people to jobs via efficient and sustainable transit choices. The solutions would manage the impacts of a rapidly growing population in ways that will reduce reliance on automobiles and decrease impacts on the environment. The proposed transit network would not only provide a more sustainable way to travel, it would also provide a powerful tool for the region to shape growth, reduce sprawl, and promote transit-oriented development that supports economic growth, quality of life, and environmental protection.”

Guidance from the Mountain Accord (Section 3.9-3.13) include:

- Support maintaining Guardsman Pass Road in its current management in winter (closed).
- Focus future development in urban areas near transit corridors.
- Limit additional mountain development in the Cottonwood Canyons to clustered nodes.
- Alternatives that connect to the existing regional public transportation system, incentivize public transit use, and dis-incentivize single-occupancy vehicle access.

Public Comment Overview

This report provides a summary of written public comments received for the Central Wasatch Commission’s Mountain Transportation System Initiative Draft Scoping document. The 24-day public comment scoping period following the February 3rd publication of the Mountain Transportation System Initiative Planning and Scoping document ended Sunday, March 1st. For the complete Mountain Transportation System initiative please see appendix A at the end of this report. This report captures consistent and frequent comment themes.

The overall objectives of this report are to:

1. Aggregate and summarize public comment themes.
2. Identify the public’s preference for the scope for a Mountain Transportation System in the Central Wasatch Mountains.
3. Identify the public’s preference for the attributes and objectives for a Mountain Transportation System.
4. Make any staff-recommended edits, changes, or additions to the CWC’s Mountain Transportation System scoping document, which uses the Mountain Accord Mountain Transportation System recommendations as its starting point.



This report summarizes public comment throughout the following major topics:

1. Scope: the MTS scope is the geographic footprint/area that will be included in the process. This includes current regional transportation systems, economic nodes and recreation nodes.
2. Attributes: these are the qualities of what a MTS should exhibit. For example, a MTS should provide year-round access to serve today's and tomorrow's visiting residents, businesses, and employees
3. Objectives: the objectives are the preferred outcomes and implementation targets of the mountain transportation system.
4. Transportation Modes & Management: these are specific types of modes (car, rail, aerial, bus, etc.) and transportation demand management strategies (parking, tolling, etc.)

During the public comment period approximately 1,223 entries were received from 360 individual comments, including 40 comments as a form comment. One comment was a previously submitted comment to UDOT during the Little Cottonwood Canyon Environmental Impact Statement Screening and Criteria comment process.

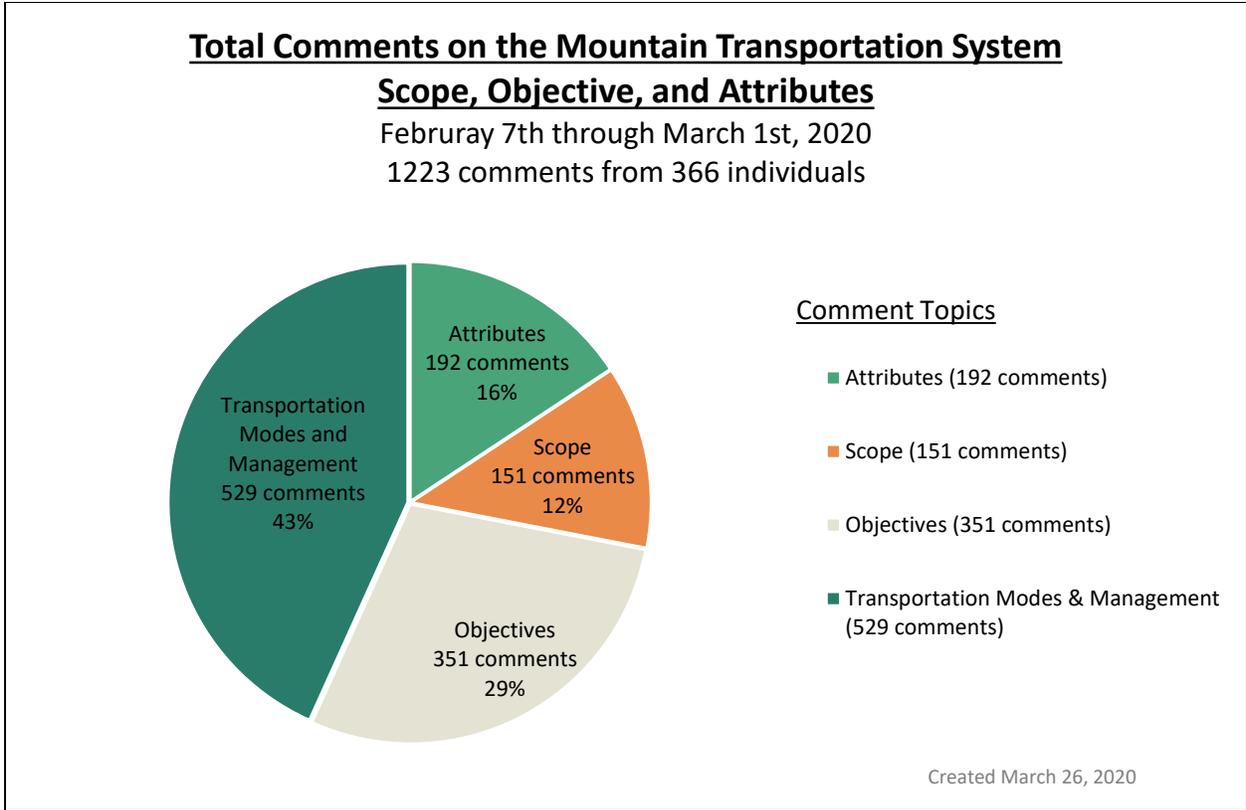
Approximately 100 sub topics were identified, and are being grouped under each of the main topics. The sub-topics include a wide range of specific comments.

The most common topic for comments was Transportation Mode and Management. Those comments will be for review when analyzing specific Transportation modes -- after the next phase of the CWC MTS process.

Public Comment Key Findings

The following sections provide a summary of the public comments received for the Mountain Transportation System initiative. There are four main topics (Scope, Attributes, Objectives, and Transportation Modes and Management) with the most commented sub topics for each topic. A graph will be accompanied with each topic section to visually represent the breakdown of subtopics.





Scope (154 entries)

Connections with Regional Transportation System (50)

Many commented on their support of a regional approach. Some commented on the need for better connections from the valleys, the Wasatch Canyons and between the Wasatch Front and Wasatch Back (Salt Lake and Park City- Area (Wasatch Back Valleys)). The most common type of comment was in regards to having more access points in the Salt Lake Valley and Wasatch Back to the recreation destinations.

Support Scope (25)

Some commented on their support of the scope. These comments generally supported the geographic scope and attributes of a potential mountain transportation system as identified in Mountain Accord and in the Scoping Document initiating public comment. The geographic scope is presented on maps in this report.

Connections between Cottonwood Canyons and Park City (19)

These comments were made in regards to considering alternative connections between the Cottonwood Canyons and Park City. There were some comments that were in favor of considering transportation connections between the two areas. Some comments included their



Mountain Transportation System Public Comment Period Overview, March 2020

preference of no connections between the Cottonwood Canyons and Park City. These comments did not mention a specific mode, but were against or for any additional connections between the two areas.

General Comments (8)

One comment inquired about who would have input on the final plan and who would be giving approval of the project. One comment provided an in-depth analysis of how the ski industry has changed in the last 45 years. These were general comments that weren't specific to a Mountain Transportation System.

Address and Consider How Funding Would Happen (6)

Several comments were made about developing a funding plan. Few comments provided various strategies to fund transportation solutions. One comment was not in favor of having local municipal jurisdictions paying for transportation improvements.

Include all Major Jurisdictions (6)

Some commented on the importance of having all jurisdictions involved. A few comments included ensuring participation from the ski resorts, UDOT, Salt Lake City Department of Public Utilities, National Forest Service, State Legislature, and Governor's Office.

Consider Population Growth (6)

Several comments were made acknowledging the anticipated population growth and how the MTS should plan and accommodate this forecasted growth.

No more development (6)

A few of the comments were in regard to no further ski resort expansion. Several comments were against any new transportation improvements that will lead to further development in the mountains. A couple of comments made were in regards to no new roads being built in the canyons.

More Detail (5)

Some commented on the need for more detail within the scope and project deliverables. Comments included more detail about modes and management practices.

Geographic scope (4)

These comments included suggestions like limiting the geographic scope of the MTS to only the Cottonwood Canyons, opening new ski resorts in other mountain ranges, and suggestions of defining the geographic scope with widely known physical/man-made boundaries.

Duplication of UDOT EIS (2)

A couple of comments questioned if the MTS initiative was a duplication of UDOT LCC EIS efforts.

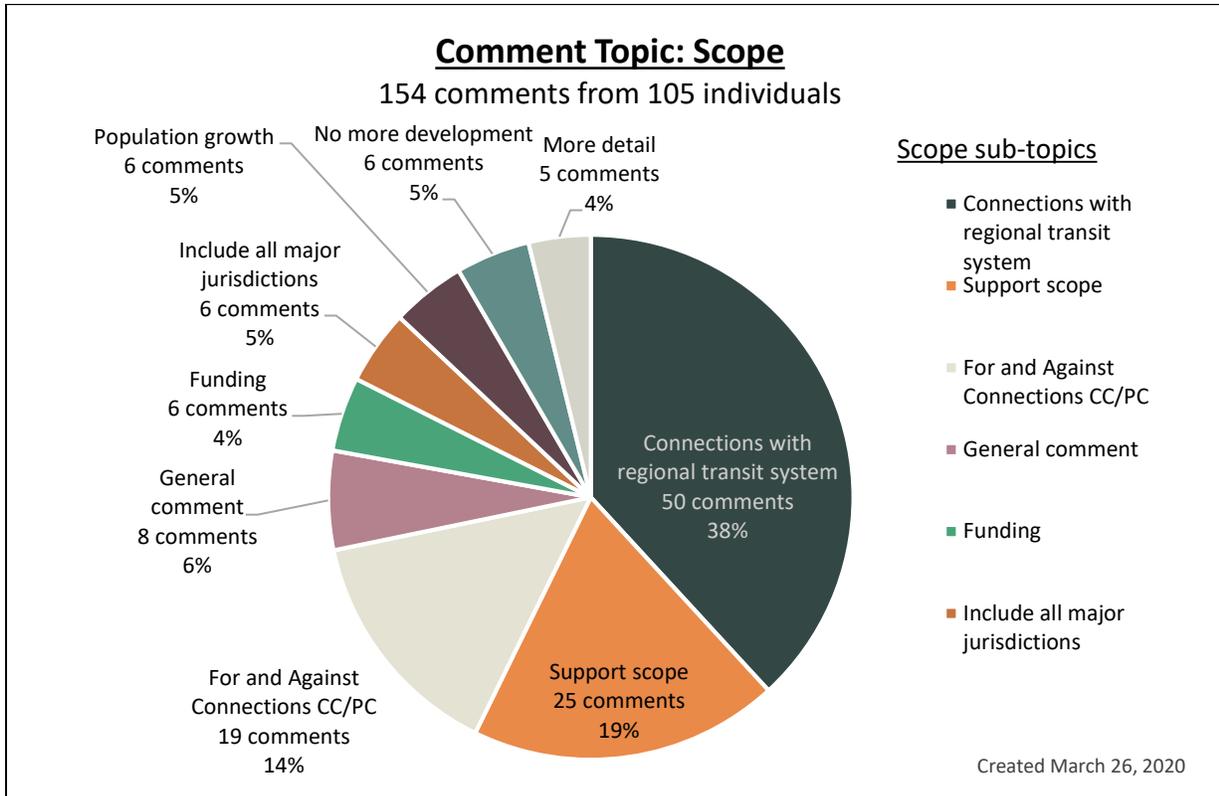


Include Millcreek (2)

A couple of comments were made about the transportation challenges in Millcreek and Millcreek should be included in the scope.

Private Sector Solutions (2)

A couple of comments were made indicating that taxpayers and the government should not be paying for the solution.



Attributes (193 entries)

Environmentally Friendly (34)

There were a wide variety of comments regarding impacts on the environment. Comments include preserving the environment, transportation solutions should minimize impacts on the environment, protecting sensitive areas, protecting the watershed, protecting visual quality, and preserving areas suitable for wilderness.

Equitable Access (22)

Some commented on how a mountain transportation system needs to serve all users and not serve one specific group. A few commenters were concerned about the impacts from tolling on people's access to the mountains based on income and a concern that tolls could be a regressive tax making it more difficult for some to access public lands.



Efficient (20)

Several comments were about ensuring the mountain transportation system needs to be efficient. A few comments were made about efficient transportation to the ski resorts specifically. A few comments were made saying that the transportation solution should be energy efficient. Additional comments were made about moving people efficiently. Several comments were made indicating that the transportation solution should have time efficiencies.

Year-round Access (18)

Some comments were made that a Mountain Transportation System should provide for year-round access. Solutions need to serve year-round multi-use purposes; not just serve the ski resorts.

Affordable/Free Transit (16)

Several comments were made expressing an interest in providing for free transit. These comments typically indicated free transit fares could be used as an incentive to ride transit. A few comments mentioned the cost of a gallon of gas being cheaper than a round-trip fare. One comment mentioned transit fares should be phased out over a few years.

Convenient (16)

A few comments were made indicating that transit should be made more convenient than alternatives. A couple of comments mentioned that accessing the transportation system should be convenient as well.

Reduces Pollution (12)

Several comments were made indicating the transportation solution should reduce pollution. A few comments were made that solutions should produce low emissions. One comment was made that all motors should be electric. A few comments were made about eliminating water pollution.

Reliable (8)

Several comments were made about ensuring the transit systems predictability. A few comments were made about the transportation solution being able to operate in inclement weather and not get stuck in canyon traffic.

Economical/Cost Effective (7)

These comments were in reference to the overall cost of implementing a mountain transportation system. Several comments were made that the transportation solution needs to be low cost. One comment was made that the solution should be of good value, not the lowest priced option.



Quality of recreational opportunities (6)

These comments reflected that a MTS should maintain or enhance the current quality of the recreational opportunities.

Safe (6)

Several comments were made identifying safety as a top objective. A few comments mentioned the ability for the MTS to be able to operate despite natural disasters.

Quality of economic assets (4)

A few comments were made saying that the transportation system should be an economic asset, promoter of economic development, and benefit the regional economy.

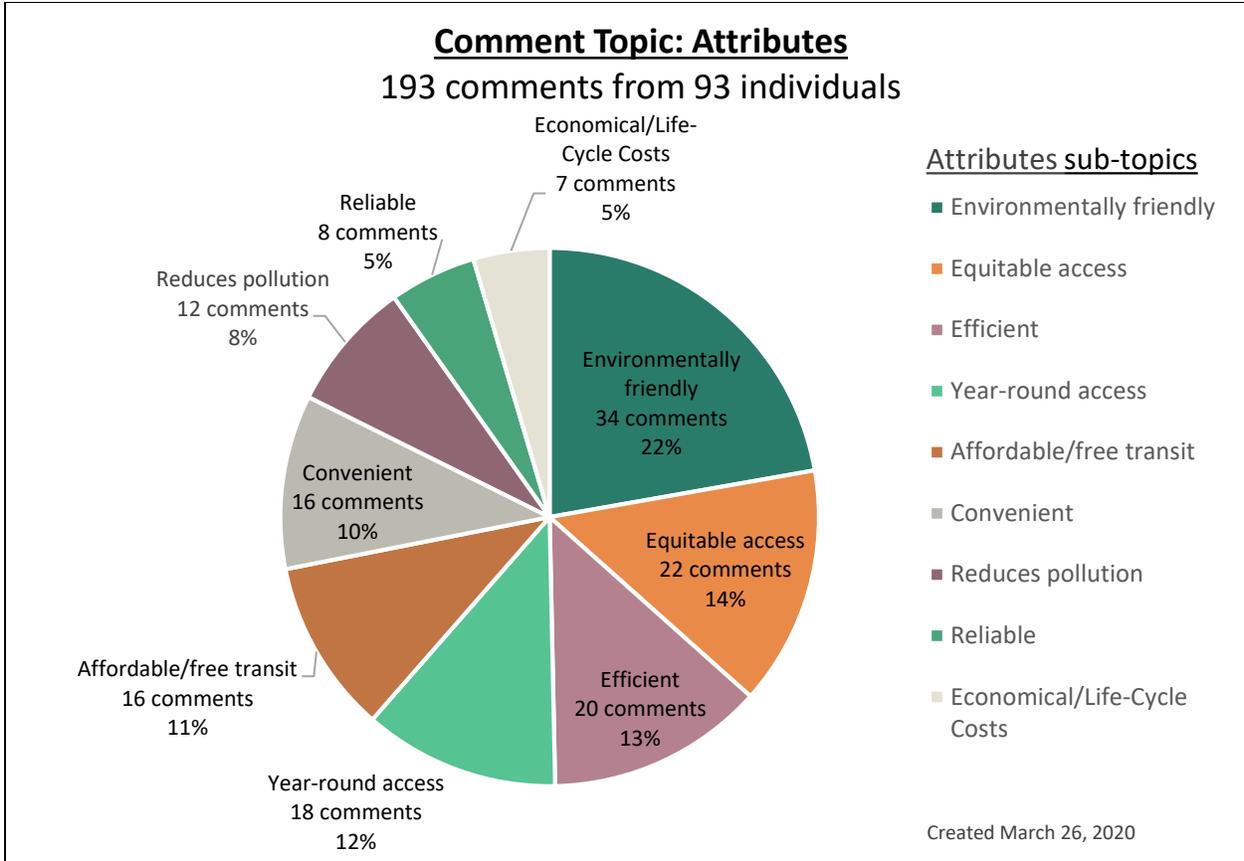
Move people (3)

A few comments were made indicating that the focus of the MTS should be on moving people and goods and not vehicles. One comment was made that people should be able to go from their homes and city centers to the places they recreate.

Sensitivity to ridge lines (2)

A couple of comments were made about a transportation system that connects skiers to base resorts. These comments mentioned that by dropping skiers off at resorts it would minimize the increased backcountry access and use.





Objectives (347 entries)

Improved Transit (83)

Some comments supported a robust public transportation system. A few comments recommend a multi-modal approach and solution. Several comments included strategies and modes to meet the objective which will be analyzed during the next phase of the Central Wasatch Commission Mountain Transportation System process. A few comments said mass transit needs to be prioritized. Some comments were made about transit being stuck in vehicular traffic. These comments were typically not in favor of one type of mode, but in favor of mass transit systems to address the transportation problems of today. Several comments were made about increasing the frequency of transit. Some commented on the need to increase the number of buses. Several comments were made about expanding hours of transit to earlier in the morning and later at night. A few comments were made indicating a desire to ensure a clean and comfortable MTS.



Disincentivize vehicles (23)

Several comments implied general support to disincentivize vehicles. A few comments provided various strategies to disincentivize vehicles. A couple of comments spoke in favor of disincentivizing single-occupancy vehicles.

Carrying Capacity/Visitor Management (22)

Some comments were made that part of the assessment of transportation solutions should set a limit or cap on the number of visitors to the Cottonwood Canyons. A few comments indicated a limit on the number of vehicles. Some comments favored conducting a visitor capacity study in conjunction with the MTS. Some comments suggested putting a cap on the number of skiers to the resorts.

Reduce Vehicles (22)

Many comments recognized the need to reduce vehicles. Some commented on the need to reduce reliance on cars. Several comments provided methods of how to reduce vehicles.

Incentivize Transit (18)

Some comments provided examples of how to incentivize transit. One comment cited the Mountain Accord and one of the guide rails was to incentivize transit. Several comments shared the importance of incentivizing transit and the potential impacts on swaying motorists into transit riders. A couple of comments reinforced the idea of incentivizing transit by making it faster and easier than the current alternative.

Year-round transit (18)

These comments focused on providing a year-round transit option. No mode was mentioned in these comments.

Ensure trailhead access (16)

Several comments were made indicating that an MTS would need to serve trailheads during the winter to access backcountry. A few comments were made expressing a desire to have transit stops at every trailhead.

Resorts Should Pay for Solutions (14)

A few comments were made indicating the public should not pay for solutions due to the ski resorts creating the demand and congestion.

Short-term Solutions (13)

Some comments indicated that pursuing immediate actions were necessary to minimize winter-time canyon congestion. Some commented that a real solution may be years away, but action today is necessary. A few comments indicated that the scope should develop ways that short-term solutions help implement long-term decisions.



Consider and Make Long-term Solutions (12)

Several comments indicated that the scope must take into future population growth and increasing visitation. These comments preferred that the scope timeline of the MTS initiative look more to the future. The suggested time frame from some comments was to plan 50 years out.

Sustainability (12)

One comment indicated creating a mountain transportation system that moved as many people to the resort is not sustainable. Several comments were general comments supporting sustainability in regards to the environment.

Preserve Wilderness (11)

These comments specifically advocated for wilderness preservation, A few comments mentioned protecting animal habitat and migration corridors. A few comments were made about preserving the wilderness for solitude, positive impacts on mental health, and connection with nature. One comment mentioned that the MTS initiative was a good balance between access and preservation.

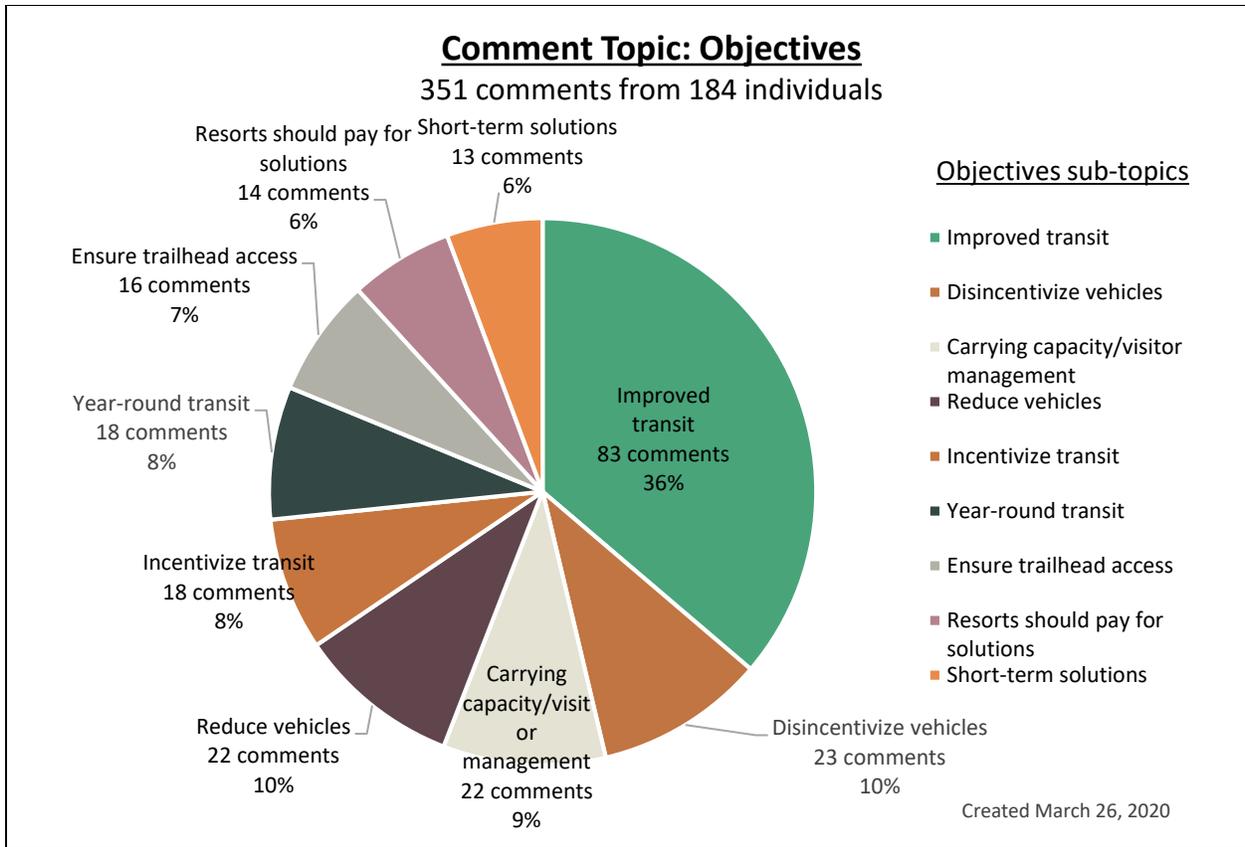
Improve bus experience (9)

These comments spoke directly to improving the bus experience. One comment was made that people will not take the bus if they continue to have poor experience after poor experience. A few comments were made about the poor experience of trying to get a family on a packed bus. A few comments were made about being uncomfortable on the bus due to limited space.

Improve trailheads (8)

Several comments were made about restroom facilities at all trailheads. Several comments mentioned improved parking at trailheads is critical. A few comments called for trailheads with improved interpretive/educational signage.

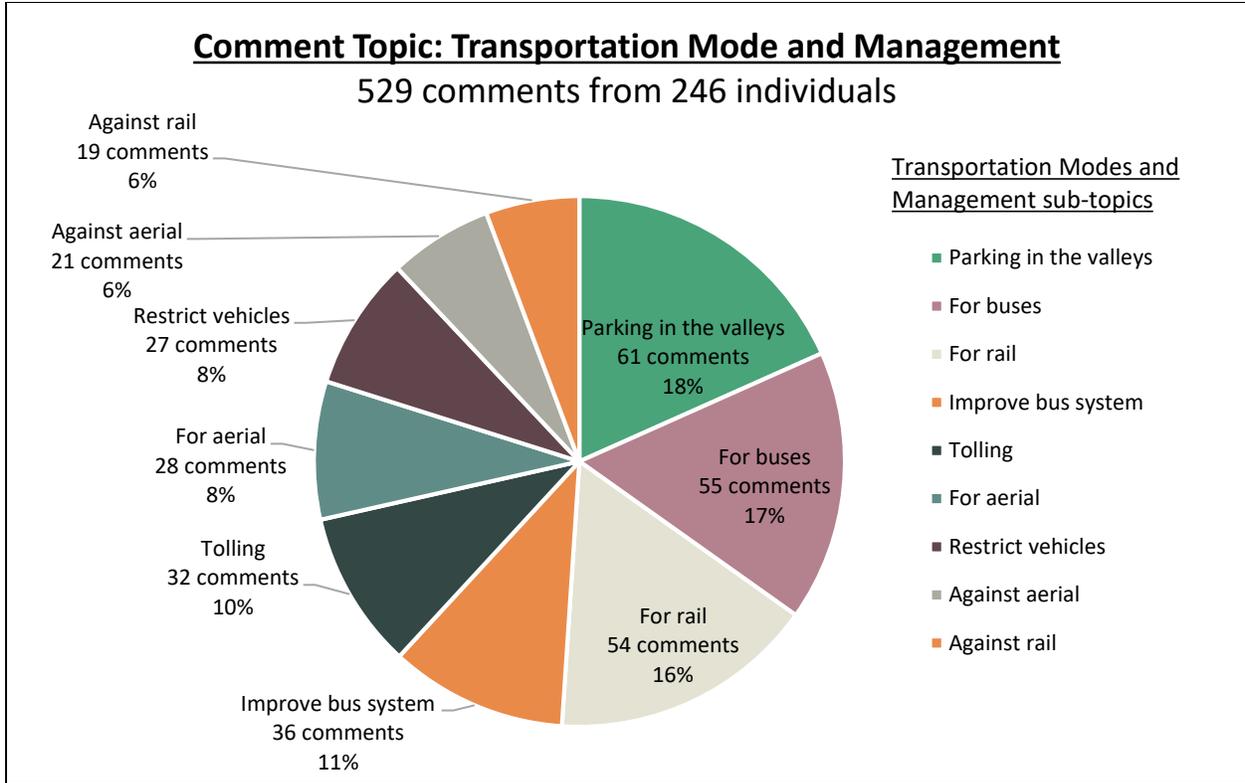




Transportation Modes and Management

The majority of comments suggested a preference for or an objection to a transportation mode (e.g., car, aerial like gondola, or rail) and management strategy (i.e. tolling, parking, bus, rail, and aerial). These comments will be used during the second phase of the MTS process when mode alternatives development and management strategies will be evaluated against the scope, attributes, and objectives of a Mountain Transportation System.





Staff Recommendations

Generally, the comments reinforce the conclusions of the Mountain Accord. The following staff recommendations build upon the current MTS scope.

Scope: Staff Recommendations

The Central Wasatch Mountains are identified as the geographical scope in the draft MTS document. The documented public comments in this report are largely consistent with the draft geographical scope. The map below reflects an updated geography that is consistent with the CWC boundaries and the Mountain Accord direction. The UDOT LCC EIS and the MTS initiative should be coordinated and complementary.

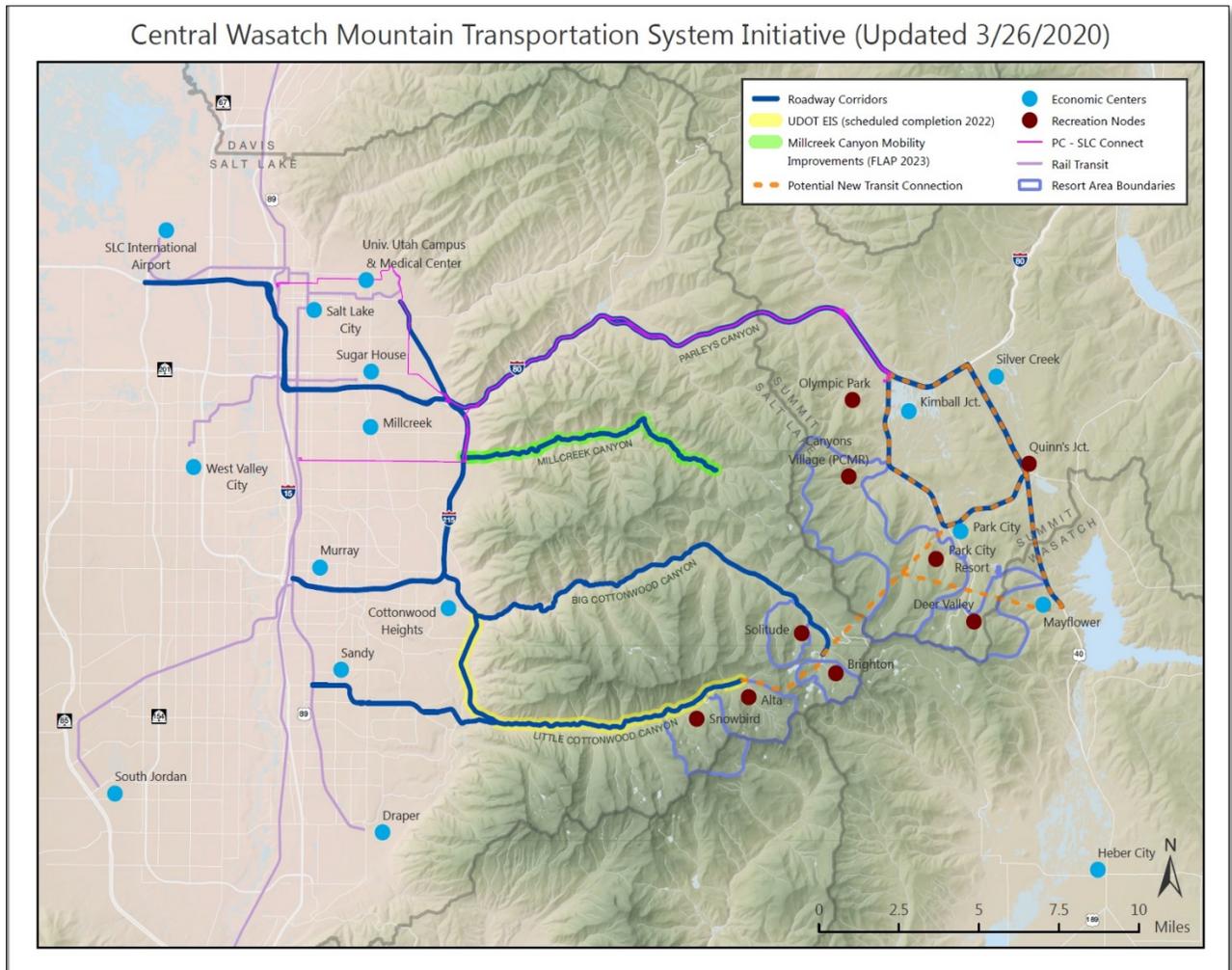
The CWC received multiple comments about connections between the Cottonwood Canyons, both against and in favor. In coordination with local and regional entities, connections between each Cottonwood Canyon and potentially PC/Summit Co./Wasatch Co. Potential corridors will be analyzed and evaluated against attributes identified in this report and in the CWC MTS Scoping document. Staff recommends that any possible connections between the Canyons and to the Wasatch Back reflect the local desires of responsible local jurisdictions in any recommendations for a Mountain Transportation



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System. The new Mayflower development in Wasatch County has been included in the geographic scope and is represented as an economic center.

Millcreek Canyon has been identified as an important transportation corridor in the Central Wasatch Mountains. Because it does not include linkages to the Cottonwood Canyons or the Wasatch Back, the staff recommends that the CWC continue its work on transportation solutions with other jurisdictions, but that the Millcreek Canyon work proceed independently of the MTS effort. CWC, through a Committee of its Stakeholder Council, is working with the U.S. Forest to address infrastructure improvements in Millcreek Canyon as part of a FLAP grant. Other than how to better coordinate with the Valley transportation system and provide better transit access to Millcreek Canyon, other inter-Central Wasatch Mountain transportation systems are not anticipated or proposed at this time. The following map reflects the current and staff recommended geographic scope of the MTS initiative:



Attributes Staff Recommendations

The staff recommends that the following attributes be applied when considering transportation modes and management strategies:

- Environmental impacts are minimal and compatible with a sustainable environmental results
- Reliability during all mountain conditions
- Adequate frequency
- Effect on the quality of recreational opportunities are protected
- Equitable Access
- Safety
- Efficient in moving people
- Enhance experience for Central Wasatch Mountain visitors
- Year-round access
- Affordable/free transit
- Convenient
- Quality of economic asset
- Reduces pollution
- Ability to move people to destinations
- Economical/Cost Effective
- Sensitivity to ridgelines

Objectives: Staff Recommendations

The objectives identified during the public comment period align with the CWC's MTS scope and project deliverables (See draft document Appendix A). The recommended list below provides some more specificity regarding the MTS scope than described in the outcome of Mountain Accord:

- Improve Transit
- Disincentivize vehicles
- Evaluate Carrying Capacity/Visitor Management
- Incentivize transit
- Assure year-round transit
- Ensure trailhead access
- Evaluate mix of private and public funding options
- Achieve a sustainable result
- Preserve wilderness characteristics in suitable areas



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- Improve bus experience short-term and long-term
- Improve trailheads as part of transportation improvements
- Reduce traffic congestion
- Improve ski-user amenities as part of MTS
- Provide better ski resort connections
- Increase transit use
- Provide access for homeowners
- Protect the environment
- Assure protection of the watershed and water quality
- Development around transit nodes
- Use technology to optimize a MTS
- Reduce or eliminate personal vehicles
- Emergency egress
- Improve bus traction/training short-term
- Reduce fuels/wildfires
- Reduce or continue to limit parking in the canyons
- Improve communications to the public about traffic conditions
- Accommodate current and increasing recreation demand
- Consider both short-term solutions and long-term solutions
- Protect Visual quality of the CWM

Next Steps

- Respond back to comments
- Bring staff recommendations, data analysis, and responses to CWC Transportation Committee meeting (3/30) for approval and recommendation to the CWC Board
- Finalize any scope recommendations at April 6th CWC meeting; post on CWC website
- Review conclusions of this Scoping phase with Stakeholders Council, individual member jurisdictions legislative bodies, state legislators, and others.
- Analyze modes against the scope, objectives, and attributes
- Develop evaluation matrix

The Transportation Committee of the CWC will be considering public comments and will make a recommendation to the full CWC Board to provide the parameters for consideration of alternative modes and management approaches for a successful Mountain Transportation System.



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Upon CWC Board adoption of the scope, attributes, and objectives for a Mountain Transportation System, further communications of that scope will be brought to those commenting on the scope, the jurisdictions, the Stakeholders Council of the CWC, and the public. Those parameters will guide a months-long evaluation of different transportation modes and management approaches by the CWC in a transparent, inclusive public process.

The objective will be to arrive at alternative approaches and receive public feedback. As 2020 unfolds, the CWC will move towards making a proposal for an overall Mountain Transportation System that reflects the open, consensus-driven approach of the Commission.





Appendix 1: Central Wasatch Commission Mountain Transportation System Mountain Transportation System Plan Development and Scoping Document

Goal:

Further refine and develop the transportation principles and initiatives of the Mountain Accord to arrive at a proposed comprehensive Mountain Transportation System for the Central Wasatch Mountains. Use a consensus-driven process for a year-round mountain transportation system. Outline potential funding sources.

Mountain Accord represented a unique agreement: all federal, state, and local jurisdiction and private entities participated and agreed to an approach that would reflect a common approach to resolve decades of conflict in the Central Wasatch Mountains. The Accord was also signed by all four Cottonwood Canyon ski resorts (Alta Ski Area, Snowbird, Brighton Resort, and Solitude Mountain Resort), conservation groups, private citizens, and other entities and persons involved in the Central Wasatch Mountains.

The Accord identified four central goals:

1. Protect the environment and natural resources of the Central Wasatch Mountain Range,
2. Ensure high quality recreational experiences,
3. Enhance regional transportation, and
4. Strengthen the regional economy.

The following Mountain Transportation System process will be carried out over the next 9-12 months.

Scope:

The area in which this planning process considers is within the Central Wasatch Mountains and connections to the current regional transportation system. Mountain Accord states:

“The Blueprint proposes to **connect residents and visitors to mountain destinations and connect communities and people to jobs** via efficient and sustainable transit choices. The solutions would manage the impacts of a rapidly growing population in ways that will reduce reliance on automobiles and decrease impacts on the



environment. The proposed transit network would not only provide a more sustainable way to travel, it would also provide a powerful tool for the region to shape growth, reduce sprawl, and promote transit-oriented development that supports economic growth, quality of life, and environmental protection.”

Guidance from the Mountain Accord (Section 3.9-3.13) include:

- Support maintaining Guardsman Pass Road in its current management in winter (closed)
- Focus future development in urban areas near transit corridors
- Limit additional mountain development in the Cottonwood Canyons to clustered nodes
- Alternatives that connect to the existing regional public transportation system, incentivize public transit use, and dis-incentivize single-occupancy vehicle access

The CWC’s Mountain Transportation System initiative will work in a parallel and collaborative effort with the Utah Department of Transportation (UDOT) Little Cottonwood Canyon Environment Impact Statement (LCC EIS) process. The scope of UDOT’s LCC EIS is limited to Wasatch Boulevard (between Big Cottonwood Canyon and Little Cottonwood Canyon) and State Road 210, or Little Cottonwood Canyon Road. The CWC Mountain Transportation System Initiative seeks to achieve consensus for a locally preferred alternative that includes the Salt Lake Valley, Big and Little Cottonwood Canyons, Parleys Canyon, and connections to the Wasatch Back.

Project Deliverables:

Develop a preferred local alternative by the CWC for implementation of a comprehensive mountain transportation system for the Central Wasatch Mountains and adjacent valleys. The following list are recommendations from the Blueprint of the Mountain Accord for further development and refinement:

- High-capacity transit in the Little Cottonwood Canyon/Big Cottonwood Canyon/Park City corridor.
- Transit incentives and automobile disincentives including parking/pricing strategies.
- Year-round local bus service in Big and Little Cottonwood Canyons.
- Fast transit service from the airport to the Park City area via I-80.
- Improved transit service on US 40 and I-80 between Quinn’s Junction and Kimball Junction.
- Improved transit connections in Summit County.
- High capacity transit connections in the eastern Salt Lake Valley.
- Safety and access improvements for bicyclists and pedestrians.



Constraints:

- Expected final recommendations by December 2020
- Limited budget

Timeline:

- The scope, attributes, and goals portion of the process will be open for public comment from Thursday, February 6th to Sunday, March 1st.
- Mode alternatives and management options identification and analysis will occur between February and June. A 30-day comment period on mode alternatives and management options will open between June and July. Additional outreach and engagement will occur during this phase of the process.
- Proposal development and refinement to happen between July-September.
- An initial recommendation from the CWC's Transportation Committee is anticipated to happen in late September 2020. Following the release of the recommendation, a 30-day public comment period will open.
- CWC consideration and action on proposal is anticipated to happen between November- December 2020.





Appendix 2: Central Wasatch Commission Mountain Transportation System Public Comments Matrix



Commenter	Comment	Topic	Sub-Topic
Andrew Herrin	to people movement and environmental preservation.	Attributes	Environmentally friendly
Charlotte Widdison	If you must charge, please consider having the bus system up the canyons be free to encourage people to use public transit.	Attributes	Affordable/free transit
Scott Harmer	convenient.	Attributes	Convenient
Devon Gibby	I realize it is expensive to put in, but it is a long term solution that would greatly reduce traffic, pollution, accidents and slide offs, and would be very quick and convenient.	Attributes	Convenient
Ryan Hayes	As a resident of the valley and regular user of the canyons, I believe the objectives of this project are important to maintaining and enhancing the quality of our natural resources,	Attributes	Environmentally friendly
Ryan Hayes	recreational opportunities,	Attributes	Quality of recreational opportunities
Ryan Hayes	and economic assets accessed via those canyons.	Attributes	Quality of economic assets
Ryan Hayes		Attributes	Environmentally friendly
Ryan Hayes	recreational opportunities,	Attributes	Quality of recreational opportunities
Ryan Hayes	and economic assets accessed via those canyons.	Attributes	Quality of economic assets
Ryan Hayes	I think it is critical to thoroughly characterize, quantify, and communicate the holistic and comprehensive value of these resources, opportunities, and assets to gain public support required to get the required resources. Where is this part of the scope?	Attributes	Environmentally friendly
Nathan Momberger	A gondola system is less impactful to ecosystem.	Attributes	Environmentally friendly
Sam Haycock	Also a bus ride costs \$4.50 one way, Paying \$9 vs paying for 1 gallon of gas is no question.	Attributes	Affordable/free transit
Brian Doubek	-Buses should be less expensive or free.	Attributes	Affordable/free transit
Suzie Ellison	I don't believe in damaging the canyons and mountains by building	Attributes	Environmentally friendly

Alex Popowych	better for the local environment and had	Attributes	Environmentally friendly
Alex Popowych	the ability to move ski traffic	Attributes	Efficient
Alex Popowych	to the top of the canyon quickly and efficiently.	Attributes	Efficient
Amy Mills	free,	Attributes	Affordable/free transit
Amy Mills	easiest,	Attributes	Convenient
Amy Mills	least disruptive, and least expensive	Attributes	economical/cost
Amy Mills	method of moving people up and down the canyons.	Attributes	Move people
Megan Kratz	Public transportation systems into the mountains should be free at the point of use so that	Attributes	Affordable/free transit
Megan Kratz	a) our beautiful mountains are accessible to everyone in our community and	Attributes	equitable access
Christopher Butte	As I season ticket holder and active promoter of economic development I hear it all the time from both tourist and locals alike. We need something more, this winter has been painful at times trying to navigate up either canyon.	Attributes	Quality of economic assets
Audrey Wussow	5. Free bus pass with Alta powder card/or other gold card, not just season pass holders	Attributes	Affordable/free transit
Diane Whittaker	I am definitely in favor of spending money on transportation that saves the environment and reduces pollution.	Attributes	Reduces pollution
Diane Whittaker	I am definitely in favor of spending money on transportation that saves the environment and reduces pollution.	Attributes	Environmentally friendly
Jim Manos	Many things need to be done. I'm trying to prioritize most important ones that are minimal and/or reasonable as far as cost.	Attributes	economical/cost
Jim Manos	More efficient bus transportation is needed	Attributes	Efficient

Niki McDaniel	Driving up the canyon isn't fun but busses are slow, unreliable with severe weather, and crowded (can't bring up a snowboard or climbing gear). An energy efficient continuous rail would be much more efficient.	Attributes	Efficient
Mikell Bova	As a backcountry skier who frequently skis between the hours of 5 am to 10 am in the morning, I fear that the transportation solution will ignore my demographic.	Attributes	equitable access
David Ream	Similarly, any transportation system into the cottonwoods needs a convenient accessible transportation Hub to access the system	Attributes	Convenient
Elliott Mott	e. These would provide outdoor enthusiasts with year around canyon access. Pull cords would signal a rider's desire to get off.	Attributes	year-round access
Carole Straughn	. I would favor a two-track train line connecting to the UTA system as a long-term solution as opposed to an aerial gondola system, for reasons of safety, capacity, and aesthetics.	Attributes	Safety
Tom Diegel	Essentially, there needs to be a focus on moving people from Salt Lake city to the mountains; not midvale, not sandy; well, maybe those places too, but focus on Salt lake!	Attributes	Move people
Tom Diegel	Without parking options near the mouths of the canyons there MUST be a way to move people along the wasatch front, and I think that this considerable infrastructure investment can dovetail into a more efficient, less-polluting way to get people from the south towards SLC and the University of Utah in particular.	Attributes	Reduces pollution

Tom Diegel	Without parking options near the mouths of the canyons there MUST be a way to move people along the wasatch front, and I think that this considerable infrastructure investment can dovetail into a more efficient, less-polluting way to get people from the south towards SLC and the University of Utah in particular.	Attributes	Efficient
Aaron London	As Salt Lake City continues to grow, we need to implement a valley-wide transit system that moves people from their homes to the areas where they recreate, rather than one the requires people to drive their cars to these areas.	Attributes	Move people
Aaron London	and the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons. The system we envision must be capable of providing efficient and predictable service for both ski area and dispersed users.	Attributes	economical/cost
Aaron London	and the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons. The system we envision must be capable of providing efficient and predictable service for both ski area and dispersed users.	Attributes	Reduces pollution
Aaron London	and the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons. The system we envision must be capable of providing efficient and predictable service for both ski area and dispersed users.	Attributes	Efficient

Aaron London	and the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons. The system we envision must be capable of providing efficient and predictable service for both ski area and dispersed users.	Attributes	Reliable
Aaron London	All components of the transportation system must be developed and implemented with a minimum of environmental impacts to air, land, biologic and water resources. T	Attributes	Environmentally friendly
Aaron London	thereby being designed to reduce the number of cars currently in the canyons, minimize environmental impacts and enhance the experience of everyone using the Wasatch Mountains.	Attributes	Quality of recreational opportuntites
Dani Poirier	envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons.	Attributes	economical/cost
Dani Poirier	envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons.	Attributes	Reduces pollution
Dani Poirier	The system we envision must be capable of providing efficient and predictable service for both ski area and dispersed users.	Attributes	Efficient
Dani Poirier	The system we envision must be capable of providing efficient and predictable service for both ski area and dispersed users.	Attributes	Reliable
Dani Poirier	All components of the transportation system must be developed and implemented with a minimum of environmental impacts to air, land, biologic and water resources.	Attributes	Environmentally friendly
Dani Poirier	The transportation system should use the best currently available technology to serve all user groups on a year-round basis.	Attributes	year-round access

Dani Poirier	The transportation system should not place an undo tax or monetary burden on any single socio-economic or demographic group.	Attributes	equitable access
Dani Poirier	thereby being designed to reduce the number of cars currently in the canyons, minimize environmental impacts and enhance the experience of everyone using the Wasatch Mountains.	Attributes	Environmentally friendly
John Knoblock	to provide year-round access to the areas and amenities described in the geographic scope.	Attributes	year-round access
Bruce Tremper	Finally, we need to consider climate change solutions. Imagine the Wasatch 25 years from now. Most fossil fuel cars and trucks will likely be phased out. And if they are not phased out worldwide, the Wasatch will likely have dramatically less snow than today, which will also mean the end of our ski industry as well as the source of our water. For all the above reasons, the time for bold, long range transportation solutions is now.	Attributes	Environmentally friendly
Taylor Dankmyer	I think we do that by making mass transit more convenient than alternatives.	Attributes	Convenient
David Brown	2) I assume that weekends and snow days suffer from the worst congestion. Therefore I hope that people who visit the canyons at low traffic times will not be 'forced' into solutions intended for high traffic days.	Attributes	equitable access
David Brown	6) It is very encouraging to see so many people use the park and ride lots to take the bus. This is a positive sign and high volume times (weekend mornings and snow days) should have some predictable timeframes where only buses are allowed up the canyons and/or carpools with 4 people.	Attributes	Reliable
Melinda McIlwaine	The buses up the canyons should be free t	Attributes	Affordable/free transit
Caroline Gleich	I support a transportation solution that is inclusive of different user groups and abilities.	Attributes	equitable access

Caroline Gleich	Electric buses would be amazing so we don't pollute the air in the canyon.	Attributes	Reduces pollution
angela Isaacs	2) We want to preserve the environment of the Wasatch, including our watershed, wildlife and their habitat and corridors, forests and wildflowers, connected wilderness, and improve our air quality. I believe this includes considering that simply getting as many people into the mountains as quickly as possible during ski season (or any other time) is not sustainable and will fail to achieve many of our goals. And massively expanding development - roads, resorts, building, in our canyons will ultimately not get anyone what they truly want long-term.	Attributes	Environmentally friendly
angela Isaacs	4) We want the ski resorts to continue to be world-class, enjoyable and adventurous places for residents and visitors to enjoy. I don't believe that is achieved by shuttling as many people as quickly as possible into the resorts. The maximum number of people having a mediocre (crowded, frustrating, overly curated) experience does not seem like a good goal, and is not the legacy of our resorts. We want travel to the ski resorts to be more efficient and safer.	Attributes	Quality of recreational opportunities
angela Isaacs	4) We want the ski resorts to continue to be world-class, enjoyable and adventurous places for residents and visitors to enjoy. I don't believe that is achieved by shuttling as many people as quickly as possible into the resorts. The maximum number of people having a mediocre (crowded, frustrating, overly curated) experience does not seem like a good goal, and is not the legacy of our resorts. We want travel to the ski resorts to be more efficient and safer.	Attributes	Safety

angela Isaacs	4) We want the ski resorts to continue to be world-class, enjoyable and adventurous places for residents and visitors to enjoy. I don't believe that is achieved by shuttling as many people as quickly as possible into the resorts. The maximum number of people having a mediocre (crowded, frustrating, overly curated) experience does not seem like a good goal, and is not the legacy of our resorts. We want travel to the ski resorts to be more efficient and safer.	Attributes	Efficient
Megan Waters	However, when we talk about pricing/fee structures for driving and parking, we're not thinking as much as we could be about equity and equitable access. Making someone's ability to get up the canyon/access the resources dependent upon their ability to pay really adversely impacts low SES communities more than anyone, which isn't fair.	Attributes	equitable access
Megan Waters	Are ski resorts in conversation with you all about enhancing comfort for folks who do travel by transit - I perceive many folks like having their cars as a comfort measure. Could people be enticed to leave their car if they had a place they could sit in the lodge, put their boots on, and store their items more conveniently?	Attributes	Convenient
Megan Waters	I'm excited about the possibility of expanding to more year-round coverage for transportation	Attributes	year-round access
Megan Waters	options to preserve the natural environment.	Attributes	Environmentally friendly
Megan Waters	However, when we talk about pricing/fee structures for driving and parking, we're not thinking as much as we could be about equity and equitable access. Making someone's ability to get up the canyon/access the resources dependent upon their ability to pay really adversely impacts low SES communities more than anyone, which isn't fair.	Attributes	equitable access

Megan Waters	about enhancing comfort for folks who do travel by transit - I perceive many folks like having their cars as a comfort measure. Could people be enticed to leave their car if they had a place they could sit in the lodge, put their boots on, and store their items more conveniently?	Attributes	Convenient
Megan Waters	I'm excited about the possibility of expanding to more year-round coverage for transportation options	Attributes	year-round access
Megan Waters	to preserve the natural environment.	Attributes	Environmentally friendly
Tiffany Pezzulo	e, convenient mass transit options would be key. Prioritization should be safe and environmentally sound transportation	Attributes	Convenient
Tiffany Pezzulo	e, convenient mass transit options would be key. Prioritization should be safe and environmentally sound transportation	Attributes	Environmentally friendly
Tiffany Pezzulo	e, convenient mass transit options would be key. Prioritization should be safe and environmentally sound transportation	Attributes	Safety
Tiffany Pezzulo	Ideally closing the canyon to cars and having viable, convenient mass transit options would be key.	Attributes	Convenient
Joseph Blake Quinton	2. Sustainability/Attributes: Whether a new gondola system is built up the canyon (on the existing roadway and not linking the canyons) or a higher capacity bus system is recommended all motors should be electric in order to minimize the air quality impact of the top 7% of income earners (skiers) on air breathers	Attributes	Reduces pollution
Kerry Doane	1.7.3 - A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses;	Attributes	Safety

Kerry Doane	1.7.3 - A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses;	Attributes	Efficient
Kerry Doane	1.7.3 - A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses;	Attributes	equitable access
Kerry Doane	is integrated within the fabric of community values and lifestyle choices; supports land-use objectives; and is compatible with the unique environmental characteristics of the Central Wasatch.	Attributes	equitable access
Dennis Goreham	Any option must protect environmentally sensitive areas. Any option should also protect view sheds.	Attributes	Environmentally friendly
Duncan Campbell	For instance right now for me where I live (3300 s 2300 e) trip planner tells me my best way to take the bus to Alta from my house would be to get on the 33 and head west down to 900 e (the opposite direction of the way I'm trying to go) then Get off and take another bus to ft union, then take another bus to go skiing and then I'll get in there in 3 hours from leaving my house. No skier is going to want to wait 3 hours in the bus,	Attributes	Convenient
Hannah Peters	I think an improved and expanded bus system would be the most effective and efficient solution to travel in the Cottonwood Canyons.	Attributes	Efficient
Susan Kertesz	Better, less congested, more efficient transportation up the canyons, in particular Big and Little Cottonwood canyons needs to happen, and not just for skiers and/or ski resorts.	Attributes	Efficient

Susan Kertesz	Better, less congested, more efficient transportation up the canyons, in particular Big and Little Cottonwood canyons needs to happen, and not just for skiers and/or ski resorts.	Attributes	equitable access
Susan Kertesz	Buses up these canyons is a great idea and I personally would take one, if it was in the least convenient. For me, and I am guessing many others, it is further to drive to a bus stop than from my home to Snowbird, where I ski. There is not even any other type of bus transportation within 5 miles of my house, and I live near Hidden Valley Golf Course. Trax is close to my home but still, I have to drive or commuter-bike there and it takes me to a ski bus further away from and longer travel time than to just drive up the canyon. I used to drive to the mouth of Little Cottonwood, the closest bus stop, and take the bus; however, this stop has been removed because it takes the buses sometimes 5-6 minutes to get out of the parking lot?!?!	Attributes	Convenient
Rich Dressen	This would open up cross resort access without lifts over the ridge lines.	Attributes	Sensitivity to ridge lines
Mikayla Rewey	I have a few suggestions after years of working in, enjoying and driving to Alta. A few obviously take lots of infrastructure, which isn't always ideal. So I tried to add a few solutions that would take less money and time.	Attributes	economical/cost
Lisa Olson	Provide for more efficient, convenient, comfortable, and enjoyable transit	Attributes	Efficient
Lisa Olson	Provide for more efficient, convenient, comfortable, and enjoyable transit	Attributes	Convenient
Lisa Olson	Reduce air and water pollution in the cottonwoods	Attributes	Reduces pollution
Kirk Moushegian	Such transportation systems are most effective at moving people and goods to and from the mountains year round	Attributes	Move people

<p>Dave Alderman</p>	<p>I recommend adding a goal around 'maintaining or improving economic equity'. Not everyone that uses the canyons is going to the ski resorts. And not all of those are bypassing the ski resorts for the back country experience. There are many people that use the canyons for low cost alternatives to the ski resorts. For example, look at all the people sledding near the Jordan Pines Campground in Big Cottonwood Canyon every weekend. The answer can't just be to charge more for every car, like at Mill Creek Canyon. The Solitude parking model seems a more equitable system. But I'm sure there are other options that should be considered. Having a goal that considers economic equity would make sure that it factors into the final recommendation. The other objectives seem appropriate to me. I appreciate all the work that's gone into this and the opportunity to comment. You've got a big challenge in front of you. Good Luck!</p>	<p>Attributes</p>	<p>equitable access</p>
<p>Patrick Carrel</p>	<p>Surely these mountains would like for skiers/riders/outdoor enthusiasts of all kinds to continue to enjoy the services they offer. Locals, tourists, families, commuters, people visiting on work ALL want to enjoy the mountains, and that is the beauty of Utah.</p>	<p>Attributes</p>	<p>equitable access</p>
<p>Shawn Neugebauer</p>	<p>I am writing to comment on important attributes the Mountain Transportation System should include. 1) The Mountain Transportation System must be sufficiently flexible, robust, and weather-protected to be capable of continuing to move passengers up and down Big and Little Cottonwood Canyons even during times of high snow, inclement weather, and high canyon traffic.</p>	<p>Attributes</p>	<p>Reliable</p>

Shawn Neugebauer	2) The Mountain Transportation System must have sufficient parking quantity & quality at/near the mouth of Big and Little Cottonwood Canyons to permit efficient, effective transfer from personally-owned vehicles to up-canyon mass transit (and vice-versa, from down-canyon transit to personally-owned vehicles). Example: build much, much larger parking structure at the Holladay Park & Ride (6200 S & Wasatch Blvd) connecting to dedicated express buses. Why? Unless significantly more and better parking is provided, mass transit will not be used and will not (by itself) fix traffic problems.	Attributes	Efficient
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<p>James Thompson, Allen, Susan Barker, Christine Bertagnolli, Laura Brown, Cameron Cotton, Brigham Cracroft, John Davis, Ella Degiorgio, Joan Driggs, Ben Filgo, Shelly Johnson, Emma Kanner, Richard Krause, Doug Lebold, Margi Marken, Erica McKelvey, Don Mitchell, Jordan</p>	<p>Dear, Dear Commissioner, I, Ben Driggs, applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains. The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far. As a Save Our Canyons supporter, I am dedicated to protecting the beauty and wildness of the Wasatch Mountains. Sincerely, Ben Driggs 2926 E. Mountain View Drive Salt Lake City, UT 84109</p>	<p>Attributes</p>	<p>Environmentally friendly</p>
<p>Barbara Eastman</p>	<p>A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.</p>	<p>Attributes</p>	<p>year-round access</p>

<p>Antonia Adroski</p>	<p>Dear, Dear Commissioner, I approve of the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. I lived in Utah for two years and spent nearly all of my free time in the Wasatch. I still come back whenever I can. It is a unique and special place that should be treated carefully. We must keep in mind that the Cottonwoods are valuable in so many ways other than tourism and recreation - as a clean water source, as a haven for wildlife, and as an important refuge of wild lands in an increasingly urbanized Wasatch front. I hope that you will proceed with any travel plans with Wasatch wildlife and ecology, viewsheds, and recreational experience of non-motorized recreators in mind. Canyon congestion is an appalling problem with a solution that I see every time I ski. Single-occupancy vehicles are at least as common as carpools, and the traffic jams, deadly accidents, and valley inversion are getting worse by the year without action to curb the influx of vehicles into the Cottonwoods. Highway marquee signs that encourage commuters to carpool or take transit don't work. Positive incentives have been an utter failure and are not a good model for the Wasatch front. Fees to enter the canyons in a single-occupancy vehicle would help to supply funds for improved transit in the canyons. Mandatory transit to ski resorts is not unprecedented - there are plenty of models available for using shuttles and transit to reduce traffic and improve canyon congestion, user safety, and noise and air pollution. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to</p>	<p>Attributes</p>	<p>year-round access</p>
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Kirk Nichols	<p>After surveying the current conditions, the desired future condition must be described by a team of experts. Then zones of low, medium, and high tolerances for human impacts must be delineated on a map. This broadest of categories might be low tolerance for human impacts in Wilderness areas and backcountry areas greater than a mile from roads. Highest tolerance for human impact would be front country zones within half a mile from a road, such as the tolerance for the Silver Lake boardwalk impacts. Medium tolerance for human impacts may fit that area in between the Low and High zones and additionally for some designated areas that reach into the Low zone but are already highly modified such as Catherine's Pass and the Lake Catherine area. Then within these zones (or other zoning system) indicator conditions must be chosen for both the physical environment and for the social or people environment. Many of the physical conditions can be shared with the Environmental Dashboard, though the Dashboard is monitoring only on a large scale. Recreation impact are on a finer scale than the Environmental Dashboard monitors, therefore the dashboard level of impact detection will miss the alteration of conditions until the effects are catastrophic. For the social or visitor experience, social-norms will need to be developed, again, suiting a variety of zones. Group size, ease of access, conflicts with different user groups, crowding, and mechanized recreation will need to be sorted out in the desired future conditions of the different recreation zones. Once the desired future conditions are described, and the indicators of condition quality are chosen, each indicator will require thresholds beyond which the desired future conditions is not being met. The development and</p>	Attributes	Environmentally friendly
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Dee Rowland	<p>The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.</p>	Attributes	year-round access
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Richard Kanner	<p>The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.</p>	Attributes	year-round access
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Richard Kanner	I would suggest you consider a very large - approximately 500-1,000 cars - park and ride near the mouth of the Cottonwood Canyons where people can get on public transportation up the canyon. Driving in an auto or truck should be limited to those with a need to drive who would have to obtain a permit. It would be ideal if the canyon buses are free of charge to entice people to use them	Attributes	Affordable/free transit
Ronald Sawdey	Instead, a bus system that provides access to all of the Valley's residents, and does so in an time efficient manner (i.e. no more than one transfer).	Attributes	Efficient

Robert Speiser	<p>The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.</p>	Attributes	year-round access
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Robert Speiser	<p>I strongly believe the best method to improve transportation, while preserving the wilderness character and natural habitat of these canyons is to implement a reliable, affordable, and efficient year-round, public bus system that connects various points in the valley to canyon routes.</p>	Attributes	Reliable
Robert Speiser	<p>I strongly believe the best method to improve transportation, while preserving the wilderness character and natural habitat of these canyons is to implement a reliable, affordable, and efficient year-round, public bus system that connects various points in the valley to canyon routes.</p>	Attributes	Affordable/free transit

Tiarra Stout	The environment is something that impacts us all, regardless of identity. There is increasing research every year showing the negative impact of air pollution on our cognitive abilities and upon our emotions, not to mention our physical health. Likewise there is increasing research on the positive effects that nature has upon us emotionally and psychologically. Therefore we must take care to try and be as sustainable as possible, and in this case it means trying to find better transportation solutions. When we lose our healthy environment, we all lose. Sincerely, Tiarra Stout 10464 S Jordan Gtwy Unit 443 South Jordan, UT 84095	Attributes	Environmentally friendly
Dave DuBois	I still believe that the gondola solution to a traffic problem is clean, quiet, and provides minimum environmental impact. -And if we need an example of it's effectiveness, we need to look no further than the relatively new Quicksilver Gondola linking the Canyons and Park City sides of the Park City Mountain Resort	Attributes	Environmentally friendly
Dave DuBois	I would be remiss if I didn't mention Skilink, my apologies. However, had it been installed, it would have been an equal distance from the Park City and Canyons base, and delivered people up and over the ridge into the Solitude parking lot without disgorging skiers on the ridge line. I continue to support this idea. If the Park City Mountain Resort backcountry access gates remain constant, it takes well over an hour to ski from the nearest gate to a position where you can ski from the Park City ridgeline into Solitude. So despite the vehement opposition that you will get from a select few backcountry users, the backcountry area between the ridgeline and Solitude will absolutely not be saturated with unprepared tourists from the Park City side.	Attributes	Sensitivity to ridge lines

Beat von Allman	Regarding the Canyon Highways We should be most concerned about highway runoff affecting water quality of Big- and Little Creeks. 2019 and 2020 brought new evidence that stormwater runoff and avalanches, threaten particularly highway 210. -	Attributes	Environmentally friendly
Beat von Allman	Downhill traffic has become less safe at 3-lane Highway stretches, as passage often involves excessive speed when the highway is in marginal condition. Cones are being placed on U210 to avoid use of the 3 rd lane, i.e. at Tanners . Uphill traffic also involves higher speed for passing than is posted and has caused additional hazards. For these two reasons, it seems unwise to widen the canyon highways without better runoff management and without safer passing conditions	Attributes	Safety
Beat von Allman	Eliminating the most realistic solution to clean, dependable and flexible canyon transportation, without preparing a life cycle cost analysis, is fiscally irresponsible. The rail option re-appears to many as the most desirable system with longest sustainability. - A higher initial cost is carried balances out by lower overall operating cost during a much longer life cycle. Consequently, funding similar long term investments has not normally been a problem.	Attributes	Reliable
Jon Jensen	To expedite and further this end, I urge that the bus services increase in frequency, and decrease in fare, eventually to the point of free fares.	Attributes	Affordable/free transit
Amy Brunvard	Dear Commissioner, I, Amy Brunvand applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. I support planning for a year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles.	Attributes	year-round access

Amy Brunvard	Dear Commissioner, I, Amy Brunvard applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. I support planning for a year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles.	Attributes	Efficient
Austin Beck-Doss	I feel that expanded park and ride spaces at the base of the cottonwood canyon roads would decrease traffic, travel time and air pollution due to canyon traffic.	Attributes	Reduces pollution
Austin Beck-Doss	In addition, there is a clear need for group transit options that have capacity for large numbers, and are low cost. The use of these public transit options must be incentivized, or possibly required at certain times.	Attributes	economical/cost
Erin Stearns	I think having the ski bus/year round bus is great, it can definitely be a way to A: have a lesser impact on the environment, and B: create much less traffic.	Attributes	Environmentally friendly
Erin Stearns	If the bus could be free, I think that would help too, if a small percentage of the money the resorts are making from lift tickets went to paying for the bus I think that would help off-set.	Attributes	Affordable/free transit
Peter Orthmann	I take public transportation from my front door near 21st East and 21st South to Solitude 40-50 times per season. Here are two short term solutions that are also cheap, low hanging fruit, which would lead to better options to get people out of their cars.	Attributes	economical/cost

Peter Orthmann	Second Solution: bus flow from the City center and major west to east corridors (33rd South , 21st South, etc) must be improved to the mouth of the Canyon. Let's face it, once the bus is in the Canyon, being on the bus heading up the Canyon is no slower than the car in front of you. But the bus flow from the valley does not flow properly. Look at Google Maps. My location from 21st and 21st takes 13 minutes to drive to the mouth of the Canyon. By Bus? Almost 1 hour! I have to actually go West to go East. From 21st and 21st I have to go West all the way to Central Pointe to connect to Trax or go West to 13th East to connect to a bus. Then go significantly SOUTH to finally start going the Proper direction (East). In short, if you looked at a map of my travel I start going the wrong direction (West) and create a giant square travel route. Not even close to being efficient.	Attributes	Efficient
Peter Crowley	Should be of good value, not just the lowest priced option.	Attributes	economical/cost
Peter Crowley	Faster than a car driving up the canyon.	Attributes	Convenient
Peter Crowley	Should be designed in a such a way to avoid downtime due to avalanche and earthquake.	Attributes	Safety
Harrison Piper	2) A gondola linking the Wasatch Back to the Big & Little Cottonwood Canyon resorts to reduce traffic coming from the back & improve air quality 3) Still allowing drivers up both canyons, but likely instituting a toll to incentivize carpooling or leveraging the gondola system	Attributes	Environmentally friendly
Toni Hansen	I would like the bus system in summit county to remain free for riders	Attributes	Affordable/free transit

Edward Mahoney	Any should ensure that access up Little Cottonwood Canyon and Big Cottonwood Canyon direct from the Canyon mouths should be maintained. There has been discussion of access coming from Park City. If a gondola from Park City, or road access from Midway was put in place, without improved access from the Salt Lake side, the Cotton Wood Canyon ski areas would benefit Park City residents and businesses to the detriment of Salt Lake City residents and businesses. There would be some real bitterness if wealthy Park City skiers, carried by gondola, and skied off the best powder while SLC people were waiting for the road to open.	Attributes	equitable access
Daniel Cottam	There really should be trams up little cc from utah valley and cottonwood heights to reduce traffic and pollution	Attributes	Reduces pollution
Daniel Cottam	This would stop all the car exhaust and creat a world class amenity at the same time and benefit the regional economy and be paid for by private money	Attributes	Quality of recreational oportuntites
Daniel Cottam	This would stop all the car exhaust and creat a world class amenity at the same time and benefit the regional economy and be paid for by private money	Attributes	Quality of economic assets
Robert Paxton	I've seen many minority groups turn around upon finding the fee to park during the summer. If there is one thing minority groups need to feel an allegiance to the U.S. - visiting our beautiful lands at an affordable price.	Attributes	equitable access
Brett Carroll	The most important goals for me in managing transportation in the Central Wasatch are reducing traffic in the canyons, minimizing environmental impact (through limiting new construction in the canyons), and not imposing additional financial barriers (like tolls or transportation fees) to accessing the canyons.	Attributes	Environmentally friendly

Brett Carroll	The most important goals for me in managing transportation in the Central Wasatch are reducing traffic in the canyons, minimizing environmental impact (through limiting new construction in the canyons), and not imposing additional financial barriers (like tolls or transportation fees) to accessing the canyons.	Attributes	equitable access
Brett Carroll	Free or low-cost and frequent bus service from this hub(s) would incentivize people to take public transportation.	Attributes	Affordable/free transit
Joshua Korpi	Please include add-hoc bus stops for year canyon neighborhoods, help the residents(andor their guests) help reduce canyon congestion and pollution too	Attributes	Reduces pollution
Katie Pappas	Maintaining access to the canyons while protecting these sensitive areas for future generations should be the top priority.	Attributes	year-round access
Katie Pappas	Maintaining access to the canyons while protecting these sensitive areas for future generations should be the top priority.	Attributes	Environmentally friendly
Matthew Pruss	I have mentioned this above, but a key attribute of the MTS should be to improve and increase the transit service in the Central Wasatch while at the same time discouraging the use of vehicles, especially those with only one occupant in them. If we can increase the use of transit, we can lessen the impact of cars being on the road, while moving people around more efficiently. If we can achieve this we would have a tremendously positive impact on the Canyons as well as our air quality.	Attributes	Efficient

Matthew Pruss	I have mentioned this above, but a key attribute of the MTS should be to improve and increase the transit service in the Central Wasatch while at the same time discouraging the use of vehicles, especially those with only one occupant in them. If we can increase the use of transit, we can lessen the impact of cars being on the road, while moving people around more efficiently. If we can achieve this we would have a tremendously positive impact on the Canyons as well as our air quality.	Attributes	Reduces pollution
Ron Clegg		Attributes	Environmentally friendly
Ron Clegg	narrow roads, high avalanche frequency, environmental concerns, watershed protection, connecting the canyons, and so on. I know we need to make improvements, but can we please complete the studies and start implementing the recommendations.	Attributes	Environmentally friendly
Joseph Scirica	A year-round connection, but	Attributes	year-round access
Joel Ban	The plan should integrate with existing public transportation but be adaptable to the time of season so that there is more public transportation during high snow days but consistent options also during the rest of the year when users are accessing different points for hiking. Therefore it should focus the public transportation to the resorts in the winter but in the summer and other seasons be geared towards different places along the canyon so that hiking trailheads can be accessed.	Attributes	year-round access

<p>Lila Leatherman</p>	<p>The CWC should increase their focus on providing equitable access to outdoor recreation for underserved communities. I am encouraged to see year-round bus service in BCC and LCC as priorities. Additionally, I recommend an increased focus on developing canyon transportation options from the West Side of Salt Lake, and adding stops that serve popular trailheads. Actions like these will not only help diverse communities access outdoor recreation, but will alleviate congestion and overcrowded parking at popular trail destinations in the canyons. Similar policies have also been introduced at a national level: The Transit to Trails Act, which has been introduced to both the US Senate and the House, creates a grant program to fund projects that make transportation to green spaces and public lands more accessible for critically underserved communities. You can learn more about the transit to trails act here. https://www.booker.senate.gov/?p=press_release&id=985 Everyone in the Salt Lake Valley deserves the opportunity to access the recreation opportunities of our canyons. Prioritizing more equitable development of transit opportunities is an important part of helping all Salt Lake families, regardless of zip code or economic status, enjoy the mountains where they call home.</p>	<p>Attributes</p>	<p>equitable access</p>
<p>Cameron Diehl</p>	<p>Bus service provides a more nimble away to access trailheads and ski resorts alike. Remember--transportation up the canyons should not be solely focused on ski resorts. Check out the parking nightmare around Lake Blanche or Red Pine in the summer time and you'll realize that bus stops at trailheads could be game changers.</p>	<p>Attributes</p>	<p>equitable access</p>

Cameron Diehl	The additional development necessary for fixed rail or gondolas would forever alter the landscape and potential damage the watershed too.	Attributes	Environmentally friendly
David Carroll	Solutions must also be year around and not limited to addressing the impacts of a relatively small and seasonal user group.	Attributes	year-round access
David Carroll	The mandate is more than moving people, but also protecting the environment,	Attributes	Environmentally friendly
Kenneth Bayer	1. Park City has a free bus service to Deer Valley and PCMR. (Many California resorts and their adjacent towns run free bus services)	Attributes	Affordable/free transit
Jared Zitnay	Scope: Should cover the Central Wasatch Front and Back to include transportation plans and infrastructure (public and private) in Salt Lake and Summit Counties. This includes transportation related to resort traffic and backcountry trailheads, in both the summer and winter. The scope should cover all transportation options (e.g., bus, tram, train, bike, etc.) and regulations (e.g., tolling, volume restrictions, road closure, etc.) at the disposal of the local governments and businesses.	Attributes	year-round access
Jared Zitnay	Attributes: The top attributes of a mountain transportation system should be 1) sustainability and 2) equity. Sustainable transportation modes and sustainable recreation in the Central Wasatch; if we don't preserve this amazing wilderness, then there will be no reason to visit it. Equitable solutions that do not favor one demographic over another; there will always be unavoidable barriers to accessing wilderness, but the solutions should not, for example, prioritize access for east bench residents over west side residents.	Attributes	equitable access

Jared Zitnay	<p>Objectives: The primary objective should be to provide residents access to Central Wasatch lands while limiting ecological, environmental, and climate impacts. A mountain transportation system should provide the infrastructure such that people who chose to recreate in these mountains are able to do so in a safe and sustainable manner. Transportation problems in the canyons are already changing the way people recreate, and it is unrealistic that the implemented solutions will allow people to have the ease of access they enjoyed 30-40 years ago; how we access this land has changed forever and is the reality we must accept. Therefore, a system that achieves the objectives of providing access and limiting impact may not be the fastest way to move people to their destination, but it should be faster and with less impact than sitting in a car for 3 hours on a powder day.</p>	Attributes	year-round access
Jared Zitnay	<p>Objectives: The primary objective should be to provide residents access to Central Wasatch lands while limiting ecological, environmental, and climate impacts. A mountain transportation system should provide the infrastructure such that people who chose to recreate in these mountains are able to do so in a safe and sustainable manner. Transportation problems in the canyons are already changing the way people recreate, and it is unrealistic that the implemented solutions will allow people to have the ease of access they enjoyed 30-40 years ago; how we access this land has changed forever and is the reality we must accept. Therefore, a system that achieves the objectives of providing access and limiting impact may not be the fastest way to move people to their destination, but it should be faster and with less impact than sitting in a car for 3 hours on a powder day.</p>	Attributes	Safety

Jared Zitnay	Objectives: The primary objective should be to provide residents access to Central Wasatch lands while limiting ecological, environmental, and climate impacts. A mountain transportation system should provide the infrastructure such that people who chose to recreate in these mountains are able to do so in a safe and sustainable manner. Transportation problems in the canyons are already changing the way people recreate, and it is unrealistic that the implemented solutions will allow people to have the ease of access they enjoyed 30-40 years ago; how we access this land has changed forever and is the reality we must accept. Therefore, a system that achieves the objectives of providing access and limiting impact may not be the fastest way to move people to their destination, but it should be faster and with less impact than sitting in a car for 3 hours on a powder day.	Attributes	Environmentally friendly
Jared Zitnay	equity. Equitable solutions that do not favor one demographic over another; there will always be unavoidable barriers to accessing wilderness, but the solutions should not, for example, prioritize access for east bench residents over west side residents.	Attributes	equitable access
Jared Zitnay	The top attributes of a mountain transportation system should be 1) sustainability and 2) equity.	Attributes	Sustainability
Jared Zitnay	The top attributes of a mountain transportation system should be 1) sustainability and 2) equity.	Attributes	equitable access
Jared Zitnay	Sustainable transportation modes and sustainable recreation in the Central Wasatch; if we don't preserve this amazing wilderness, then there will be no reason to visit it.	Attributes	Preserve wilderness
Jared Zitnay	Equitable solutions that do not favor one demographic over another; there will always be unavoidable barriers to accessing wilderness, but the solutions should not, for example, prioritize access for east bench residents over west side residents.	Attributes	equitable access

Jared Zitnay	The primary objective should be to provide residents access to Central Wasatch lands while limiting ecological, environmental, and climate impacts. A mountain transportation system should provide the infrastructure such that people who chose to recreate in these mountains are able to do so in a safe and sustainable manner.	Attributes	Environmentally friendly
Jared Zitnay	Transportation problems in the canyons are already changing the way people recreate, and it is unrealistic that the implemented solutions will allow people to have the ease of access they enjoyed 30-40 years ago; how we access this land has changed forever and is the reality we must accept. Therefore, a system that achieves the objectives of providing access and limiting impact may not be the fastest way to move people to their destination, but it should be faster and with less impact than sitting in a car for 3 hours on a powder day.	Attributes	Efficient
Kyle Maynard	Absent the project costs, the impact an interconnect would have on the Town of Alta would be devastating. Either by train or car, Alta would cease to be the destination, but a pass through on the way to Park City - to sacrifice the culture that exists in this "end of the canyon" town would be a crying shame. FOA Supporter, Paul V. Profeta, put it best in a letter he wrote in 2015: "I was taken by the isolation, natural beauty, and lack of commercial development, lack of residential development, and overriding respect for the environment. Alta represents the winter haven I was looking for. It is not broken. It is magnificent. Let's not fix it. I would guess that most of us have chosen Alta for reasons similar to this." When all is said and done, Paul is 100% correct.	Attributes	Environmentally friendly

Nathan Rafferty	Ski Utah and our member resorts strongly believe that a more robust, comprehensive, efficient, sustainable and reliable transportation system for the central Wasatch is critical in maintaining both the recreation asset our residents enjoy as well as continuing to be a cornerstone of Utah's thriving visitor economy.	Attributes	Efficient
Nathan Rafferty	Ski Utah and our member resorts strongly believe that a more robust, comprehensive, efficient, sustainable and reliable transportation system for the central Wasatch is critical in maintaining both the recreation asset our residents enjoy as well as continuing to be a cornerstone of Utah's thriving visitor economy.	Attributes	Reliable
Nathan Rafferty	Our industry believes that any future transportation solution should enhance the overall experience of visiting the Wasatch mountains. The transportation system should recognize Utah's growing population by increasing the transit capacity available today, reduce reliance on automobiles, minimize impacts on the environment and be able to operate in a variety of weather conditions, including operation during Utah's frequent high avalanche danger.	Attributes	Environmentally friendly
Nathan Rafferty	Our industry believes that any future transportation solution should enhance the overall experience of visiting the Wasatch mountains. The transportation system should recognize Utah's growing population by increasing the transit capacity available today, reduce reliance on automobiles, minimize impacts on the environment and be able to operate in a variety of weather conditions, including operation during Utah's frequent high avalanche danger.	Attributes	year-round access

Carl Fisher	<p>Who and what are we serving? Ski areas have attempted to focus the problem on the 10-20 peak winter days in our canyons. We need to be sure in this process to not let the tail wag the dog. While buses might not feasibly be able to get 5,000 people/hr up the canyons, we need to ask, is that actually a shortcoming for the broader interest and protection of these canyons? Are we accommodating demand, increasing capacity, galvanizing around some other goal or focusing on normalizing the peaks in visitation? We believe we need to be looking at all users and all seasons, and design a mountain transportation system that helps to get people to where they want to go, whether it a resort, or a trailhead or a cabin. This all use approach might not be in the best interest of the Wasatch.</p>	Attributes	equitable access
Mark Levin	<p>5) Getting people to use high volume transit to go skiing, whether it be bus, train or gondola system would be incentivized if there were inexpensive lockers for ski and clothing storage at the ski areas. Most people do not want to haul their skis and other ski gear on a bus, train or gondola every day, nor do they want to spend over \$300 for a season rental of a small locker. It wouldn't take much for the ski areas to offer more economical season storage options onsite, perhaps even free with a written pledge to use the mass transit unless carpooling.</p>	Attributes	Convenient
Mark Levin	<p>6) Land use policies that discourage additional base area development at the Cottonwood Canyon ski areas exacerbate the traffic problems, by limiting the supply of lodging for overnight guests, thus forcing more traffic. (Water supply and sewerage concerns associated with expansions can readily be resolved by additional utility lines to and from the valley.)</p>	Attributes	

Mark Levin	16) The mountain transit system should operate well into the evenings to facilitate apres-ski transportation. It also probably should be free if it's not a dedicated ski lift. A good example of that would be the gondola connecting Telluride with Mountain Village in Colorado.	Attributes	Affordable/free transit
Wasatch Backcountry Alliance	and the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons.	Attributes	Affordable/free transit
Wasatch Backcountry Alliance	and the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons.	Attributes	Reduces pollution
Wasatch Backcountry Alliance	the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons.	Attributes	Efficient
Wasatch Backcountry Alliance	the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons.	Attributes	year-round access
Wasatch Backcountry Alliance	All components of the transportation system must be developed and implemented with a minimum of environmental impacts to air, land, biologic and water resources.	Attributes	Environmentally friendly
Wasatch Backcountry Alliance	The transportation system should not place an undue tax or monetary burden on any single socio-economic or demographic group.	Attributes	equitable access
MICHAEL MAUGHAN	supportive of transportation solutions that will accommodate current and increasing recreational demand in the Cottonwood Canyons in a manner that the natural ecosystem and watershed remains healthy, functional and resilient for current and future generations.	Attributes	Environmentally friendly

MICHAEL MAUGHAN	supportive of transportation solutions that will accommodate current and increasing recreational demand in the Cottonwood Canyons in a manner that the natural ecosystem and watershed remains healthy, functional and resilient for current and future generations.	Attributes	Environmentally friendly
Eric Kraan	We certainly appreciate any and all efforts to improve efficiency along the corridor that feeds onto the canyons. For this reason we would like to ask the commission to ask their members if their cities have adopted a complete street policy which accommodates active and mass transit transportation within their municipal borders. And have these entities not only adopted a resolution but made fundamental changes in their ordinances that reflect such new priorities for transit, cycling, walking as valid and necessary means of transportation for people that live in their communities.	Attributes	Efficient
Roger Borgenicht	Our immediate goal should be to put in place a holistic system of incentives for using transit and disincentives for single occupant vehicle access. Our main effort should be to support development of convenient, reliable and affordable transit options.	Attributes	Convenient
Roger Borgenicht	Our immediate goal should be to put in place a holistic system of incentives for using transit and disincentives for single occupant vehicle access. Our main effort should be to support development of convenient, reliable and affordable transit options.	Attributes	Affordable/free transit
Roger Borgenicht	Utilize the most up to date technology and creative design for facilities and vehicles to make bus access a first-class experience. For example, ride sharing apps can fill cars and real time digital information at the Transit Hub/Parking Center on Wasatch Blvd on resort and trailhead parking limitations or capacity limits can influence transportation choices.	Attributes	Convenient

Roger Borgenicht	Utilize the most up to date technology and creative design for facilities and vehicles to make bus access a first-class experience. For example, ride sharing apps can fill cars and real time digital information at the Transit Hub/Parking Center on Wasatch Blvd on resort and trailhead parking limitations or capacity limits can influence transportation choices.	Attributes	Use technology
Helen Peters	The skiing/snowboard industry fuels economic and employment benefits along the Wasatch Front and robust transportation solutions are needed that provides reliable and timely access to the central Wasatch.	Attributes	Reliable
Derek Thomas	and since rail is not a short term option, this means bus and shuttle services. These should be Zero Emission, which means either battery electric (BEV) or hydrogen fuel cell electric (FCEV). Both are viable at this time and should be considered based on operating parameters of routes. Renewably produced hydrogen fuelcells offer much longer range and faster refueling times.	Attributes	Environmentally friendly
Charlotte Widdison	up both Cottonwood Canyons during the summer months.	Objectives	Year-round transit
Sean Slack	in the short term	Objectives	Short-term solutions
Stephen Sorweid	If the baseline is truly the population explosion expected, then we need to think far bigger.	Objectives	Long-term
Scott Harmer	Congestion approaching the canyon and parking at the resorts in the canyon has become a major problem over the past several winters. Skiers choose to drive personal cars and park because the alternatives are MUCH slower, infrequent and inconvenient. If we really want to incentivize people leave their cars home	Objectives	Reduce congestion
Scott Harmer	, the public transit options	Objectives	Improved transit
Scott Harmer	have to be plentiful, frequent and	Objectives	Improved transit

Scott Harmer	Lots of people drive to the resorts to use their cars as a "home base" to rest and eat lunch. This is because "brown baggers" don't seem to be welcome at the resorts' overpriced lodges and eateries. Resorts could help the problem by providing ample "brown bagger" space for those who leave their cars home.	Objectives	Improve ski amenities
Michael McFadden, P.E., ENV.SP	I cannot imagine a better incentive to get people on the bus than watching it wiz by from stop-n-go traffic. When plows are active, buses can merge in to allow it to pass downhill.	Objectives	Incentivize tranist
Nathan Momberger	Mass transit has solved this problem before.	Objectives	Improved transit
Nathan Momberger	Keep the road open for employees and land owners and for off peak days.	Objectives	Disincentivize vehicles
Nathan Momberger	Mass transit will immediately take off thousands of idling cars on the worst air quality days.	Objectives	Improved transit
Kent Greenwald	Prohibit private cars,	Objectives	Disincentivize vehicles
Kent Greenwald	utilize buses, or even better trains. Gondola could also work.	Objectives	Improved transit
CHRIS HENDRY	Off ski season bus transit in Big Cottonwood is unlikely to make sense maybe in LC since there's way more going on in summer that canyon. Very familiar with traffic in BC off season being family property owners in silver fork.	Objectives	Year-round transit
Kurtis Barth	The bus system is running far too few buses during peak traffic times which results in user frustration and people returning to driving. The amount of buses need to be drastically increased to handle the rush of skiers in the canyons.	Objectives	Improved transit
Sam Haycock	and there are not enough buses or stops in the canyon.	Objectives	Improved transit
David Hackbarth	by using all lanes up on crowded certain mornings with Busses allowed to use the down coming in the AM and the uphill on the down on crowded days.	Objectives	Incentivize tranist

Steve Hunt	Requiring all to use the shuttle bus system would eliminate any elitism and treat everyone the same. No private vehicles allowed.	Objectives	Disincentivize vehicles
Brian Doubek	An immediate strategy to help reduce congestion: Reversible lanes on regular intervals. -Buses could be made faster than cars by closing one lane to cars for 15 minutes of every hour during peak times. Example: in the AM close the downhill lane to cars for 15 minutes and allow all uphill buses to jump out of the lineup and proceed uphill unimpeded. This 15 minute window would be reversed in the afternoon.	Objectives	Incentivize transit
Brian Doubek	In addition to reversible lanes it would also help to: -Run More buses.(perhaps another transportation contractor could be added If UTA can not accommodate extra bus service.	Objectives	Improved transit
Thomas Lund	I am for restrictions on cars for everyone except canyon residents.	Objectives	Disincentivize vehicles
Thomas Lund	I am for capacity limits that prevent further urbanization of the Wasatch Mountains, a small range of mountains next to a very populated urban corridor.	Objectives	Carrying capacity/visitor management
Zachary Burton	it should be paid for by the resorts.	Objectives	Resorts should pay for solutions
Zachary Burton	And this would generate opportunity for growth at the parking areas decided upon. Offering local business opportunities to people at these train station areas.	Objectives	Development around transit nodes
Amy Mills	Frequent,	Objectives	Improved transit
Amy Mills	year-round	Objectives	Year-round transit
Amy Mills	, (a) incentivizing bus use with coupons for goods and services at the resorts, (b) encouraging bus use on their web and social media pages,	Objectives	Incentivize transit
Amy Mills	(c) increasing availability of free or low-cost lockers and overnight storage of ski gear so skiers	Objectives	Improve ski amenities

William Lenkowski	Both Cottonwood Canyons are beautiful year-round and are accessed by a variety of enthusiasts in all seasons. However, my comment pertains to the Winter Ski Season. I have no data to support my opinion other than observation, and even then, my observation could be inaccurate. It appears that a large portion of the Winter traffic up the Cottonwoods are non-skiers accessing the areas for observation only purposes. I dont blame them as viewing the majestic mountains full of snow is a very rewarding experience. However, my comment/suggestion to avoid congestion from vehicular traffic is to limit non-skier access to the hours of 10AM - 2PM. The purpose would be to allow skiers access during peak 8AM - 10AM, then feed in the non-skiers from 10AM - 2PM. Then, by the time the peak time skiers start to leave the mountain from 3PM on-ward, the non-skiers will already be out of the Cottonwoods. Might help relieve congestion during peak ski times but would not eliminate overall vehicular traffic which I know is important.The other drawback of my suggestion is that there would have to be some sort of "policing" at Canyon entrances to enforce the access restrictions! Thanks for listening!	Objectives	Disincentivize vehicles
Megan Kratz	b) people are encouraged to use public transportation instead of driving.	Objectives	Incentivize tranist
Mary Caldwell	LIMIT CAR TRAFFIC WITH GATE HOUSE AFTER WATER TREATMENT FACILITY in BCC and after the LCC fork connection of wasatch and 9400 s. ONLY VENDORS/BUISNESS VEHICLES, MOTORCYCLES AND 2 CARPOOLERS ALLOWED UP CANYON. EMPLOYEES OF RESORTS SHOULD PARK OFF SITE.	Objectives	Disincentivize vehicles
Christopher Butte	I believe more should be done in terms of identifying additional network and method of mass transit up both canyons.	Objectives	Improved transit

Audrey Wussow	2. Increase the frequency of bus services.	Objectives	Improved transit
Audrey Wussow	3. Once the parking lots are full, only bus service should be allowed up.	Objectives	Disincentivize vehicles
Christian Solberg	It's nearly impossible to motivate people to take the bus instead of driving if they have poor experience after poor experience.	Objectives	Improve bus experience
Christian Solberg	The resorts could have ticket offices at these hubs so that season passes and day passes could allow for free bus rides.	Objectives	Incentivize transit
Christian Solberg	Busses could have stops at popular backcountry skiing trailheads, Keeping the backcountry accessible is very important when discussing any transportation system in the Wasatch.	Objectives	Ensure trail head access
Christian Solberg	such as a train or gondola to be implemented further down the road if necessary.	Objectives	Long-term
Jim Manos	As a result, the resorts should be paying a fair share of the costs for solutions.	Objectives	Resorts should pay for solutions
Nate Furman	Second, the document will be improved when it addresses parking and bathrooms at popular trailheads. A major part of the solution to maintaining ecological integrity and water quality of the Wasatch is by allowing for more dispersed use. Without adequate parking and bathrooms at more trailheads, users will continue to flock to the areas that feature these amenities. These will make the "clustered nodes" listed in the document more realistic.	Objectives	Improved trailheads

Jason Hall	Dear Central Wasatch Commission, The plan will be improved when it addresses parking and bathrooms at popular trailheads. More dispersed use will result in better maintaining ecological integrity and water quality of the Wasatch. Without adequate parking and bathrooms at more trailheads, users will continue to flock to the areas that feature these amenities. These will make the "clustered nodes" listed in the document more realistic, and make the "systems approach" that you speak of more realistic. Thank you for taking the time to hear my comments and concerns, and thank you for your work in implementing the Mountain Accord. Best, Jason Hall CFO Gnarly Nutrition	Objectives	Improved trailheads
David Huston	2. More stringent daily caps on vehicles (single or multiple riders should not matter) 3. Require ski resorts to cap not based on parking but on number of visitors	Objectives	Carrying capacity/visitor management
David Huston	7. Reservation system	Objectives	Reduce vehicles
Eric Michaels	A few points I would like to make. 1. The ski resorts and their market should be active in finding a solution to their multiresort passes. As growth has continued their boom of these passes have increased the traffic in past few years.	Objectives	Resorts should pay for solutions
Eric Michaels	3. Cottonwood heights the city i live in should be more active in the traffic management of the canyons	Objectives	Access for homeowners
Julie Faure	I support transportation solution to enhance dispersed recreation.	Objectives	Improved trailheads
Carol Swenson	We have a freeway corridor (I-80) that can be used to accommodate either increased bus service and/or high-speed rail to those wishing to get to Park City.	Objectives	Improved transit

Carol Swenson	This plan started as a way to ease congestion to the Cottonwood Canyons, not a money-making scheme disguised as transportation solutions. Looking at ways to tunnel and or create lifts/gondolas over to the Wasatch Back is the same as looking to destroy animal habitats, beautiful views, and recreation areas primarily for the sake of making money. This is unacceptable.	Objectives	Preserve wilderness
Mikell Bova	Often the big cottonwood park and ride is full by 6 am. I think Buses are a great idea but they would need to run starting at 4 am and have multiple stops in the canyon and not just the resort.	Objectives	Improved transit
Mikell Bova	It would also be nice if the buses ran in the spring, summer and fall as well since many of the trailheads and resort parking lots fill up on weekends throughout the year	Objectives	Year-round transit
David Ream	First, I was more than a little disappointed at Ralph Beckers and Carl Fishers response to additional parking at the sltribs. congestion discussion at the. Library. First, I agree with the need for a robust public transportation system for the SL valley.	Objectives	Improved transit
David Ream	? Next, it is unrealistic to expect anyone, least of all a family of 4 with kids to schlep all their luggage and ski gear through multiple transfers between tracks and bus routes in trying to get to our local ski resorts.	Objectives	Improve bus experience
David Ream	The congestion problem in the Cottonwoods is now and whether the long term solution is a Train, Gondola or Busses, a shorter term solution needs to be found.	Objectives	Short-term solutions
Clint Juhl	Short Term Big & Little Cottonwood Canyon(s) traffic Solution: Restrict cars going up both canyons. Only home & condo owners vehicles, delivery trucks, resort vehicles and emergency vehicles (there may be others that need access).	Objectives	Short-term solutions

Clint Juhl	NGV Buses, lots of them, running all the time, not every 15 minutes but every 3 minutes, load and go, load and go. Early in the morning for employees and late at night for restaurant staff and customers. Put ski & board racks on the sides of the bus, no one wants to carry on their skis on the bus. Put ski racks at the bus stops as well during the winter. Salt Lake City ran busses for the 2002 Olympics, Park City's Transportation was fantastic. Buses and drivers came in from all over the USA to be part of the Olympics. Lots of buses.	Objectives	Improved transit
Clint Juhl	Long Term Big & Little Cottonwood Canyon(s) traffic Solution: Restrict cars going up both canyons. Only home & condo owners vehicles, delivery trucks, resort vehicles and emergency vehicles (there may be others that need access) During non-busy times, vehicles could drive up the canyons for a fee (like entering national parks). Purchase land in the Salt Lake valley, to build mega parking structure. Seek Disney's help, nobody knows how to park cars better than Disney.... period! Build Aerial Gondola station at Parking Structure.	Objectives	Long-term
Andrew Stone	No mention seems to be made of Millcreek Canyon. It is heavily used and traffic and parking is out of control summer and winter. It needs a shuttle or reliable communication from the top to the bottom to warn when parking is over capacity.	Objectives	reliable communication
Allen Sanderson	Further, the public should NOT be paying for infrastructure that is really only needed for 3 days a week over the course of 4 months of the winter. The ski resorts want the public to socialize the costs while they privatize the profits	Objectives	Resorts should pay for solutions
Elliott Mott	Hello Central Wasatch Commission: As a first step in reducing vehicular traffic in Big and Little Cottonwood Canyons,	Objectives	Reduce vehicles

Elliott Mott	I opine increased UTA bus service designed to accommodate enthusiasts seeking access to trailheads in the canyon, not just out-and-back routes to ski resorts is needed.	Objectives	Ensure trail head access
Carole Straughn	I believe that the transportation system into and within the Central Wasatch Canyons and Summit County should be designed in concert with a thorough study of the carrying capacity of the area and a plan for its long term use, as defined in The Wasatch Accord. The 80,000-acre National Conservation and Recreation Area should be enshrined into law, and transportation designed to complement it.	Objectives	Carrying capacity/visitor management
Carole Straughn	. I would favor a two-track train line connecting to the UTA system as a long-term solution as opposed to an aerial gondola system, for reasons of safety, capacity, and aesthetics.	Objectives	Visual impacts
Aaron London	and the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons. The system we envision must be capable of providing efficient and predictable service for both ski area and dispersed users.	Objectives	Year-round transit
Aaron London	The transportation system should use the best currently available technology to serve all user groups	Objectives	Use technology
Aaron London	The transportation system should not place an undo tax or monetary burden on any single socio-economic or demographic group. Importantly, any future transportation system should be implemented after a Purpose and Need/carrying capacity analysis has been conducted for both Big and Little Cottonwood Canyon,	Objectives	Carrying capacity/visitor management

Aaron London	thereby being designed to reduce the number of cars currently in the canyons, minimize environmental impacts and enhance the experience of everyone using the Wasatch Mountains.	Objectives	Reduce vehicles
Mike Johnson	The project should address transportation solutions for the long term 30-40 years, acknowledging the expected growth in population area will experience. Use of these assets will continue to increase. Believe transportation needs to focus on canyon mouth with transportation hubs at top of canyon.	Objectives	Long-term
Dani Poirier	The transportation system should use the best currently available technology to serve all user groups on a year-round basis.	Objectives	Use technology
Dani Poirier		Objectives	Improved transit

Chris Adams	<p>As Salt Lake City continues to grow, we need to implement a valley-wide transit system that moves people from their homes to the areas where they recreate, rather than one that requires people to drive their cars to these areas. A system that involves light rail and buses from areas across the valley would seem to be the best way to do this given the geography of our city. Buses and snowsheds should be used to move people up and down BCC and LCC more efficiently. Not only can these be implemented much faster and at a significantly lower cost than aerial or rail options, they leverage existing infrastructure and do not require major changes to the canyons themselves. The transportation system should use the best currently available technology to serve all user groups on a year-round basis. Importantly, any future transportation system should be implemented after a Purpose and Need/carrying capacity analysis has been conducted for both Big and Little Cottonwood Canyon, thereby being designed to reduce the number of cars currently in the canyons, minimize environmental impacts and enhance the experience of everyone using the Wasatch Mountains.</p>	Objectives	Improved transit
Chris Adams	<p>Importantly, any future transportation system should be implemented after a Purpose and Need/carrying capacity analysis has been conducted for both Big and Little Cottonwood Canyon, thereby being designed to reduce the number of cars currently in the canyons, minimize environmental impacts and enhance the experience of everyone using the Wasatch Mountains.</p>	Objectives	Carrying capacity/visitor management

Jeremy Howlett	I am open to a pass option into the Cottonwood canyons but would really like to see better and more accessible bus service (free or drastically reduced) to allow for all incomes to continue to access our public lands. Also, it must have stops at every trailhead and picnic area with year round service. A train to Park City is long overdue. Running trax or an s-car from Frontrunner to the mouth of the canyons (including American Fork) is also long overdue. We are a mountain city and need to maintain access to these beautiful places that belong to the public. At minimum, they should be fee based as National Forest access like Mirror Lake Hwy and American Fork Cyn. But the greater goal is to maintain or increase access while reducing automotive transportation.	Objectives	Improved transit
John Knoblock	scope of the project is roadway, destination parking, and transit, including transit parking and dropoff specifications.	Objectives	Improved transit

John Knoblock	<p>I think the deliverables should be more specific- it's pretty fuzzy the way it's written. Say something more like- The end product of this Transportation Plan will include short term(The sentence- "The following list are recommendations from the Blueprint of the Mountain Accord for further development and refinement" should be more clear to say something like-"each of the following items in the Blueprint will be fully analyzed and documented in the report with consideration to options, implementation timing, practical considerations, previous study results, capital costs, and operating costs." Generally, the objectives and deliverables need to be more clear and specific so that the report customers can see if you produced what you said you were going to do. And the results need to be documented with the math clearly laid out for all to see. Good luck! John Knoblock</p>	Objectives	More detail
Scott Reichard	<p>One component for L&BCC that would also save significant expense and boost ROI would be a thorough effort for a collaborative Capacity Study. The U of U effort in the capacity study is a good start. It is not broad enough because the study does not have regular feedback from UDOT, UTA, local City/Townships, conservation groups and the ski resorts. Possibly a point person could work to get all parties involved in the study. As it is being done now there is not enough buy-in input from all parties so there won't be agreement when the study is done.</p>	Objectives	Carrying capacity/visitor management

Susi Hauser	I think that the ultimate goal should be a train line from downtown Salt Lake City all the way to Park City, continuing with tunnels to Brighton and Alta. There also needs to be an additional route from downtown to the bottom of Parley's Canyon to Alta via Little Cottonwood Canyon. The Park City line would also address the commuter issues between Salt Lake City and Park City. In spite of all their growth, Park City has done a pretty good job preserving open space and building trails. It would be smart to persuade Park City and some of their forward thinking planners to buy into the idea and use their help in designing the train line.	Objectives	Long-term
Susi Hauser	Until the train lines are built, any buses going up either Big or Little Cottonwood Canyon should be electric which are quieter and pollute less. Stops need to include back country ski access sites and hiking trails.	Objectives	Short-term solutions
Annie Kent	I think too many cars without 4WD are allowed up. I think if there is even a little bit of snow on the ground only 4WD vehicles or cars with chains should be allowed. I also don't think there are enough police on high risk days. I am an employee at Brighton and I think the traffic unacceptable. I have a few suggestions. Creating it a toll road (unless you are an employee with proof), limiting 2WD vehicles, enforcing carpooling, more parking spots at the base of the canyon/more frequent busses. I think this is a major issue that needs to be fixed. it's affecting a lot of people and it is horrible on the environment.	Objectives	Improved transit

Bruce Tremper	I have been a resident of Salt Lake City for 35 years and almost all of that time as the Director of the Utah Avalanche Center (now retired). I know I don't have to convince anyone that public use in the Wasatch Mountains has exploded-perhaps ten, to one hundred fold-since I first started skiing in Utah in 1969. Especially in the past few years, my wife and I almost never venture into the Wasatch Range on weekends because of the crushing crowds and often-gridlocked traffic. We desperately need both short term and long term solutions.	Objectives	Short-term solutions
Bruce Tremper	I have been a resident of Salt Lake City for 35 years and almost all of that time as the Director of the Utah Avalanche Center (now retired). I know I don't have to convince anyone that public use in the Wasatch Mountains has exploded-perhaps ten, to one hundred fold-since I first started skiing in Utah in 1969. Especially in the past few years, my wife and I almost never venture into the Wasatch Range on weekends because of the crushing crowds and often-gridlocked traffic. We desperately need both short term and long term solutions.	Objectives	Long-term
Taylor Dankmyer	I would like to focus on how we actually disincentivize car traffic.	Objectives	Disincentivize vehicles
Taylor Dankmyer	I think we do that by making mass transit more convenient than alternatives.	Objectives	Improved transit
David Brown	I appreciate the thought and effort going into this initiative. I have a few thoughts to add: 1) any public transit option should be accompanied by some type of 'locker' option at the resorts so people can ride transit more easily and w/o lugging their stuff around. this would be especially valuable for families.	Objectives	Improved transit

David Brown	I appreciate the thought and effort going into this initiative. I have a few thoughts to add: 1) any public transit option should be accompanied by some type of 'locker' option at the resorts so people can ride transit more easily and w/o lugging their stuff around. this would be especially valuable for families.	Objectives	Improve ski amenities
David Brown	5) One of the listed constraints is 'limited budget' but in my opinion the congestion is almost entirely due to the ski resorts, especially in the past two years by Ikon pass holders. This is very obvious on days when the Ikon pass holders are 'blacked out' in that the congestion is far less. This revenue-generating scheme at the expense of the public and their patrons is unfortunate and I'd like to see the ski resorts fund this study to the degree that 'limited budget' is no longer a constraint. A world class destination deserves to be funded for a world class solution.	Objectives	Resorts should pay for solutions
Brooks Carter	The current bus service is a huge disincentive to riding the bus. While the on time record has improved, the service hasn't. When the ski resorts close there are huge lines and over crowded buses making it necessary to stand with skis (UTA took out the ski racks inside the bus), poles, and equipment bags while trying to hold onto straps or poles to keep from falling over as the bus brakes and takes tight corners. When I say overcrowded, I mean people are literally jammed in like sardines to the point where the driver has to keep people from getting on the bus because there is absolutely no room. To make it enjoyable to ride the bus, UTA needs to have MANY more buses at the busy hours when the resort is opening and when it is closing. In off peak hours the number of buses can be reduced.	Objectives	Improved transit

Brooks Carter	Additionally, UTA needs to more carefully screen their drivers. I have been on buses that were going way too fast for the snowy conditions. I have also been on a bus that had a driver who was into full on road rage in the canyon - chasing after a car, honking his horn and slamming on brakes	Objectives	Improved bus traction/training
Brooks Carter	I am a ski instructor at Brighton who rides the bus regularly in the winter and I would ride it more if it was a more pleasant experience	Objectives	Improve bus experience
Brooks Carter	And finally, the buses need to be cleaned more often and more carefully. On the news last night I heard a UTA official talking about how often and how carefully the buses are cleaned. However, that is not my experience. I recently got on an early morning bus to Brighton that had pet hair coating/covering 2 seats completely and was scattered on on two others.	Objectives	Improved transit
Leslie Motley	local buses up to Big and Little Cottonwood Canyons. figure out for back country skiers, snowshoers, hikers where local stops would be.	Objectives	Ensure trail head access
Melinda McIlwaine	The 953 doesn't even stop at the mouth of BCC anymore. Drivers are always surprised if you want a drop off or pick up at Spruces. For back country users there are no stops at Butler Fork or Mineral trailheads in BCC or at White Pine in LCC.	Objectives	Ensure trail head access
Melinda McIlwaine	I object to rail or gondola projects because of the disturbance to wildlife, stream beds and landscape that such infrastructure would create.	Objectives	Preserve wilderness
Melinda McIlwaine	If there were to be summer buses they would need to incorporate several trailhead stops to service hikers and climbers	Objectives	Year-round transit

Gandhi Zapata	<p>Improve transportation, for BCC a lane bus dedicated for uphill in the morning & downhill after 1pm with more buses like this winter there's been a great improvement in adding more buses. Would need more parking available along Wasatch BLVD and mouth of canyons. For LCC in favor of a bus lane as well, possibly a light rail system from wasatch Blvd up into LCC. We DO NOT want More interconnections between resorts and impacting the backcountry with machinery, towers, lift chairs, gondola, tunnels, etc... no more development in the backcountry, preserve our open areas in all our canyons. No more chairs at Alta, leave Grizzly Gulch as is. No more tall buildings structures that block views in canyons bear resorts. Preserve our open spaces, protection of our forests & wildlife and watershed. Thanks</p>	Objectives	Improved transit
Keith Motley	<p>and figure out stops for back country skiers, snowshoers, hikers where local stops would be.</p>	Objectives	Ensure trail head access
Rebecca Goldstein	<p>Thank you for making this a priority in SLC. I live in sugarhouse and am a ski coach at Deer valley, a passholder at Alta ski resort, and I recreate frequently in the canyons outside of the resorts to backcountry ski, climb, bike, and hike. I really want to take transit and help take cars off the road for my work and play, however I have had very poor experiences taking buses to Alta and no reasonable option exists for getting to Deer Valley.</p>	Objectives	Improve bus experience
Rebecca Goldstein	<p>More buses that are on the PC-SLC connect line, I begin work at Deer valley at 9 AM . I live very close to the current PC-SLC connect route but my only option currently is to leave at 5:16 AM and arrive at 7:10 AM. This is not something I would reasonably do and therefore I do my best to carpool, but without better frequency on the PC-SLC connect it is really not a feasible option for someone starting work at 9 AM.</p>	Objectives	Improved transit

Gordon Avery	Make all public transportation free. Convert all buses to electric raise money through hotel, liquor, cannabis, restaurant and lottery tax. Create parking along the entire length of Wasatch Blvd including bus stops that are already available. Build a transit hub where golf coarse parking isn't utilized in the winter months. The only way this is going to work is if the buses run like a Swiss watch otherwise it is a waste of time and money. We seem to lose track of what drives this and it all depends on snow. We have had a couple good years but climate change isn't on are side. A lot of really smart people are not placing their bets on capital improvements and real estate based on weather. I personally feel the best place to start is free public transportation services that are on time and adequate parking.	Objectives	Improved transit
Jon Cracraft	Trains or shuttle with pickups every 10-15 minutes, running up each canyon.	Objectives	Improved transit
Jon Cracraft	Trains or shuttle with pickups every 10-15 minutes, running up each canyon.	Objectives	Improved transit
Lucy Jenkins	I am concerned about spending one year for further study of transportation when we need action now. What is the plan for implementing and funding action after the year of study? It seems like Mt. Accord already studied transportation and produced action items. Are there any short term action items that could implemented now? And could the year schedule be compressed? Thank you.	Objectives	Short-term solutions
Caroline Gleich	In the short-term, we need more buses and more parking at the bases of the canyons.	Objectives	Short-term solutions
Caroline Gleich	We need to determine the carrying capacity of the canyons first before we develop a transportation strategy.	Objectives	Carrying capacity/visitor management
Steven Senft	I think the obvious answers are increasing the trips of the buses during peak times,	Objectives	Improved transit

angela Isaacs	I also believe that we have to move away from our reliance on cars if we are to create a sustainable Wasatch, and that our vision of the Wasatch should include shaping what we want our transit, communities and development growth the look like.	Objectives	Reduce vehicles
angela Isaacs	I also believe that we have to move away from our reliance on cars if we are to create a sustainable Wasatch, and that our vision of the Wasatch should include shaping what we want our transit, communities and development growth the look like.	Objectives	Sustainability
angela Isaacs	I also believe that we have to move away from our reliance on cars if we are to create a sustainable Wasatch, and that our vision of the Wasatch should include shaping what we want our transit, communities and development growth the look like.	Objectives	Long-term
angela Isaacs	: 1) We want to maintain the wild and inspiring places in the Wasatch. That is why so many of us are here. We dream, adventure, recreate, find solitude and solace, experience beauty and connection to nature, and find wonderful friends in these mountains and communities. More and more research is showing that our connection with nature matters significantly to health, crime, creativity, and happiness, to name a few advantages. There is nearly nowhere in the world like this. We should fight to keep this experience alive. Even if we have to have it slightly less frequently, it is worth still having it.	Objectives	Preserve wilderness

angela Isaacs	2) We want to preserve the environment of the Wasatch, including our watershed, wildlife and their habitat and corridors, forests and wildflowers, connected wilderness, and improve our air quality. I believe this includes considering that simply getting as many people into the mountains as quickly as possible during ski season (or any other time) is not sustainable and will fail to achieve many of our goals. And massively expanding development - roads, resorts, building, in our canyons will ultimately not get anyone what they truly want long-term.	Objectives	Sustainability
angela Isaacs	m. 3) We want a long-lasting, forward looking plan that addresses more than traffic issues on powder days. We want transportation that includes and connects our communities more completely, and gives more people additional and preferable options outside of cars, both in the valleys and the mountains. We want to connect people to their jobs, and their recreation. And we want that to include hiking, biking, running, snowshoeing, backcountry skiing, fishing, sight-seeing, and resort skiing.	Objectives	Long-term
Ben LaRiviere	I think that the best way to preserve the beauty of the canyons	Objectives	Preserve wilderness
Ben LaRiviere	and provide access to recreation in those canyons is to start by expanding bus services and discouraging car usage.	Objectives	Disincentivize vehicles
Ben LaRiviere	If every resort started charging for parking or the canyon started charging a toll based on the number of people in the car, fewer cars would go up the canyon.	Objectives	Reduce vehicles

Ben LaRiviere	Bus service could be expanded to get people to the canyons quickly (maybe express lines down 13th east, 7th east and state street) on weekends and enough buses to take people up the canyons. If some of the buses going up the canyon were to stop at more backcountry trailheads, backcountry skiers and snowshoers could also take the busses.	Objectives	Ensure trail head access
Megan Waters	Thanks for opening this up for comment. I just want to share a few thoughts. Dis-incentivizing single-occupancy vehicles is a great objective. Perhaps adding some other creative ideas into the mix for dis-incentivizing vehicles would be beneficial.	Objectives	Disincentivize vehicles
Megan Waters	Perhaps adding some other creative ideas into the mix for dis-incentivizing vehicles would be beneficial.	Objectives	Disincentivize vehicles
Tiffany Pezzulo	I would like to say mass transit being prioritized.	Objectives	Improved transit
Tiffany Pezzulo	Buses shouldn't have to sit in the congested traffic of the canyons. There needs to be ample parking at park and ride lots and maybe an app to indicate when and which ones fill up.	Objectives	Use technology
Tiffany Pezzulo	Ideally closing the canyon to cars and having viable, convenient mass transit options would be key.	Objectives	Improved transit
Elizabeth Layne	such as year-round bus service and dis-incentivizing cars	Objectives	Year-round transit

Joseph Blake Quinton	1. Sustainability: The in-mountain footprint (measured in acres) of the new transit system should decrease the total footprint from the existing system. The footprint is to be defined as the acres of space occupied by median, roadway, and parking lots within the cottonwood canyons. This seems like it could be done by requiring parking fees to be paid at all ski resorts (encouraged by a sur tax on parking lots within the canyons). This surtax plus a toll for entering the canyon in a private vehicle would pay for the extra-canyon parking facilities that would have to be built.	Objectives	Sustainability
Joseph Blake Quinton	3. UTA should not receive any public subsidy for operating this system. It should entirely be paid for by the ski resorts and other system users (back country skiers, bikers, and hikers).	Objectives	Resorts should pay for solutions
Brian Nordberg	The majority of the traffic problems are skiing related. So why aren't the resorts paying uta more? The Resorts should be paying for 80% of all costs to build parking and run more frequent buses. Run the buses more frequently and reduce the fares for the 20% of us that are not using the canyons to ski. The ski resorts created the problem, they need to be made more financially responsible for the solution. And UTA is way too expensive for the service it provides. I'm not paying UTA \$20 to take me 5 miles to a hike (especially since the don't stop where I need).	Objectives	Resorts should pay for solutions

Brian Nordberg	The majority of the traffic problems are skiing related. So why aren't the resorts paying uta more? The Resorts should be paying for 80% of all costs to build parking and run more frequent buses. Run the buses more frequently and reduce the fares for the 20% of us that are not using the canyons to ski. The ski resorts created the problem, they need to be made more financially responsible for the solution. And UTA is way too expensive for the service it provides. I'm not paying UTA \$20 to take me 5 miles to a hike (especially since the don't stop where I need).	Objectives	Improved transit
Brian Nordberg	The majority of the traffic problems are skiing related. So why aren't the resorts paying uta more? The Resorts should be paying for 80% of all costs to build parking and run more frequent buses. Run the buses more frequently and reduce the fares for the 20% of us that are not using the canyons to ski. The ski resorts created the problem, they need to be made more financially responsible for the solution. And UTA is way too expensive for the service it provides. I'm not paying UTA \$20 to take me 5 miles to a hike (especially since the don't stop where I need).	Objectives	Improved transit
Kerry Doane	1.7.3 - A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses;	Objectives	Sustainability
Kerry Doane	1.7.3 - A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses;	Objectives	Year-round transit

Dennis Goreham	Any transportation option must not result in loss of access to existing opportunities for dispersed recreation. The WMC supports proposals to improve parking at trail heads and other road-side locations to enhance safety, allow additional recreational opportunities, and protect the environment. There is currently a critical need to expand and improve parking and facilities at trailheads to support users. All new or modified parking areas must include bus stops.	Objectives	Improved trailheads
Dennis Goreham	We also believe efforts to determine carrying capacity of the Wasatch needs to be accelerated. Especially of back county users and undeveloped areas users. This must be done to sustain this type of recreation, and mountain transportation solutions must enable these uses. This information is an important variable in the development of a workable transportation system.	Objectives	Carrying capacity/visitor management
Hannah Peters	The number of buses and trips should be significantly increased	Objectives	Improved transit
Susan Kertesz	Better, less congested, more efficient transportation up the canyons, in particular Big and Little Cottonwood canyons needs to happen, and not just for skiers and/or ski resorts.	Objectives	Reduce congestion
Carl Churchill	Everyone wants better mass transit options in the canyons.	Objectives	Improved transit
Carl Churchill	I personally believe it needs to be a combination of electric or natural gas busses, trains, and gondolas.	Objectives	Improved transit

Steve Downes	<p>My hope is that UDOT will adopt a canyon transport plan that incorporates more buses and more canyon base/valley parking combined with restrictions on passenger car travel up the canyons. The increase in buses this year has been welcome but has worked best when cars were prevented from heading up the canyons, as happened Monday Feb 17th in Big Cottonwood Canyon and Sunday Feb 21st in Little Cottonwood Canyon. While an increase in buses/shuttles etc. cannot help the canyon transport situation without restrictions on passenger cars, it will be no help whatsoever without increase in canyon base/valley parking. This season people are turning to bus travel more than ever but the Millcreek (6600S) lot, for example, fills extremely quickly on weekends. More lots on skibus routes are needed. Both the gondola and rail plans will be much more expensive (many orders of magnitude for the gondola) than the plan to increase buses and base/valley parking and would still require at least the same investment in base/valley parking. For each of these plans, as for the bus plan, if passenger car travel is not restricted, there is little incentive to adopt the alternative transport solution until parking is full at the resorts. If the overall goal is to reduce traffic in the canyons, then restriction on cars is essential. UDOT and Canyon Highway Patrol have to close the road for passenger car slide offs many times during the ski season. The trail vehicle restrictions forced by overcrowding of the canyons this season point the way to the need for further restrictions. Perhaps pilot programs could be tried first, such as enforcing no passenger cars except for resort employees, residents and essential service providers on weekends and powder days. Under such a plan, assuming that ample parking and frequent buses</p>	Objectives	Improved transit
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Natalie Loots	<p>However, my concern is that without either banning cars in the canyon or building a light rail system next to the road- the issue will continue to be that there are too many cars to make a bus system more appealing than driving. I would be happy to park at the mouth of the canyon or take fast/relatively cheap transit to the mouth of the canyon from my home if I knew that I wouldn't be waiting for a bus that was going to be stuck in traffic with all of the other cars. I hope this commission realizes how badly the current system does not function and significant changes need to be made in order for any improvement to be seen- which in my opinion involves taking more drastic changes that adding more buses and charging for parking.</p>	Objectives	Improved transit
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Brett Denney	<p>I hope first and foremost that this transit system evaluation focuses on minimal possible cars total in these areas. This is an opportunity for us to catch up with parts of the world that focus on useful frequent public transit. I think this transition can be made by a multi year system (3 years) which charges increasing parking fees at the resorts, with a large portion of the proceeds going to increase bus transit and road infrastructure (bus stops throughout the canyon). Regardless of the price structure however, I do think Big and Little cottonwood need to eventually be closed to cars, except to residents, employees, hotel guests, and limited crucial personnel. With an annual fee, I think people will just end up paying it regardless of price, and it will not solve the problem. Mountain users value clean air, and with the growth expected in Utah, we need to change the way we access the canyons. I think having eventual 10-15 minute buses constantly going up and down canyon is a very reasonable goal. Bus stops and pullouts could be constructed at major trailheads for backcountry/day use. As a 12 year resident, the change I have seen in my time here has devalued the Cottonwood Canyons, as I see the environmental and social decay of these areas. Trams, gondolas, and trains are all reasonable ideas, however the more economically viable option is to start transitioning to only buses.</p>	Objectives	Improved transit
Rich Dressen	<p>This would open up cross resort access without lifts over the ridge lines.</p>	Objectives	Ski resort connections

Darrell Finlayson	Any mountain transit system needs to address the needs of all the user groups to be effective. Otherwise people wont use the transit and opt for thier car as usual. Access to all the trail heads in the canyons is essential. I suggest an express bus in the winter that serves the ski resorts and a multi stop bus that hits all the trailheads. A dawn patrol bus could leave super early with one trip up and down at 4am but peak use needs multiple buses so pick ups and drop offs can happen every 30 mins. It also needs to be cheaper than driving. No matter how often stops are scheduled, your own car is way more convenient. If the bus is more expensive than driving also, its a non starter. Personally, If there was an unlimited seasonal pass for 50 bucks that allowed me to hop the bus at the bottom of LCC, get dropped at the trailhead of my choice, tour over ti BCC and get pickedup at the trailhead of my choice, then I would consider using it. For visitors to the region, there needs to be an easy and flexible ticketing system so you can just hop on the bus and swipe a credit card and ride.	Objectives	Improved transit
Darrell Finlayson	Access to all the trail heads in the canyons is essential.	Objectives	Improved trailheads
Eric Figliomeni	Incentivize people to use the train with discounts on lift tickets or other purchases at the resorts.	Objectives	Incentivize tranist

Robert Proctor	As a regular user of LCC, I am as guilty as the next person when using my vehicle to go up the canyon. Most of my reasoning behind this is that I have spent too many hours STANDING on the bus sitting in traffic. A trip to Solitude this year, I used the bus starting at 62nd and Wasatch, where parking is another issue, I spent 2 hours on the trip up to the resort. I don't believe that adding more buses is the answer, I think that they will just sit in the already congested canyon, unless this is done in conjunction with another solution, for example, building a bus lane up and down both canyons.	Objectives	Improve bus experience
Joe Patton	I was asked by Wasatch Back Country Alliance to comment regarding the ever growing use of the Cottonwood Canyon(s). I mentioned to them that Crystal Mountain, Washington is now limiting skier numbers by putting a resort cap on daily skiers numbers on Fridays, Saturdays and Sundays all winter. They have presold so many tickets that they are no longer selling day tickets for the improptu weekend skiers. The are putting a cap on the number of people allowed on the ski hill on said days. This has more to do with parking limitations than ski lift capacity, I believe.	Objectives	Carrying capacity/visitor management
Mikayla Rewey	I love that we are taking action. This year, it's been increasingly harder and harder to make it up both Big and Little Cottonwood Canyons. And as an individual that lives directly off of Wasatch Blvd, it's been increasingly harder to leave and get to my house (especially on the weekends and on powder mornings).	Objectives	Access for homeowners

James Thompson	I completely agree and support the transportation plan that SAVE OUR CANYONS has proposed, mainly because it addresses getting people from various valley/city locations to the Canyon Mouths (without their cars) where they then can transfer to the canyon transportation system of year-round frequent busses and/or shuttle vehicles. It also includes building a light-rail down the east side of the valley to at least the mouth of Big Cottonwood Canyon, and that the fares for these busses/light rail will be more affordable (much less expensive) than they are now. Additionally, I support a "heavy" rail that would go from Salt Lake Valley (maybe from a hub at the mouth of Parley's Canyon) to Park City, Utah. Finally, I support more stops at various trailheads-- all to reduce the amount of private automobiles in the canyons. Thank you for your attention.	Objectives	Improved transit
Lisa Olson	Objectives set forth by Wayne Neidethouser and state legislature through SCR-10 (2012) and by Ted Wilson including: Connect the seven central Wasatch ski resorts via an alternative transit system	Objectives	Ski resort connections
Lisa Olson	Provide for more efficient, convenient, comfortable, and enjoyable transit	Objectives	Improved transit
Lisa Olson	Reduce cars, traffic congestion and street parking in the cottonwoods and in the east bench communities	Objectives	Reduce vehicles
Lisa Olson	Reduce cars, traffic congestion and street parking in the cottonwoods and in the east bench communities	Objectives	Access for homeowners
Lisa Olson	PROVIDE EMERGENCY EGRESS from the cottonwoods for residents and visitors in case of catastrophic road failure	Objectives	Emergency egress

Rebecca Johnson	<p>I lived at one of the lodges in Alta for seven years and never owned a car during that time. I always wished there were more inverse transportation options. For example, why did some buses JUST got up in the morning or JUST go down in the afternoon? For those of us that lived in Alta and were encouraged to not own cars up there, it was frustrating to have so few options, ESPECIALLY when there was a bus physically driving the way I wanted at the time I wanted. I also wish that there was a later option. It doesn't have to be as frequent, but once an hour throughout the evening would be great. OR, even just one last call bus going up at 10 pm for example and one last call going down at 11 pm. It would help the restaurant workers in the canyon.</p>	Objectives	Improved transit
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<p>Thomas Fritz</p>	<p>I often ride the bus up top the ski resorts and I have seen how other ski resorts, especially in Europe, handle increasing traffic. Here are some suggestions for you to consider, especially for the two Cottonwood Canyons which drown in traffic and pollution. To get rid of more cars, you must make bus service more convenient and cheaper. On high traffic days, mimic Solitude and charge a toll that depends on the number of passengers in the car. More than four, and it?s free. There is an app already to encourage that, so build on that. Minibuses and other large capacity transportation that does not park at the resorts is exempt. The main problem is that buses are stuck in traffic with the rest of the cars. If slow moving cars see buses zipping by, they may consider switching over. For that reason, the cheapest alternatives to trains, gondolas and the like is to use the existing roads. Starts with the lowest hanging fruit: Install traffic lights wherever buses enter the traffic. From park and ride lots to the resort entrances. The bus drivers control those lights and can switch to green when they enter the traffic. Everybody else stops. That will shave minutes of a bus ride during peak hours. I have sat in buses for five or more minutes as the driver waited to enter traffic. There are some stretches of road that contain passing lanes. During peak hours, only buses can use those lanes. Install electronic signs that tell cars that no passing is allowed, only for buses. Monitor and hand out tickets if needed. Both the traffic lights and passing lane rules cost very little and would speed up bus traffic up and down the canyon. Once this has been implemented, expand the passing lanes where the biggest bottlenecks occur. It?s always the same places. If you build them, they come, so to discourage car traffic during slower times using more</p>	<p>Objectives</p>	<p>Improved transit</p>
<p>Kirk Moushegian</p>	<p>I agree, any solution should penalize less than 4 persons/vehicle occupancy, perhaps even more stringent than that. T</p>	<p>Objectives</p>	<p>Disincentivize vehicles</p>

Kirk Moushegian	The ideal transportation solution(s) should be effective at encouraging use/adoption by ensuring ease of use, availability and frequency, reliability (to also include operation unaffected by canyon closures due to avalanche), accessibility,	Objectives	Improved transit
Richard Rose	I would propose the following: 1- close canyon from 7 AM to 10 AM to private cars (owners of homes in canyon and employees exempted) Thanks Rick Rose	Objectives	Reduce vehicles
Richard Rose	2- use mass transit and private business mass transit (you could rent a van (from companies like canyon transportation) to take you and a group up there) or take the bus	Objectives	Improved transit

Adam Bates	<p>I work in the canyons year round and I see the traffic problem first hand. A few things I think are getting overlooked by the planners. One MAJOR overlook is people will take whatever route is easier, faster, and less of a hassle. You can increase all the ski buses you want, but people will not ride them in numbers to justify the cost. What is needed is a fast transit system that people will actually use. People are impatient and really dislike riding the ski bus, they treat it as a last resort. I personally agree, the ski bus triples my commute time and it's not a pleasant experience for the riders. I choose to carpool and if I was forced to ride the bus to work I think I would seek employment elsewhere. What is needed is a transit system that is not effected by weather, is fast, easy to use, and accessible. This rules out bus transit, road expansion, and partially the gondola idea for LCC. Ideally what is needed is underground rail, it's the most expensive option, but its logically the best option. A underground rail system can easily link Snowbird, Alta, Solitude, Brighton, Park City and the Heber Valley to SLC. This would be a massive undertaking but the rewards would be great. Similar underground rail systems have been successfully deployed in the Alps, and in earthquake prone regions. No other city could come close to what this would offer to Sale Lake. If a gondola system is considered for LCC, a multi level parking garage will need to be a 100% requirement at its base. Ideas of using the gravel pit at the mouth of BCC as a transit hub is a good idea, but requiring people to use bus transit to the gondola base would be a disaster for the project. Use the transit hub for ski buses or park and ride services. If requiring riders to bus to the gondola, ridership would not justify its cost. Ask any person who rides a ski</p>	Objectives	Improved transit
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Patrick Carrel	I appreciate that work is being done to reduce congestion and make it easier for all (locals, tourists, commuters, etc.) to travel around the Cottonwood Canyons and the Wasatch. However, after reading the planning and scoping document attached above, it is still unclear if there are any "real" solutions. While I can understand the desire to discourage solo travel up the various canyons, as pollution is certainly of great concern, it seems a bit ridiculous and off base to charge people for parking at the multitude of resorts and destinations. As if prices at these ski resorts aren't already high enough, we are now pushing blame to the consumer and charging for parking, while blissfully ignorant to the fact that the mountains are bringing in more guests and thus more money than ever before. I can see on the document that all of the 4 resorts have signed off on the document, but I am curious if they are putting any capital into potential solutions?	Objectives	Disincentivize vehicles
Alexander Emmons	Hello, While I understand the argument for the strength of bus services, I believe busses are not the answer. I am in favor of a gondola or rail system that goes into the canyons. This gondola or rail system would be connected at the base of the canyon by a bus route that is designed to connect high population areas to the base of the canyon where they then could use the gondola or rail system to get into the canyon itself.	Objectives	Improved transit
Virginia Prowse	I think that widening roads and creating a freeway alone Wasatch would ruin the feel of Cottonwood Heights.	Objectives	Access for homeowners

Virginia Prowse	I also feel that it is not solely Cottonwood Heights residents? responsibility to fund this. The ski resorts themselves are the ones reaping the largest benefit from these skiers and so they should pay the largest amount. Since living here for 7 years, the tax increases have become outrageous. It?s not my job to pay for ski resorts I don?t use.	Objectives	Resorts should pay for solutions
Virginia Prowse	ruining our main access in and out of our homes.	Objectives	Access for homeowners
Joseph Schmidt	with a huge parking deck underneath a large residence tower with retail/restaurants/grocery so people could actually live and work without need for automobile transportation.	Objectives	Development around transit nodes
Joseph Schmidt	add electric buses to access backcountry where possible,	Objectives	Ensure trail head access
Joseph Schmidt	Reduce parking at ski resorts to just drive-in vacationers and larger bus-type transportation. This could keep 10,000 cars from round-tripping 600,000 miles each crowded weekend day.	Objectives	Reduce parking in the canyons

<p>James Thompson, Allen, Susan Barker, Christine Bertagnolli, Laura Brown, Cameron Cotton, Brigham Cracraft, John Davis, Ella Degiorgio, Joan Driggs, Ben Filgo, Shelly Johnson, Emma Kanner, Richard Krause, Doug Lebold, Margi Marken, Erica McKelvey, Don Mitchell, Jordan</p>	<p>Dear, Dear Commissioner, I, James W. Thompson applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains. The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far. As a Save Our Canyons supporter, I am dedicated to protecting the beauty and wildness of the Wasatch Mountains. Sincerely, James Thompson 3801 Viking Rd Salt Lake City, UT 84109</p>	<p>Objectives</p>	<p>Year-round transit</p>
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<p>James Thompson, Allen, Susan Barker, Christine Bertagnolli, Laura Brown, Cameron Cotton, Brigham Cracraft, John Davis, Ella Degiorgio, Joan Driggs, Ben Filgo, Shelly Johnson, Emma Kanner, Richard Krause, Doug Lebold, Margi Marken, Erica McKelvey, Don Mitchell, Jordan</p>	<p>Dear, Dear Commissioner, I, Joan Degiorgio applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains. The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far. As a Save Our Canyons supporter, I am dedicated to protecting the beauty and wildness of the Wasatch Mountains. Sincerely, Joan Degiorgio 618 N Westcapitol St Salt Lake City, UT 84103</p>	<p>Objectives</p>	<p>Preserve wilderness</p>
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<p>Marjorie Mccloy</p>	<p>Dear, Dear Commissioner, As a longtime resident of Salt Lake City, a season pass holder at Alta, and an avid hiker and backpacker, I applaud the Central Wasatch Commission's efforts to address transportation in and out of the Cottonwood Canyons and along the Wasatch foothills. I am a strong proponent of increasing year round bus transport to both BCC and LCC, and improving parking at the bus terminals. Only by making bus transport easy, efficient, and affordable will people choose the bus over personal cars. My dream is electric buses every 5 minutes and a large, below-ground parking garage beneath the bus terminal. Very pricey, but I think residents would be willing to vote in a bond to help pay for this, and ski areas should chip in as well. What I DON'T want to see is any increase in infrastructure (tram, constructed additional traffic lane). Our canyons are a major reason people live here, and should be treated with respect and protected. Don't kill the golden goose! We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far. As a Save Our Canyons supporter, I am dedicated to protecting the beauty and wildness of the Wasatch Mountains. Sincerely, Marjorie McCloy 995 S 800 E SLC, UT 84105</p>	<p>Objectives</p>	<p>Improved transit</p>
<p>Marjorie Mccloy</p>	<p>Dear, As a Salt Lake City resident, an avid skier and season pass holder at Alta, and a frequent hiker and backpackers, I urge you to fight Canyon congestion by</p>	<p>Objectives</p>	<p>Reduce congestion</p>

Marjorie Mccloy	increasing year-round bus service to both LCC and BCC. My dream is electric buses running every 5 minutes, departing from a bus terminal that sits atop an underground parking garage.	Objectives	Year-round transit
Marjorie Mccloy	increasing year-round bus service to both LCC and BCC. My dream is electric buses running every 5 minutes, departing from a bus terminal that sits atop an underground parking garage.	Objectives	Improved transit
Marjorie Mccloy	I feel the ski areas should also make a hefty contribution	Objectives	Resorts should pay for solutions

<p>Barbara Eastman</p>	<p>Dear, Dear Commissioner, I, __Barb Eastman_____ applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. WE MUST PRESERVE OUR WATER SOURCE AND OUR PRISTINE WILD AREAS. TOO MUCH USE, WILL DESTROY THIS RESOURCE THAT SO MANY OF US ARE LOVING TO DEATH. Could a large parking structure or parking area be built where the gravel pit is located? Could business parking areas be used on weekends? I strongly support expanded bus service with expanded routes serving the ski parking lots. I am not an avid ski area user (maybe 15 days/winter), but I'm an avid back country skier and summer/fall hiker. Encourage carpooling. What about expanding the roads to 3 lanes with the center lane being for buses, going up in the morning (until 12:30) and down in the afternoon. I am not opposed to charging a road toll or fee like in Mill Ck or for Parking. There need to be more toilets at trailheads. The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains. The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the</p>	<p>Objectives</p>	<p>Increase transit</p>
<p>Barbara Eastman</p>	<p>There need to be more toilets at trailheads.</p>	<p>Objectives</p>	<p>Improved trailheads</p>

Dennis Goreham	We also believe efforts to determine carrying capacity of the Wasatch needs to be accelerated. Especially of back county users and undeveloped areas users. This must be done to sustain this type of recreation, and mountain transportation solutions must enable these uses. This information is an important variable in the development of a workable transportation system.	Objectives	Carrying capacity/visitor management
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Kirk Nichols	<p>Good morning CWC staff and eventually Commission, Please find the attached comments toward the CWC Mountain Transportation planning notice. Thanks for creating this planning mechanism. Kirk Nichols ----- Attachment CWC-Mountian-Transportation-Planning-and-Scoping-Document-FINAL-FINAL.docx ----- ?Please find in red-italics, the comments slotted into the announcement letter of the CWC Mountains Transportation System Planning by Kirk Nichols, CWC Stakeholder's Council, CWC Environmental Dashboard Steering Committee, Big Cottonwood Community Council, Big Cottonwood Bicycle Committee, President, Watermaster, and Forest Service Liaison for the Evergreen HOA in Big Cottonwood Canyon, Prof. University of Utah. Thank-you for this opportunity to comment and please continue seeking out public input. Central Wasatch Commission Mountain Transportation System Plan Development Goal: Further refine and develop the transportation principles and initiatives of the Mountain Accord to arrive at a proposed comprehensive Mountain Transportation System for the Central Wasatch Mountains. Use a consensus-driven process for a year-round mountain transportation system. Outline potential funding sources. Mountain Accord represented a unique agreement: all federal, state, and local jurisdiction and private entities participated and agreed to an approach that would reflect a common approach to resolve decades of conflict in the Central Wasatch Mountains. The Accord was also signed by all four Cottonwood Canyon ski resorts (Alta Ski Area, Snowbird, Brighton Resort, and Solitude Mountain Resort), conservation groups, private citizens, and other entities and persons involved in the Central Wasatch Mountains. GOAL: Do no harm or rephrased</p>	Objectives	Improved transit
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Kirk Nichols	Unified Police Department (County Sheriff) should not be the body who puts limits on the cars in the canyon. A goal of the CWC, as an inter-local body, should have a traffic carrying capacity and a land and visitor management capacity plan in place that counts and limits the number of vehicle and people on the land. The UPD should not be forced in this position of closing the canyons. We are no longer looking at a future condition when traffic must be limited; the time is now.	Objectives	Carrying capacity/visitor management
Kirk Nichols	We do know that there are not enough toilets for the number of people using the central Wasatch Mountains. We do know that too many users on trails, and too many trails, do not leave the wildlife enough room to live their lives and raise their young without inference by humans. Before or at least while planning transportation, you must understand the recreation demand. Yes population will double in the next decades, however, the Salt Lake Valley is full of displaced recreationists who do not now go to the canyons because of crowding on the roads and on the trails and around the lakes. Planning a transportation system cannot be done without first understanding the latent demand that is waiting right now - planning for only the future population growth will underestimate the number of users by half or more - no one has done the latent demand study required to inform the transportation needs. .	Objectives	Improved trailheads
Kirk Nichols	Reduce, not increase vehicle traffic. More traffic lanes are not the answer. Just as the diameter of the BCC sewer system limits the number of canyon hook-ups, the two-lane width of the highway restricts the flow of cars. More lanes is not the answer, fewer vehicles is the solution.	Objectives	Reduce vehicles
Kirk Nichols	Substitute transit for private vehicles.	Objectives	Incentivize tranist

Kirk Nichols	* Transit incentives and automobile disincentives including parking/pricing strategies.	Objectives	Disincentivize vehicles
Kirk Nichols	* Year-round local bus service in Big and Little Cottonwood Canyons.	Objectives	Year-round transit
Brittney Thomas	1 Encourage Punctuality from bus drivers maybe with higher pay. The fair costs are more for the ski bus than the regular bus transportation anyway. Buses are suppose to run every 15 minutes. sometimes 4 buses show up at the top of the hour. Punctuality 2 increase Parking at the base of canyons making it safe to cross roads and have more bus pick up areas at the base. 3 Update and better the Transit Tracker app. It needs to be more user friendly and accurate. Thanks for your time -Brittney Thomas Solitude/Zermatt Employed	Objectives	Improve bus experience

Kathy Schmidt	<p>Dear, Dear Commissioner, I wanted to comment on this process. I was at the Library last week and enjoyed the panel. My question is why we have to accept the fact that 5,000 (or whatever the number is) additional tourists will be visiting our Wasatch Mountains. Can we not work with our tourist information boards, ski resorts, environmental groups, and public transportation people etc to determine a capacity use for different locations, seasons etc. Why not behave like other tourist attractions? When they reach the capacity they are sold out, stop selling tickets, give rain checks etc. Why do tourist rank above the citizens of Utah who pay the taxes to maintain the road and transportations systems. We realize that Utah receives an economic boost from our tourist attractions. But if we degrade them by over use, how are we winning in the long term. Not to mention, the lose of the beauty which brings Utah to live here and contribute to Utah's economy longterm. I vote for caps on ski resorts, I vote for tolls for all cars in the canyons, and higher rates for rentals and for out of state cars. The same sliding scale should apply to paid parking in the canyons. I vote for caps on trails. When the parking is full the trail is full. Come another day. Other cities have caps on people allowed in their central city areas, in restaurants, in concerts and theatre productions. If we are talking about tourism, that is the way it is done around the world. If we add parking it should carefully be sited and landscaped to not obscure our natural beauty. I, Kathy applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. The Wasatch is a connected landscape and we need you to be keenly aware of the</p>	Objectives	Improved transit
Kathy Schmidt	<p>A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far. As a Save Our Canyons supporter, I am dedicated to protecting the beauty and wildness of the Wasatch Mountains</p>	Objectives	Year-round transit

Patrick Sullivan	<p>To whom it may concern, I have a comment regarding the second goal, "enhance regional transportation," of the Central Wasatch Commission Mountain Transportation System Plan Development. Much of UDOT's transportation in the Cottonwood Canyons focuses only on getting passengers to the resorts. While this may be good for resort goes and visitors, this leaves out a more local population that enjoys recreating throughout the canyons instead of just at the commercial resorts. This issue has been addressed to an extent in Big Cottonwood Canyon with additional bus stops at Reynolds Flat, Spruces, and Silver Fork, but not at all in Little Cottonwood. This forces backcountry goers who want to recreate somewhere other than the resorts or the above stops to drive up the canyons. If the Central Wasatch Commission could work with UDOT to find a way to create more stops throughout these canyons or set up a pullover on-demand in safe zones of the canyons, I think a significant population that uses the lower/mid canyons would utilize the bus system more often. Thanks, Patrick Sullivan</p>	Objectives	Ensure trail head access
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Jerry Renshaw	<p>Good Luck on your planning. It is definitely needed. One thing I have noticed is that there is not enough parking for cars at the base of Big Cottonwood Canyon. People are parking all up and down streets and having to walk a long ways to get to the bus which is often full. There are not enough busses, period! Cars are also parked up and down the highway outside of Solitude, some falling over the edge of the road and have to be towed out. This is partly due to the pay for parking at Solitude...quite an expense and a gip as far as I am concerned, for a lot of ski bums, and poor people. I am happy to note Solitude increased their Handicap parking spaces which helps me a lot as I have a handicap designation on my car and need it. Brighton on the other hand has very few spots for Handicap parking and need to increase their spots for that. I need to drive my car up the Canyons and don't mind paying whatever parking fees there may be as a result. But people with my disabilities must be considered in your plans. Thanks so much. Jerry Renshaw 2937 Casto Lane Holladay, Utah 84117 j.rshaw@hotmail.com</p>	Objectives	Improved transit
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Rob Reinfurt	<p>Thank you for your work in creating a plan for the transportation in our canyons. Here are my comments as 19 year canyon commuter and cottonwood resident. 1. The new park n ride is great (near the vibe building on Wasatch) 2. The buses have garnered a bad rap over the years. They are rarely on time and when they come extra early and leave before scheduled times this leaves commuters (especially work commuters) with an unreliable option for transportation. People can't afford to be late to work. I can't tell you how many buses I have seen off the road in my lifetime, but I've seen 3 this season in LCC. People are afraid to ride the bus now. If buses are going to be an integral part of this transportation, you have a lot of work to do in making them reliable, safer and cleaning up their image. 3. Removal of bus service at the park n ride at the LCC mouth was a big mistake. That is the most convenient location for canyon employees and ski commuters. Now that it's gone, there's a huge void. I get that it causes congestion with buses pulling out and back up LCC. That can be corrected with a parking lot across the street so it's an easy merge instead of a cut across. The Parking issue can be easily mitigated with an expansion on the south side of the road. 4. The majority of people don't use the bus, not only for these reasons, but for simply, it's slower. This is 2020, people want fast. To truly solve the issue, the canyons need underground train service. The only option truly faster and safer and not affected by avalanche mitigation. No road closures and truly a long term option. How long do you think the federal govt will allow you to use military grad artillery on the canyons next to a metropolis? 5. Short term road congestion can be offset by a canyon lane going into LCC. Forcing traffic into the</p>	Objectives	Improve bus experience
John Dubock	<p>A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.</p>	Objectives	Year-round transit

Dee Rowland	The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains.	Objectives	Protect the environment
Dee Rowland	The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains.	Objectives	Carrying capacity/visitor management
Dee Rowland	The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.	Objectives	Sustainability

Dee Rowland	<p>The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.</p>	Objectives	Reduce vehicles
Dee Rowland	<p>It seems that the immediate solutions for the ski season is increased bus service and limitations on cars. Until better public transport is available to get to the base of the canyons, perhaps car parking and bus pickup could be made accessible in public school parking lots which would logically be unused on week ends. Yes, exceptions would be necessary for canyon residents. Thanks for this opportunity to comment.</p>	Objectives	Short-term solutions
Dee Rowland	<p>It seems that the immediate solutions for the ski season is increased bus service and limitations on cars. Until better public transport is available to get to the base of the canyons, perhaps car parking and bus pickup could be made accessible in public school parking lots which would logically be unused on week ends. Yes, exceptions would be necessary for canyon residents. Thanks for this opportunity to comment.</p>	Objectives	Improved transit

Richard Kanner	The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains.	Objectives	Protect the environment
Richard Kanner	The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains.	Objectives	Carrying capacity/visitor management
Richard Kanner	The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.	Objectives	Sustainability

Richard Kanner	<p>The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.</p>	Objectives	Reduce vehicles
Richard Kanner	<p>I would suggest you consider a very large - approximately 500-1,000 cars - park and ride near the mouth of the Cottonwood Canyons where people can get on public transportation up the canyon. Driving in an auto or truck should be limited to those with a need to drive who would have to obtain a permit. It would be ideal if the canyon buses are free of charge to entice people to use them</p>	Objectives	Incentivize tranist
Robert Speiser	<p>The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains.</p>	Objectives	Protect the environment

Robert Speiser	The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains.	Objectives	Carrying capacity/visitor management
Robert Speiser	The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.	Objectives	Reduce vehicles
Robert Speiser	I strongly believe the best method to improve transportation, while preserving the wilderness character and natural habitat of these canyons is to implement a reliable, affordable, and efficient year-round, public bus system that connects various points in the valley to canyon routes.	Objectives	Preserve wilderness

David Hackbarth	Like your increased bus service efforts this year! I highly recommend some simple steps to show progress in dealing with the canyon congestion. 1. Consider closing downhill traffic in LCC on weekends or powder days between 7 and 10 am. Close uphill traffic between 330 and 500 pm. 2. Prioritize police escort of all buses to the canyon mouth on 994 route. 3. Widen the shoulder on 9000 south on uphill side from Wasatch Blvd to minimize interference with adjacent neighborhoods with cars waiting and allow all buses to pass. Enforce car waiting zones to not block bus traffic. 4. Establish electronic tolling in LCC and BCC that charges higher rates for single occupancy cars. 5 expand bus service to include summer and fall at some reduced schedule. 6 improve service on 953 bus. 7. Implement a stop light merge at intersection of 210 merge. To facilitate pulse flow of merging traffic rather than stop and go of alternate weaving David C. Hackbarth Email: Dhack7@icloud.com Phone: 619-818-3149	Objectives	Improved transit
David Hackbarth	expand bus service to include summer and fall at some reduced schedule.	Objectives	Year-round transit
Tiarra Stout	The environment is something that impacts us all, regardless of identity. There is increasing research every year showing the negative impact of air pollution on our cognitive abilities and upon our emotions, not to mention our physical health. Likewise there is increasing research on the positive effects that nature has upon us emotionally and psychologically. Therefore we must take care to try and be as sustainable as possible, and in this case it means trying to find better transportation solutions. When we lose our healthy environment, we all lose. Sincerely, Tiarra Stout 10464 S Jordan Gtwy Unit 443 South Jordan, UT 84095	Objectives	Sustainability

Dave DuBois	I still believe that the gondola solution to a traffic problem is clean, quiet, and provides minimum environmental impact. -And if we need an example of it's effectiveness, we need to look no further than the relatively new Quicksilver Gondola linking the Canyons and Park City sides of the Park City Mountain Resort	Objectives	Reduce congestion
Beat von Allman	Regarding the Gondola We should be concerned about esthetics when considering building the proposed gondola. It is unsightly to clear the canyon canopy with very large gondolas and span 6 hefty cables on tall towers. - Nobody would agree to place a major transmission line up Little Cottonwood Canyon, but this gondola would have a similar visual impact.	Objectives	Visual impacts
Beat von Allman	Eliminating the most realistic solution to clean, dependable and flexible canyon transportation, without preparing a life cycle cost analysis, is fiscally irresponsible. The rail option re-appears to many as the most desirable system with longest sustainability. - A higher initial cost is carried balances out by lower overall operating cost during a much longer life cycle. Consequently, funding similar long term investments has not normally been a problem.	Objectives	Improved transit
Beat von Allman	without preparing a life cycle cost analysis, is fiscally irresponsible. The rail option re-appears to many as the most desirable system with longest sustainability. -	Objectives	economical/cost
Jon Jensen	Of the four central goals enumerated, I want to urge that goal number 1 - "Protect the environment and natural resources of the Central Wasatch Mountain Range" - be the paramount and superior goal, to which all the others are subordinate	Objectives	Protect the environment

Jon Jensen	From the four points of Guidance from the Mountain Accord for transportation, I urge prioritization of the last one: "Alternatives that connect to the existing regional public transportation system, incentivize public transit use, and dis-incentivize single-occupancy vehicle access."	Objectives	Disincentivize vehicles
Jon Jensen	From the four points of Guidance from the Mountain Accord for transportation, I urge prioritization of the last one: "Alternatives that connect to the existing regional public transportation system, incentivize public transit use, and dis-incentivize single-occupancy vehicle access."	Objectives	Incentivize transit
Jon Jensen	The model of private automobile-based access, by the millions of individual users, must come to an end, and be replaced by a well-organized valley-wide system of public transit access.	Objectives	Eliminate personal vehicles
Jon Jensen	To expedite and further this end, I urge that the bus services increase in frequency, and decrease in fare, eventually to the point of free fares.	Objectives	Improved transit
Jon Jensen	#VALUE!	Objectives	Year-round transit
	Hello, I hear you are taking comments regarding bus transportation. I'd like to state that I would be willing to take the bus more often up the canyon if it were cheaper. I don't have a season pass, so would have to pay for the RT fee. A ONE DAY pass to the resorts is about \$120 and that doesn't include lunch or any other items during the day. It's hard to want to pay another \$10 a person to stand on a crowded bus with your ski gear. I think the resorts should be held accountable for offsetting more/all of the ski bus cost. Would love a free bus for the rest of the year too.	Objectives	Improve bus experience

Taylor Dankmyer	There are many concerns with the current influx of traffic in Big and Little Cottonwood Canyon. You can argue over which is the most important, but the long term most important issue is environmental. The environmental implications and ecological impact of the number of cars and visitors in the Canyons is unsustainable. I come from this issue as a skier, but I know only a small percentage (less than 10%) of the residents are actually going up the canyons to ski. There are a multitude of other activities (hiking, rock climbing, etc.) occurring in LCC and BCC. If we do not follow the outcomes of the Mountain Accord we risk doing permanent damage to land, water, and wildness.	Objectives	Protect the environment
Taylor Dankmyer	Make it so that it is faster and easier to get on the bus than it is anything else. Right now, if I hop in my car, I sit in the same traffic line as everyone else. If that dynamic changed, and I sat in traffic, but the buses zoomed up the canyon in their own fast lane, or in some kind of prioritization, then I would take the bus every time I went up the canyon road.	Objectives	Incentivize transit
Austin Beck-Doss	I feel that expanded park and ride spaces at the base of the cottonwood canyon roads would decrease traffic, travel time and air pollution due to canyon traffic.	Objectives	Reduce vehicles
Austin Beck-Doss	In addition, there is a clear need for group transit options that have capacity for large numbers, and are low cost. The use of these public transit options must be incentivized, or possibly required at certain times.	Objectives	Improved transit
Austin Beck-Doss	In addition, there is a clear need for group transit options that have capacity for large numbers, and are low cost. The use of these public transit options must be incentivized, or possibly required at certain times.	Objectives	Incentivize transit
Sally (Sarah) Elliott	2) We need interconnection of the 6 resorts by gondola/chairlift.	Objectives	Ski resort connections

Erin Stearns	I think having the ski bus/year round bus is great, it can definitely be a way to A: have a lesser impact on the environment, and B: create much less traffic.	Objectives	Year-round transit
Erin Stearns	I think having the ski bus/year round bus is great, it can definitely be a way to A: have a lesser impact on the environment, and B: create much less traffic.	Objectives	Reduce congestion
Peter Orthmann	I take public transportation from my front door near 21st East and 21st South to Solitude 40-50 times per season. Here are two short term solutions that are also cheap, low hanging fruit, which would lead to better options to get people out of their cars.	Objectives	Short-term solutions
Peter Orthmann	I take public transportation from my front door near 21st East and 21st South to Solitude 40-50 times per season. Here are two short term solutions that are also cheap, low hanging fruit, which would lead to better options to get people out of their cars.	Objectives	Reduce vehicles
Peter Orthmann	First, let me say that the 15 minute frequency of busses up the canyon is a huge improvement	Objectives	Improved transit
Caitlin Ross	I attended the discussion at the Salt Lake Library and was very pleased with the steps being taken to solve this problem. I will say one size does not fit all. I don't think there is one solution it needs to be comprehensive. I think the best place to start is continuing to increase public transportation through not only buses but Trax. We need a better way to get from the valley to the mountains without having to drive to the base and then catch a bus. But after that I think more evaluation on whether that is enough or does a train or gondola need to be added. Then most importantly how does that effect the environment. With that many more people able to get to the mountains how do we keep the environment and nature strong. We don't want to lose any of the natural beauty, fresh air, or changes to the watershed and landscape. Thank you for making this a priority.	Objectives	Improved transit

Ben Lariviere	Incentivizing public transit use and disincentivizing car use are good ideas. I think the approach used in Zion could work in the cottonwoods: ban cars and operate free buses regularly. Right now riding the bus is as slow as driving and more expensive and less convenient. If banning cars is too extreme, there should be an expensive fee to drive and buses should be free.	Objectives	Disincentivize vehicles
Brandi Carothers	I love the idea of the year around public transportation to the Cottonwoods and beyond! I currently ride the 953 ski bus and really enjoy the expanded service! My husband and I made a resolution to not drive our truck during the ski bus season and have stuck to it for 4 years now. (50 days so far this season alone) We are always heart broken when ski service ends in April and try to reach out to friends to car pool. We mountain bike at both Snowbird and Deer Valley and would love to be able to access these areas via public transportation in the summer / fall. If there was a summer bus pass to buy I would be first in line! Thank you for the work you do.	Objectives	Year-round transit
Peter Crowley	Area for easy loading and unloading, a family with kids and ski equipment takes time to load and unload.	Objectives	Improved transit
Peter Crowley	Comfortable for people in ski boots, room for ski equipment.	Objectives	Improved transit
Peter Crowley	Access to multiple stops along the canyons for hikers and back country skiers, not just the resorts, but express to resorts available at the same time.	Objectives	Ensure trail head access
Peter Crowley	Reduce traffic jams at the base of the Cottonwood Canyons.	Objectives	Reduce congestion

Alan Fogel	<p>I'm commenting as a relatively active senior (74 years-old) who has lived in SLC for 32 years. Personally, I could not ride a bus or a gondola up the Cottonwoods in the winter. I don't have the stamina to stand and wait in the cold, I can't carry my skis and equipment very far, would get tired standing for the journey. So, I avoid BCC and LCC because of the increase in traffic and parking issues. I ski at Deer Valley which is much easier to reach via I80. It is rarely congested, they limit the number of skiers, they have free ski storage so I don't have to carry my skis during the season, a reasonably priced senior season pass, and shuttles from the parking areas. So, in addition to any public transport options in the Cottonwoods, ski resorts have to add services such as the ones I mentioned in order for others like me to be willing to make the journey. That means I am one less winter sports person wanting to get up the canyons. I always go mid-week in the other seasons for hiking to the Cottonwoods and Millcreek Canyon, to avoid the congestion. I would consider taking a bus in summer because there is less to carry, so long as the bus stops at all the main trailheads and seats are available during mid-week. Thanks for doing this important work and thanks for listening.</p>	Objectives	Improved transit
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Alan Fogel	<p>I'm commenting as a relatively active senior (74 years-old) who has lived in SLC for 32 years. Personally, I could not ride a bus or a gondola up the Cottonwoods in the winter. I don't have the stamina to stand and wait in the cold, I can't carry my skis and equipment very far, would get tired standing for the journey. So, I avoid BCC and LCC because of the increase in traffic and parking issues. I ski at Deer Valley which is much easier to reach via I80. It is rarely congested, they limit the number of skiers, they have free ski storage so I don't have to carry my skis during the season, a reasonably priced senior season pass, and shuttles from the parking areas. So, in addition to any public transport options in the Cottonwoods, ski resorts have to add services such as the ones I mentioned in order for others like me to be willing to make the journey. That means I am one less winter sports person wanting to get up the canyons. I always go mid-week in the other seasons for hiking to the Cottonwoods and Millcreek Canyon, to avoid the congestion. I would consider taking a bus in summer because there is less to carry, so long as the bus stops at all the main trailheads and seats are available during mid-week. Thanks for doing this important work and thanks for listening.</p>	Objectives	Improve ski amenities
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Christine Jackson	1) we need year-round public transportation	Objectives	Year-round transit
Christine Jackson	to reduce cars in the canyons	Objectives	Reduce vehicles
Christine Jackson	provide for 'point to point' hiking options.	Objectives	Ensure trail head access
Patricia Thaxton	4. Include stops in the canyon at trailheads to eliminate the need to drive to access the backcountry.	Objectives	Ensure trail head access

James Douglas	I strongly support the proposed plan to connect each of the ski resorts by some type of mountain transportation system.	Objectives	Ski resort connections
Edward Mahoney	There should be increased mass transit using the existing roads.	Objectives	Increase transit
Edward Mahoney	It will require much less capital than other solutions and could be put into effect in a much shorter time than other solutions.	Objectives	Short-term solutions
Edward Mahoney	4. Use of 20 passenger buses with buses every 5 or 10 minutes during peak periods, and express buses direct to either Alta or Snowbird in LCW and Solitude or Brighton in BCW.	Objectives	Improved transit
Mark Mylar	1. High Capacity Electric Rail Connection linking SLC Airport, U of U, Kimball Jct, Park City, Big Cottonwood, Brighton, Alta LCC, Sandy. 2. High capacity Gondola Linking Sandy, LCC, Alta, Brighton and Park City. Fly over Avalanche Zones and cluster parking/Development. 3. Create a scarcity of parking in Canyons, cluster parking at Gondola bases. Act now, or we are creating a failed transportation system. ie I-70/ I-25 Corridors in Colorado.	Objectives	Improved transit

<p>Joseph Newcomb</p>	<p>The transportation system must focus on getting skiers, resort employees, and local residents out of their cars and alleviating the traffic in the cottonwood canyons, on Kearns Blvd., and on highway 224. Obviously, the low-hanging fruit is to increase and enhance bus service. Better bus frequencies, dedicated lanes, express routes, etc. can all be done fairly cheaply and easily. Rail or gondola systems could also be helpful, at least in theory. And if we have adequate public transit in place, limiting private vehicle access to the cottonwood canyons is worth considering (maybe we could start by having vigorous snow tire and chain checks?). We should not connect old town Park City to Big Cottonwood with ski lifts. That traffic flow is simply not a problem now (there are not appreciable numbers of commuters making that circuit) and it would do nothing to help traffic where it is already bad. And it would come at the expense of precious wild terrain that is already popular with hikers, cyclists, backcountry skiers, etc. If we decide to punch a train tunnel through from old town to Brighton and Alta as part of a big Park City - Kimball Jct - Parleys - SLC - Murray - Sandy - LCC - BCC train route, I guess that's cool. But something tells me that will not be deemed affordable. The elephant in the room is land use. We have paved over the entirety of the Salt Lake Valley in sprawl; Utah County is not far behind, and the Heber Valley is nearly there. Next up, we are building sprawl out beyond Kamas and into Coalville and extending beyond the Oquirrh to Tooele. Meanwhile, NIMBYs in Park City threaten lawsuits over condos and NIMBYs in the Salt Lake County attempt to scuttle an infill housing development on a defunct mall. We need to curtail green-field construction and aggressively upzone in areas that</p>	<p>Objectives</p>	<p>Improved transit</p>
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Barbara Cameron	Big Cottonwood has been concerned for years about transportation. Here are my main concerns: 1. An emergency egress is a MUST for BCC. Not just for residents, but for the 2 million annual visitors. We have earthquake and wildfire threats that can't be ignored. I'm simply not understanding why this is not a priority.	Objectives	Emergency egress
Barbara Cameron	3. A Mountain Transportation System must include well-maintained trailheads that have adequate restrooms, potable water, interpretive/educational signage.	Objectives	Improved trailheads
Barbara Cameron	5. Wildfire is a serious threat to egress in Big Cottonwood. For years we have been asking for help with hazard trees along the roadway, but nothing has been accomplished. Something must be done about the massive deadfall and fuel load that threatens all of the canyon, including the transportation system.	Objectives	Reduce fuels/wildfires
Kurt Hegmann	The growth trajectory is phenomenal/scary. A solution(s) must be durable, and should last at least 30 yrs if not 50 yrs. Short range solutions result in recurring problems that need readdressing, and risk a high probability of spending considerably more resources over time. While ideal to have consensus, few people seem to be able to handle projecting forward that far into the future and envisioning what things will be like. Not that I can do that either ;) A primary example of this short-sightedness is that it is impossible for buses to handle this trajectory. Can trams handle this volume of people who need to be moved between 8AM and 10AM projecting growth forward, No.	Objectives	Long-term

<p>Carolyn Keigley</p>	<p>My comments are in regards to the Cottonwood Canyons. I would like to see research into all transit systems in an unbiased manner and not just others' preferences - buses only, buses combined with other systems such as rail, tram, gondola, etc.. I would like to see solutions for the long term - 50 years when we know the population will out date solutions made for 20 years. We all know that there has been enough studies and tax dollars spend on this issue. We just need to bite the bullet and get the job done. I would like to see research into putting mass transit parking in other parts of the valley, west, north, and south and de-congest Wasatch Blvd. and the communities along the bench. This needs to be done in a way that people will use this form of transportation - no transfers needed, direct routes to the canyons, reliable parking. Right now parking is limited at the park and rides near the canyons and people are discouraged by driving around from one parking area to another looking for a spot to park. I would like to see research into the possibly of allowing only public safety, deliveries, and residents in private vehicles, all other visitors on mass transit. This works in National parks where they have fewer visitors than the canyons have. This would need legislative action but eventually this will be the only choice years from now with the projected growth in population and in tourist visitation. Either that or a reservation system with a capped # of visitors. Camp grounds in the canyons already require reservation for many of the spots. All camping could be required to pre-registrar in which they would be given a pass to park only at the campground and if they want to go elsewhere in the canyon they would need to take bus or bike or hike. For restaurants and other business' they would also provide</p>	<p>Objectives</p>	<p>Long-term</p>
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Brett Carroll	The most important goals for me in managing transportation in the Central Wasatch are reducing traffic in the canyons, minimizing environmental impact (through limiting new construction in the canyons), and not imposing additional financial barriers (like tolls or transportation fees) to accessing the canyons.	Objectives	Reduce congestion
Brett Carroll	Free or low-cost and frequent bus service from this hub(s) would incentivize people to take public transportation.	Objectives	Improved transit
Brett Carroll	Free or low-cost and frequent bus service from this hub(s) would incentivize people to take public transportation.	Objectives	Incentivize tranist
Christopher Balun	Gondolas are cool Parking Garages are cool Snow Sheds are cool More buses are cool Adding more lanes on both Wasatch, BCC, LCC are cool Getting more people in the canyon is cool Tolls NOT cool Doing nothing is also NOT cool Cool?	Objectives	Improved transit
Joshua Korpi	Please include add-hoc bus stops for year canyon neighborhoods, help the residents(andor their guests) help reduce canyon congestion and pollution too	Objectives	Ensure trail head access
Joshua Korpi	Please include add-hoc bus stops for year canyon neighborhoods, help the residents(andor their guests) help reduce canyon congestion and pollution too	Objectives	Reduce congestion

Alyssa Richards	The Central Wasatch Commission has done a good job of improving access to public transportation, however problems still remain. Widespread disincentives for driving a vehicle should be put in place for parking at all resorts, and incentives should be created that increased reliance on public transportation. That being said, greater connection to public transportation from surrounding cities, like Bountiful, should be considered when widening the scope of canyon transportation. Further, buses for backcountry traffic should be encouraged. Having another system that stops at trailheads will decrease the strain put on the parking lots in Big and Little Cottonwood canyons near popular backcountry areas. Also, a ski bus that is specifically for college students would be a really easy way to decrease car. By having a bus that only stops at Universities in the Salt Lake area (Westminster, University of Utah, SLCC), there will be less crowding on buses that stop by the park and ride lots, and there will be fewer cars on the road from the North, where a large majority of the congestion comes from.	Objectives	Incentivize transit
Richard Thomas	The objective should be to significantly reduce the need for visitors' personal automobiles in the canyons.	Objectives	Reduce vehicles
Dallin White	More mass transit available to the public.	Objectives	Increase transit

<p>Matthew Pruss</p>	<p>In particular, I think that the focus on future development being near transit corridors is of special importance. Roads in the Central Wastach area are already overcrowded leading to a number of issues that impact the quality of life in the area. Primary among these is the impact that this overcrowding has on our air quality and the health of all residents. Placing new development near transit corridors would help to eliminate the need for cars to be on the road, would encourage the use of transit and would contribute to making our air quality better.</p>	<p>Objectives</p>	<p>Development around transit nodes</p>
<p>Matthew Pruss</p>	<p>I am also very supportive of whatever can be done to incentivize the use of public transit and to disincentivize single-occupancy vehicles in all areas, especially in the Cottonwood Canyons. I use the Canyons year-round, but especially in the winter when my family is skiing. There is major work that needs to be done in this area, but I think these two ideas are the most pragmatic and can have a large positive impact on the area.</p>	<p>Objectives</p>	<p>Incentivize tranist</p>
<p>Matthew Pruss</p>	<p>I am also very supportive of whatever can be done to incentivize the use of public transit and to disincentivize single-occupancy vehicles in all areas, especially in the Cottonwood Canyons. I use the Canyons year-round, but especially in the winter when my family is skiing. There is major work that needs to be done in this area, but I think these two ideas are the most pragmatic and can have a large positive impact on the area.</p>	<p>Objectives</p>	<p>Disincentivize vehicles</p>

Matthew Pruss	I have mentioned this above, but a key attribute of the MTS should be to improve and increase the transit service in the Central Wasatch while at the same time discouraging the use of vehicles, especially those with only one occupant in them. If we can increase the use of transit, we can lessen the impact of cars being on the road, while moving people around more efficiently. If we can achieve this we would have a tremendously positive impact on the Canyons as well as our air quality.	Objectives	Increase transit
Matthew Pruss	I have mentioned this above, but a key attribute of the MTS should be to improve and increase the transit service in the Central Wasatch while at the same time discouraging the use of vehicles, especially those with only one occupant in them. If we can increase the use of transit, we can lessen the impact of cars being on the road, while moving people around more efficiently. If we can achieve this we would have a tremendously positive impact on the Canyons as well as our air quality.	Objectives	Improved transit
Matthew Pruss	Finally, I believe that the objective of the MTS should be to understand how increased transit and transit usage would impact the Canyons and surrounding areas. There is also a need to determine the best way to educate people on this and to discourage the reliance on automobiles for transportation around the Central Wastach.	Objectives	Carrying capacity/visitor management

David Kelly	<p>I think that this is great that the CWC is working towards a similar goal as the Mountain Accord and many other agencies (including, UDOT, the State of Utah, Salt Lake County, the Town of Alta etc). However I have filled out more survey's and observed more money spent in trying to provide solutions than have seen any actual results in improving either the winter or summer transportation and development problems. I think if we want to solve the problem that an agency with deep pockets (or the public through bonds) should: 1. purchase any available property (Granite Construction Quarry) at the base of the canyons, 2. put in a major transportation hub with many levels of parking, 3. not allow non-permitted private vehicles in either canyon 4. provide a real transportation solution (natural gas buses ideally) that run EVERY 5-10 MINUTES Without providing a real solution we are continuing to waste money on survey's and discussions that don't get anything accomplished. As far as development goes, maybe it's time to offer Alta a realistic land trade for the land surrounding the current rope tow for Grizzly Gulch and allow Grizzly Gulch to be fully public and open for summer and winter use. At this time it is used very rarely during the summer months. Most users are recreating on or directly off of Alta's summer road. We don't need any more second homes in the canyons. A low rise hotel isn't a bad idea, but it needs to come with more amenities and housing for employees.</p>	Objectives	Improved transit
Jayanti Muehlman	I am all for a most sustainable option	Objectives	Sustainability
Jayanti Muehlman	I am all for a most sustainable option for mass transit.	Objectives	Improved transit
Jayanti Muehlman	More incentives to ride public transport such as this are also helpful.	Objectives	Incentivize tranist

David Thomas	<p>Any public transit solution that serves Big and Little Cottonwood Canyons must include reasonable ways for the public to access said transportation system. In my mind this includes both better public transport options to the canyon transportation system as well as an extremely large increase in parking at the base of the canyons. If transportation up and down the canyons is to be used, it should be comfortable (an extreme downside of the current buses), occur in short intervals (every 15-20 minutes) and be easier/quicker than driving. A Gondola system would be limited in stops, but would therefore be faster. It would service the main use areas (resort bases). Those using the canyons for other recreation could still drive as the roadway would be minimally impacted by a gondola versus a train. Buses simply do not have the capacity to meet demand and are not ultimately as safe as a train or gondola. A gondola would also provide more options for bike users in the summer whereas busses are extremely limited in the number of bicycles that can be carried. Partnering with UTA to create a trax line that follows the east benches would greatly reduce congestion by providing a large capacity, reliable way to access the base of the canyons . This would simultaneously reduce the size of the increase in parking required at the canyon mouths while lowering overall traffic and pollution in the valley through the filling of a current gap in the valley's public transportation system. I would love to provide other ideas or talk with someone in person if that is of any help.</p>	Objectives	Improved transit
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Joseph Sloan	<p>I think there needs to be strong incentives to taking the bus/public transportation and strong disincentives to driving a car up the canyons. For example, bus riders could get food or shopping credits at resort vendors for each time they ride the bus or if they hit a certain threshold while riding. This could be tracked by the rider tapping on and tapping off of the bus. Each resort should charge for parking. The canyon buses should be free for all riders regardless of whether they have a season pass or not. As long as it is more convenient and more comfortable to drive your own car up the canyons people will do that, but if there are real impactful reasons to ride the bus instead of driving, individuals may shift their means of canyon transportation. I don't think the answer needs to be very complicated. Buses can hold 60+ people. That by itself is 12-60+ cars off the road. There wouldn't need to be any additional infrastructure in the canyons, just expanded bus service, sufficient parking at Park and Ride locations and real incentives (ie money) to ride the bus instead of drive. People can be lead to taking the bus or forced to take the bus (or both), but it's clear that expanded bus use is a simple and efficient solution to the problem of over trafficked and congested canyons. I ride the bus because of environmental concerns and because of the traffic issue, but other people don't or don't care unless there is a clear advantage to taking the bus instead of driving.</p>	Objectives	Incentivize tranist
Samuel Wright	<p>I think that part of the scope needs to include ancillary infrastructure such as parking structures and services therein and evaluate potential public-private partnerships to achieve the supporting goals.</p>	Objectives	Resorts should pay for solutions
Joseph Scirica	<p>I still believe the "One Wasatch Ski Area" is a desirable goal</p>	Objectives	Ski resort connections

Joseph Scirica	The plan appears to be a good balance between access and preservation.	Objectives	Preserve wilderness
Eric Sagerman	If we really want to solve the congestion and access problem to the mountains, I would suggest that the committee look to other mountain areas, particularly outside of the US that have similar issues and how these issues have been solved. Thank you.	Objectives	Reduce congestion
John Reese	CWC plan fails to include protection for homeowners who live in the corridor Roads need to be open to allow homeowners is corridor access	Objectives	Access for homeowners
George Vargyas	Transportation solutions need to involve purpose and need. A carrying capacity needs to be done ASAP.	Objectives	Carrying capacity/visitor management
George Vargyas	Then, the system needs to discourage SOV's, and make mass transit via bus system, perhaps with deciated mass transit lane(s).	Objectives	Disincentivize vehicles
George Vargyas	Then, the system needs to discourage SOV's, and make mass transit via bus system, perhaps with deciated mass transit lane(s).	Objectives	Improved transit

Joel Ban	I encourage the commission to develop a transportation plan that follows an efficient and sustainable path for all users at all times a year. The plan should integrate with existing public transportation but be adaptable to the time of season so that there is more public transportation during high snow days but consistent options also during the rest of the year when users are accessing different points for hiking. Therefore it should focus the public transportation to the resorts in the winter but in the summer and other seasons be geared towards different places along the canyon so that hiking trailheads can be accessed. Please explore all options that utilize the city's existing transportation infrastructure so that the new system can possibly expand this system, connect to it and utilize it to its full extent. New infrastructure should minimize environmental impacts and be judicious in the utilization of new infrastructure that will require mass quantities of public funding. Getting the biggest gains for the least amount of public funding should be focused on. Incentivizing car pooling and busing should be emphasized by using new tolls for those that ride up the canyon in their own vehicle without other occupants. creation of new apps to facilitate carpooling and public transport should be explored to the fullest extent. thanks for considering.	Objectives	Improved transit
Julie Epperson	More buses/running more frequently	Objectives	Improved transit
Julie Epperson	Discount ski passes for folks who tap on/tap off with their ski pass or bus pass Other fun incentives for commuting by sponsored by companies/retail folks	Objectives	Incentivize tranist

Tyson Anderson	3- Although resort users are the majority users of the canyons, they are not the only users. Any solutions you make must also cater to the needs of other users. This includes more bus stops at backcountry trailheads as it is currently infeasible to access most of them by bus.	Objectives	Ensure trail head access
Tyson Anderson	4- Part of the solution should be limitations on resort users per day. There is a carrying capacity for the canyons and the resorts should not have a blank check to shove as many people inside as they can. This will be inconvenient but a better experience for everyone.	Objectives	Carrying capacity/visitor management
Susan Munroe	I agree we must dis-incentivize single-occupancy vehicle traffic. But charging for parking or charging for access may not be enough. Are people who spend hundreds and thousands of dollars on ski passes and gear going to be deterred by another \$20 fee? And raising it to a more prohibitive \$75 or \$100 just makes the canyons a playground for rich people (even more than they already are).	Objectives	Disincentivize vehicles
Susan Munroe	We need better public transit that operates with greater frequency and with earlier/later operating hours. If you're going to charge for parking or access, that should only be a temporary solution to help raise funds for better public transit.	Objectives	Improved transit
Susan Munroe	We need better public transit that operates with greater frequency and with earlier/later operating hours. If you're going to charge for parking or access, that should only be a temporary solution to help raise funds for better public transit.	Objectives	Improved transit

Susan Munroe	<p>What is the financial responsibility of the ski resorts in this plan? Although they're not the sole reason for the canyon congestion, they are actively involved in trying to attract more and more people to the canyons. And they're earning profits. What percentage of those profits go back toward the overall sustainability of the canyon environments, beyond their boundaries? At a minimum, the resorts should be required to include parking and transit in their management and expansion plans. Are the fees they pay to the Forest Service sufficient to offset the impact that their business has on the canyons? If not, they should be paying more. What about Ski Utah? They should bear some responsibility for the impact that their marketing success has on the canyons, too.</p>	Objectives	Resorts should pay for solutions
Susan Munroe	<p>One more suggestion for the resorts - if you were to move towards a car-less canyon, the resorts should create some comfortable, accessible, non-commercial space (like a brown bag lunch area or lounge) so that public-transit users have a place to store their packs and gear that would previously have been kept in their cars. The newly empty parking lots would provide plenty of space to build.</p>	Objectives	Improve ski amenities

<p>Bob Paxton</p>	<p>I have skied at Alta for over 40 years. We have 3 generations there now. I appreciate that you have removed some options from your table. Frankly many options are financially irresponsible. Tax paying residents should not be on the hook for most of these ideas. UDOT published facts that cars transport people to the ski areas/mountains most efficiently. This method also has the least tax burden on the people. And it gets people to the proper location when they want to be there - better than anything else. The individual thus pays the cost of transport. Tourists also want to travel by car or private transport. Local citizens should be given the same respect. I don't know if any of you actually ski Saturday's like I do. The resorts are exceptionally busy, even to the points of affecting general safety and negatively affecting quality of the experience. Regional passes, ie, IKON, are one reason. Another may be the 35% increase in local bus service. Most resorts may say bring on the hords of people. This may work until people are sick of the crowds considering the high expense. All sports, including being a spectator, have limits and maximums. As we grow out of control, and have out of control marketing, we simply can't handle everyone. Unfortunate as that is, it's true, and any skier will agree. Someone is getting greedy at the government end if we think all should be able to participate. If we are to go to that end then we need major expansion of the resorts as BCC and LCC resorts are small- and that expansion brings a separate list of problems. The roads would also be difficult to expand without major environmental impact. Please back off added financial burden to the people. Let the resorts come up with alternate transport methods, and pay for it. We the local residents and government are doing</p>	<p>Objectives</p>	<p>Resorts should pay for solutions</p>
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David Snee	<p>What is the financial responsibility of the ski resorts in this plan? Although they're not the sole reason for the canyon congestion, they are actively involved in trying to attract more and more people to the canyons. And they're earning profits. What percentage of those profits go back toward the overall sustainability of the canyon environments, beyond their boundaries? At a minimum, the resorts should be required to include parking and transit in their management and expansion plans. Are the fees they pay to the Forest Service sufficient to offset the impact that their business has on the canyons? If not, they should be paying more. What about Ski Utah? They should bear some responsibility for the impact that their marketing success has on the canyons, too.</p>	Objectives	Resorts should pay for solutions
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Robert Walker	<p>The signage on the ski busses and at bus stops is terrible. Signs should be posted at the park and rides and major stops explaining what passes work to pay with (season pass, icon etc.) or how to pay if you don't have cash. Instead people wait for the bus to arrive and then ask the driver, holding up everyone from boarding and typically riding for free. Once you are on the bus its hard to hear the announcements for the stops if you are in the back, and there is not a map or sign to tell you when your stop is coming up. So tourists are wondering is Creekside that the same as Gad Valley? Can I rent skis there? Is Goldminer Daughter the same as Collins? Have a map on the bus like at the airport showing what airlines are at Terminal 1, what order the stops come. I have ridden the 8:15 994 bus to Alta atleast 30 days this season getting on at one of the last stops to the east. Weekends, Holidays, powder days and weekdays and only once has there not been a seat available. The routes don't need more busses on a fixed schedule. UTA, the ski resorts, UDOT and the snow report should be able to combine data and figure out the combination for what fills up a bus. When that combination is scheduled to hit, use UTA van pool passenger vans as excess capacity for direct express runs from a park n ride to the ski area. Make police escorts of busses and vanpool a formal program when the canyon is closed by UDOT or traffic is really backed up. Announce when it is in effect and what busses will get the escort on a Ski Bus Twitter. Everyone watches the UDOT canyon twitter for road closures, same could work for a UTA twitter. People would get out of their cars and ride the bus on a powder day if they could jump to the front of the line when the canyon is closed. If you want to balance the rider</p>	Objectives	Improve bus experience
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Tanner Larsen	<p>I hope high capacity transit refers to a train system. I am convinced that this is the only solution that makes long term since. There are old railways up our canyons that could be restored for this purpose. The population is only going to grow and if we don't act now then in ten years we will wish we had. There are some towns in the Alps that are only accessible by train. I understand wanting to protect our environment and wilderness areas and I try to do my part. My wife and I only own one car and I ride my bike to work each day. However, everyone has a right to use these public lands as much as I do and I think that disincentives will not prove to be a long-term solution. I propose we build a train system and limit the cars to workers and those with residences in the canyons. I would rather have a few trains rather than a thousand cars yo the canyon.</p>	Objectives	Eliminate personal vehicles
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Cameron Diehl	The central Wasatch is a treasure which is being loved to death.	Objectives	Carrying capacity/visitor management
Cameron Diehl	We must balance all of the objectives in a sustainable manner.	Objectives	Sustainability
Cameron Diehl	I would love to see the gravel pit at the mouth of Big Cottonwood develop into a base camp with hotels, restaurants, transit, and other amenities.	Objectives	Development around transit nodes
Cameron Diehl	it is still too easy and too cheap to drive cars to Park City or up the Cottonwood Canyons. Cars bring environmental degradation, traffic, and wasted space for parking lots. I support congestion pricing tools, increased parking fees, and tolling so long as they are accompanied by improved transit options.	Objectives	Reduce vehicles

Cameron Diehl	it is still too easy and too cheap to drive cars to Park City or up the Cottonwood Canyons. Cars bring environmental degradation, traffic, and wasted space for parking lots. I support congestion pricing tools, increased parking fees, and tolling so long as they are accompanied by improved transit options.	Objectives	Improved transit
David Carroll	We should emphasize approaches that get people out of their vehicles, at a minimum of cost, with a short spin up to implementation and that prioritize using infrastructure that exists or is readily available.	Objectives	Reduce vehicles
Kenneth Bayer	Deer Valley works with the free bus service by offering extensive day locker, basket check and ski check services to make it easy for people to use the bus.	Objectives	Improve ski amenities
Jared Zitnay	Attributes: The top attributes of a mountain transportation system should be 1) sustainability and 2) equity. Sustainable transportation modes and sustainable recreation in the Central Wasatch; if we don't preserve this amazing wilderness, then there will be no reason to visit it. Equitable solutions that do not favor one demographic over another; there will always be unavoidable barriers to accessing wilderness, but the solutions should not, for example, prioritize access for east bench residents over west side residents.	Objectives	Sustainability
Jared Zitnay	Attributes: The top attributes of a mountain transportation system should be 1) sustainability and 2) equity. Sustainable transportation modes and sustainable recreation in the Central Wasatch; if we don't preserve this amazing wilderness, then there will be no reason to visit it. Equitable solutions that do not favor one demographic over another; there will always be unavoidable barriers to accessing wilderness, but the solutions should not, for example, prioritize access for east bench residents over west side residents.	Objectives	Preserve wilderness

Jared Zitnay	The top attributes of a mountain transportation system should be 1) sustainability. Sustainable transportation modes and sustainable recreation in the Central Wasatch;	Objectives	Sustainability
Jared Zitnay	if we don't preserve this amazing wilderness, then there will be no reason to visit it.	Objectives	Preserve wilderness
Jared Zitnay	The primary objective should be to provide residents access to Central Wasatch lands while limiting ecological, environmental, and climate impacts.	Objectives	General comment
Jared Zitnay	A mountain transportation system should provide the infrastructure such that people who chose to recreate in these mountains are able to do so in a safe and sustainable manner. Transportation problems in the canyons are already changing the way people recreate, and it is unrealistic that the implemented solutions will allow people to have the ease of access they enjoyed 30-40 years ago; how we access this land has changed forever and is the reality we must accept. Therefore, a system that achieves the objectives of providing access and limiting impact may not be the fastest way to move people to their destination, but it should be faster and with less impact than sitting in a car for 3 hours on a powder day.	Objectives	General comment

Mason Chavez	I have read your documents and I am not quite sure what is meant by high capacity transit. I do believe it would be nice to have some sort of alternative mass transit compared to our bus system. I have taken the buses and feel like yes they carry a large amount of people up to the resorts, but that their purpose is not fully fulfilled when they still have to sit in traffic with all the other single rider vehicles. If there was an alternative that could avoid the traffic altogether like a train or a tram of some sort, I feel like it would give people more incentive to use the public transportation because no matter what conditions are they will still be using the fastest mode of transportation. I don't know if a comment like this helps, but I wanted to participate so that this area can continue to be enjoyed for many years to come, and I am willing to help in any way I possibly can.	Objectives	Improved transit
David Pace	express my support for a solution that will provide a transportation corridor "including high-capacity transit in the Little Cottonwood Canyon/Big Cottonwood Canyon/Park City corridor, fast transit service from the airport to the Park City area via I-80 and improved transit service on U.S. 40 and I-80 between Quinn's Junction and Kimball Junction.and encourage reduce congestion." In so doing, we hope to work closely with Summit County Commissioners and other local planning entities to achieve this vision.	Objectives	Improved transit
John Schneider	Oh, don't forget to use tall fencing along those routes to save whatever wildlife remains.	Objectives	Preserve wilderness
Colin Gregerson	the scope of this project should include a carrying capacity study/evaluation. The central wasatch mountains are a small area. They cannot support an indefinite number of users. Carrying capacity of the canyons in winter and summer should be part of the scope.	Objectives	Carrying capacity/visitor management

Leslie Woods	Please make a decision and implement a plan ASAP.	Objectives	Short-term solutions
Leslie Woods	we need to limit the number of skiers at each resort just like Deer Valley does.	Objectives	Limit number of skiers at resorts
Greg Libecchi	Increase the supply and comfort of large locker areas at resorts so people can leave their skis, boots etc. and have a reasonable area to transition. This might encourage purchase of annual ski passes at the resorts that do this right. Annual bus passes included with ski pass	Objectives	Improve ski amenities
Paul Hooper	As an owner in the canyon, I believe the area can only accept so much pressure. Last weekend for the first time I believe when the parking lots were full they shut down highway 210 all except buses, commercial vehicles and autos who could prove they were residents. Like an incoming tide in a marsh the end of the canyon can only take some much water incoming and outgoing. When the lot is full it should be closed. Stop the traffic going up when full then open when it clears. Digital signage or DOT online info can warn travelers before they even reach the canyon. It simple and works!	Objectives	Reduce vehicles

<p>Elliot Mott</p>	<p>"Hello Central Wasatch Commission: As a first step in reducing vehicular traffic in Big and Little Cottonwood Canyons, I opine increased UTA bus service designed to accommodate enthusiasts seeking access to trailheads in the canyon, not just out-and-back routes to ski resorts is needed. Adjunct to this is a need for valley parking lots where enthusiasts can rally specifically for Big Cottonwood and Little Cottonwood "Trail Access" bus service. These would provide outdoor enthusiasts with year around canyon access. Pull cords would signal a rider's desire to get off. Other buses could be identified as "Big Cottonwood Resorts" and "Little Cottonwood Resorts" for those seeking non-stop service to Snowbird and Alta, Solitude and Brighton. Current UTA parking lots and/or designated places in regional shopping malls are a possibility for these feeder "Canyon Access" parking lots. We don't need to pave-over move open spaces in the Salt Lake Valley as there is plenty of unused capacity available to park vehicles for those seeking canyon access. Also, BC & LC need snow sheds over known avalanche paths to minimize disruptive road closures during winter. Step two, should canyon congestion continue to be a problem, might be to permit only residents and employees of canyon resorts to have private vehicle access; except for cyclists, everyone else would need to pay a canyon access fee similar to the current program Salt Lake County has for Millcreek. We are a POV centric society, and ergo, a fee program may come sooner than later. Finally, cyclists need designated up-canyon bike lanes in both Big Cottonwood and Little Cottonwood Canyons. Sometimes cyclists on the roadway is a root cause promoting traffic congestion. These are my thoughts. Hope this is helpfull. Good luck. Warm Regards</p>	<p>Objectives</p>	<p>Reduce vehicles</p>
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<p>Kyle Maynard</p>	<p>This logic is in part why Friends of Alta supports the creation of a mass transit and disincentives for single occupant vehicles, while, at the same time, demanding that the increased human impact on the canyons with increased access be the lynch pin of decision making for future planning. The first lens of analysis for future transportation development must be an understanding of the human impact on the canyons and how said impacts are calibrated in the Visitor Use Management. To make smart, informed management decisions, we must use a 360-degree analysis approach, based in science, otherwise we believe there will be irreparable damage done to our canyons, not just for our generation, but for generations to come. Think, analyze, plan, and then act.</p>	<p>Objectives</p>	<p>Disincentivize vehicles</p>
<p>Kyle Maynard</p>	<p>Absent the project costs, the impact an interconnect would have on the Town of Alta would be devastating. Either by train or car, Alta would cease to be the destination, but a pass through on the way to Park City - to sacrifice the culture that exists in this "end of the canyon" town would be a crying shame. FOA Supporter, Paul V. Profeta, put it best in a letter he wrote in 2015: "I was taken by the isolation, natural beauty, and lack of commercial development, lack of residential development, and overriding respect for the environment. Alta represents the winter haven I was looking for. It is not broken. It is magnificent. Let's not fix it. I would guess that most of us have chosen Alta for reasons similar to this." When all is said and done, Paul is 100% correct.</p>	<p>Objectives</p>	<p>Preserve wilderness</p>

Kyle Maynard	<p>The first lens of analysis for future transportation development must be an understanding of the human impact on the canyons and how said impacts are calibrated in the Visitor Use Management. To make smart, informed management decisions, we must use a 360-degree analysis approach, based in science, otherwise we believe there will be irreparable damage done to our canyons, not just for our generation, but for generations to come. Think, analyze, plan, and then act.</p>	Objectives	Carrying capacity/visitor management
Tom Kessler	<p>We have experienced the seasonal gridlock during rush hour at the mouths of the canyons for avalanche control. The development surrounding Big Cottonwood's entrance, The Canyon Center with its 300+ parking garage, the rumored addition of a shopping center and theater complex in the emptied gravel pit, will only bring a future nightmare of traffic at that intersection. The first rail line down the middle of the valley must have been on a "build-it-and-they-will-come" premise. You knew that the "Christmas tree" pattern that has emerged to access the rest of the valley population was only a matter of time and necessity. Would you say that these plans were progressive? Socialistic? Prescient? Yes. I believe that a more innovative plan for the canyons should be considered for the long term, not just to deal with the immediate problems, which will only need to be amended in the future. I understand also that most in the valley have little interest in the problems on the east bench, unless they ski. However, there is a way to serve the influx of out-of-state vacationers and the local population, which will bring money into the state, and serve the local population as well. An East Bench Express Transportation Plan.</p>	Objectives	Long-term

Nathan Rafferty	Ski Utah and our member resorts strongly believe that a more robust, comprehensive, efficient, sustainable and reliable transportation system for the central Wasatch is critical in maintaining both the recreation asset our residents enjoy as well as continuing to be a cornerstone of Utah's thriving visitor economy.	Objectives	Sustainability
Nathan Rafferty	Our industry believes that any future transportation solution should enhance the overall experience of visiting the Wasatch mountains. The transportation system should recognize Utah's growing population by increasing the transit capacity available today, reduce reliance on automobiles, minimize impacts on the environment and be able to operate in a variety of weather conditions, including operation during Utah's frequent high avalanche danger.	Objectives	Enhance experience
Nathan Rafferty	Our industry believes that any future transportation solution should enhance the overall experience of visiting the Wasatch mountains. The transportation system should recognize Utah's growing population by increasing the transit capacity available today, reduce reliance on automobiles, minimize impacts on the environment and be able to operate in a variety of weather conditions, including operation during Utah's frequent high avalanche danger.	Objectives	Increase transit
Nathan Rafferty	Our industry believes that any future transportation solution should enhance the overall experience of visiting the Wasatch mountains. The transportation system should recognize Utah's growing population by increasing the transit capacity available today, reduce reliance on automobiles, minimize impacts on the environment and be able to operate in a variety of weather conditions, including operation during Utah's frequent high avalanche danger.	Objectives	Reduce vehicles

Carl Fisher	First, we need to make sure connections from the mouths of the canyons (Parleys, Mill Creek, Big Cottonwood, Little Cottonwood, etc.) to the communities in the Salt Lake valley part of the analysis. Better improving mass transit system in the valley may be the best option for servicing the canyons.	Objectives	Improved transit
Mark Levin	1) Realistic transportation system planning needs to incorporate the possibility that all of the ski area boundaries will need to be able to expand significantly to meet the recreational needs of additional SLC area population in the coming years, rather than relying on the assumption of eventual passage of the Central Wasatch National Conservation and Recreation Area Act in the current form, which constrains ski area growth, as this is highly uncertain and controversial.	Objectives	Accommodate current and increasing rec. demand
Mark Levin	15) The existing buses going up the canyons seem to have traction problems occasionally, which severely disrupts traffic. Special equipment might mitigate some of that.	Objectives	Improved bus traction/training
Richard Jirik	The two most important actions that can be taken in the near future, i.e., within the next few years, to address the issue of traffic congestion and parking within Big and Little Cottonwood Canyons are 1) implement a tolling system for private passenger vehicles going up the Canyons to recreate, and 2) an expansion of the current UTA bus service to year-round bus transit serving both canyons. These measures, if implemented effectively and hopefully concurrently, would decrease the number of cars traveling within the Canyons and would also mitigate the parking problem along the road, primarily with respect to dispersed recreation such as hiking, snowshoeing and backcountry skiing.	Objectives	Short-term solutions

Richard Jirik	<p>The two most important actions that can be taken in the near future, i.e., within the next few years, to address the issue of traffic congestion and parking within Big and Little Cottonwood Canyons are 1) implement a tolling system for private passenger vehicles going up the Canyons to recreate, and 2) an expansion of the current UTA bus service to year-round bus transit serving both canyons. These measures, if implemented effectively and hopefully concurrently, would decrease the number of cars traveling within the Canyons and would also mitigate the parking problem along the road, primarily with respect to dispersed recreation such as hiking, snowshoeing and backcountry skiing.</p>	Objectives	Year-round transit
Richard Jirik	<p>The two most important actions that can be taken in the near future, i.e., within the next few years, to address the issue of traffic congestion and parking within Big and Little Cottonwood Canyons are 1) implement a tolling system for private passenger vehicles going up the Canyons to recreate, and 2) an expansion of the current UTA bus service to year-round bus transit serving both canyons. These measures, if implemented effectively and hopefully concurrently, would decrease the number of cars traveling within the Canyons and would also mitigate the parking problem along the road, primarily with respect to dispersed recreation such as hiking, snowshoeing and backcountry skiing.</p>	Objectives	Ensure trail head access

Mark Allen	<p>The private sector, ie, ski resorts should solve their own problem of getting their guests to their resorts. Its inappropriate to use tax dollars to deliver paying patrons to the resorts. Let the resorts purchase parking lots in the valley and buses to transport guests to their resort. It should not be a UDOT project and should not involve tax dollars. The capacity of the canyon to push more people into the canyon is a bad idea.... only so many people fit in an elevator, only so many people can recreate before messing with mother nature in irreparable way. Carrying capacity of resorts and injuries when the resorts are crowded are likely to increase, with such, the capacity of a resort should be managed as other industries are managed, yet, let the resorts solve their own problem. Best problem.. lack of parking is a natural deterrent, just have signage at the mouth of the canyon that the resort is full and for patrons to try again another day.</p>	Objectives	Resorts should pay for solutions
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Mark Allen	The private sector, ie, ski resorts should solve their own problem of getting their guests to their resorts. Its inappropriate to use tax dollars to deliver paying patrons to the resorts. Let the resorts purchase parking lots in the valley and buses to transport guests to their resort. It should not be a UDOT project and should not involve tax dollars. The capacity of the canyon to push more people into the canyon is a bad idea.... only so many people fit in an elevator, only so many people can recreate before messing with mother nature in irreparable way. Carrying capacity of resorts and injuries when the resorts are crowded are likely to increase, with such, the capacity of a resort should be managed as other industries are managed, yet, let the resorts solve their own problem. Best problem.. lack of parking is a natural deterrent, just have signage at the mouth of the canyon that the resort is full and for patrons to try again another day.	Objectives	Carrying capacity/visitor management
Wasatch Backcountry Alliance	The system we envision must be capable of providing efficient and predictable service for both ski area and dispersed users.	Objectives	Ensure trail head access
Wasatch Backcountry Alliance	Importantly, any future transportation system should be implemented after a Purpose and Need/carrying capacity analysis has been conducted for both Big and Little Cottonwood Canyon, thereby being designed to reduce the number of cars currently in the canyons, minimize environmental impacts and enhance the experience of everyone using the Wasatch Mountains.	Objectives	Carrying capacity/visitor management
MICHAEL MAUGHAN	supportive of transportation solutions that will accommodate current and increasing recreational demand in the Cottonwood Canyons in a manner that the natural ecosystem and watershed remains healthy, functional and resilient for current and future generations.	Objectives	Accommodate current and increasing rec. demand

MICHAEL MAUGHAN	Under the Goal section of the document the four Accord goals make no mention of accommodating current and increasing recreational demand as specified in section 1.7.2 of the Mountain Accord. The Mountain Accord recognized the need to provide a transportation system to accommodate current and future recreational demand in the canyons.	Objectives	Accommodate current and increasing rec. demand
MICHAEL MAUGHAN	Nowhere in the Mountain Accord is there a mention of or need for a capacity or visitor management use study for the Cottonwood Canyons, a process that neither the ski areas or the Forest Service see a need for.	Objectives	Carrying capacity/visitor management
MICHAEL MAUGHAN	Section 3.1 of the Mountain Accord specified that removal, additions or alteration of the interdependent actions in the Accord may warrant re-negotiation. Changes in the ski industry, land exchange feasibility and desirability, backcountry use and needs within the Canyons have significantly changed key elements required for consensus in the Mountain Accord. The project deliverables specified in the Mountain Accord may need to be revisited and adjusted based upon changes which have occurred. Thank you for the opportunity to be involved in the process and addressing our concerns.	Objectives	
Eric Kraan	It is a systemic failure embedded in these communities transportation municipal codes that perpetuate car dependence, and will prevent any lasting solutions that will take hold and alleviate the congestion that grapples the canyons as well as the communities adjacent to them.	Objectives	Reduce vehicles

Eric Kraan	We certainly appreciate any and all efforts to improve efficiency along the corridor that feeds onto the canyons. For this reason we would like to ask the commission to ask their members if their cities have adopted a complete street policy which accommodates active and mass transit transportation within their municipal borders. And have these entities not only adopted a resolution but made fundamental changes in their ordinances that reflect such new priorities for transit, cycling, walking as valid and necessary means of transportation for people that live in their communities.	Objectives	Improved transit
Roger Borgenicht	The protection of the unique qualities of the Central Wasatch so close to a major fast growing metropolitan area presents significant challenges that were well outlined in the Mountain Accord process and documents. The principles delineated in the Accord and its Blueprint are simple and straight forward. Primary is Goal #1: Protect the environment and natural resources of the Central Wasatch Mountain Range. Additionally, a key Blueprint recommendation for canyon transportation system focuses on transit incentives and automobile disincentives.	Objectives	General comment
Roger Borgenicht	The development of long term sustainable transportation solutions for the Cottonwood Canyons will depend on the quality of the alternatives to driving up the canyons. The problem that causes traffic and parking congestion is too many cars and too many empty seats in the cars	Objectives	General comment
Roger Borgenicht	Our immediate goal should be to put in place a holistic system of incentives for using transit and disincentives for single occupant vehicle access. Our main effort should be to support development of convenient, reliable and affordable transit options.	Objectives	Short-term solutions

Roger Borgenicht	Our immediate goal should be to put in place a holistic system of incentives for using transit and disincentives for single occupant vehicle access. Our main effort should be to support development of convenient, reliable and affordable transit options.	Objectives	Disincentivize vehicles
Roger Borgenicht	Enhance the bus service in Big and Little Cottonwood canyons by increasing frequency	Objectives	Improved transit
Roger Borgenicht	Experiment for one season providing a bus and full car (4 persons) ONLY from 8:30-10am and 2:30-4pm to offer choices for all but incentivize bus transit use and increase vehicle occupancy in cars.	Objectives	Disincentivize vehicles
Randy Doyle	If this effort is to have any real success, it would seem that at least the short-term solutions that have been identified and have a degree of consensus should be formerly agreed upon and a resolution passed that would lend support to this low hanging fruit. To its credit, the Commission has stepped in and helped expedite improvements this year in collaboration with UTA and the Cottonwood Resorts. The Commission should commit to continue to do whatever is in its power to support the short-term efforts that are underway	Objectives	Short-term solutions
Randy Doyle	Most of these potential improvements, such as more busses, higher bus frequency, transit centers, parking and bus priority have been identified as short-term solutions since the seventies. It is time that the debate around short term solutions is put to bed so that the Commission and Stakeholders can move onto more robust solutions that would meet the criteria described in the Commissions solicitation for comment.	Objectives	Improved transit
Randy Doyle	We are fully supportive of exploring long term concepts that would lead to a holistic mountain transportation system and tie into the work, that will hopefully be done in the short term.	Objectives	Long-term

Derek Thomas	Obviously the aim should be to reduce the volume of individual vehicles	Objectives	Reduce vehicles
Clark Stokes-President	Contrary to my business goals of expanding our opportunities, I strongly believe that we as a community need to resist the temptation to expand and destroy our once small, and quaint "little city" and it's natural resources. I was born here and live here. I have witnessed first hand the destruction of our canyons caused by development over the past 50 years. It makes me very sad to see what has happened. It's okay to stay small! It's okay to be old fashioned. It's okay if we turn people off! Let them all go to Vail or Aspen! Pretty soon, we are going to look like Phoenix or California! Let's keep Utah a secret. Let the world keep thinking that we don't drink alcohol, we all have 6 wife's, and that outsiders are not welcome unless they are Mormon! This is why we locals stay in Utah! Don't make All of us locals leave and bring in a bunch of people who have trashed their own home towns!	Objectives	General comment
Andrew Herrin	However, DO NOT connect the ski resorts together between the cottonwoods and Park City. This will increase prices and drive locals out of our recreation when people are flying from all over the world to see the Wasatch being the new Europe. Jack Smith was and is right. https://www.sltrib.com/news/environment/2019/12/21/if-gondola-someday/	Scope	Connections between CC/PC
Michael McFadden, P.E., ENV.SP	Funding can be raised from all four ski resorts,	Scope	Funding

Michael McFadden, P.E., ENV.SP	Have faith in the public to figure this out... Connectivity into Park City is NOT a priority myself or friends share. If you need to spread the costs around, I get it. But they have easier access to plenty of world class terrain and this will only contribute to overcrowding in the Cottonwoods. Best of luck in this pursuit! All big projects start with a need and a dream - and we're all heavy in both. This is what we're talking about over a burger after a day out :)	Scope	Connections between CC/PC
Ryan Hayes	I also recognize that achieving this in a growing local population and a growing overall base of users will require resources (money).	Scope	Population growth
Ryan Hayes	I also recognize that achieving this in a growing local population and a growing overall base of users will require resources (money).	Scope	Population growth
David Harris	Transformative planning Solutions are the answer. NOT band aid fixes. WUtah leaders always take the least path of resistance, it's time for world class transportation systems that residence and visitors actually use. Invest now so we can enjoy the benefits in the future!!	Scope	Connections with regional transportation system
David Hackbarth	Please include economic analysis about the proposed solutions.	Scope	Economic analysis
Thomas Lund	I am against improving transportation, having the ski resorts then complain that they are overwhelmed, then receiving approval to build more lodges, lifts and trams, then demanding more "transportation solutions" with expensive and destructive perms things gondolas and evening trains, then repeating the destructive cycle again. The ski resorts should be required to disclose all their long-term "wish lists", public input would then be sought, and a firm long-term plan would then be put in place.	Scope	No more development

Thomas Lund	The majority of residents don't want our Wasatch Mountains over developed. They don't want trains, gondolas, trams, lifts and lodges on every peak for the wealthy. They also don't want interconnect. They want solace and a mountain refuge for themselves and future generations!	Scope	No more development
Suzie Ellison	NO interconnect!!!!	Scope	Connections between CC/PC
Tyler Cruickshank	Hello. I hate to say something so negative, but you want comments on that 4 page doc?! It has no detail, it says nothing that we didn't know 10 years ago, and proposes virtually nothing that will have any significant impact. My family stopped skiing a couple of years ago because it is not worth the hassle. I have no faith that this process will result in anyway significant progress. Sorry for the negativity but this whole thing is absurdly ridiculous. Tyler	Scope	More detail
Amy Mills	from several points of departure in the Valley and on the benches seems to be the	Scope	Connections with regional transportation system
Christopher Butte	If a plan can be established then the process can begin to find funds to get it accomplished.	Scope	Funding

Nate Furman	Dear Central Wasatch Commission Mountain Transportation System Plan Development-- Thank you for taking the interest in addressing Mountain Transportation in the Central Wasatch. I have two comments in regards to the FINAL-MTS-Planning-Document.pdf. First, the document suggests that the CWC would like high-capacity transit. "High-capacity" can mean different things. I request that the CWC define this term. Second, the document will be improved when it addresses parking and bathrooms at popular trailheads. A major part of the solution to maintaining ecological integrity and water quality of the Wasatch is by allowing for more dispersed use. Without adequate parking and bathrooms at more trailheads, users will continue to flock to the areas that feature these amenities. These will make the "clustered nodes" listed in the document more realistic. Thank you for taking the time to hear my comments and concerns, and thank you for your work in implementing the Mountain Accord. Best, Nate Furman, PhD Assistant Professor Parks, Recreation, and Tourism University of Utah	Scope	More detail
David Huston	5. Smartly constructed light rail which connects both canyons and PC with the valley	Scope	Connections with regional transportation system
David Huston	6. Encourage a ski resort in Oquirrh	Scope	Geographic scope
Julie Faure	I disagree with further resort expansion. I oppose "One Wasatch".	Scope	No more development
Carol Swenson	There is no reason to further impact the Cottonwood Canyons to provide a way to get to Park City, this is a ridiculous and money-hungry approach that will only bring more people to the Cottonwood Canyons.	Scope	Connections between CC/PC
Carol Swenson	This plan should be looking ONLY at ways to get people up to/down from the Cottonwood Canyons. Accessibility to Park City should utilize existing freeway corridors!	Scope	Geographic scope

John Dubock	Not fair thinking W. Valley will pay for a gondola/train/, just 40yrs too late.	Scope	Funding
David Ream	First, I was more than a little disappointed at Ralph Beckers and Carl Fishers response to additional parking at the sltribs. congestion discussion at the. Library. First, I agree with the need for a robust public transportation system for the SL valley.	Scope	Connections with regional transportation system
David Ream	Similarly, any transportation system into the cottonwoods needs a convenient accessible transportation Hub to access the system	Scope	Connections with regional transportation system
Clint Juhl	-Has there been any thought or discussion to privatizing as a solution? Taking it away from UTA.	Scope	Private sector solutions
Andrew Stone	No mention seems to be made of Millcreek Canyon. It is heavily used and traffic and parking is out of control summer and winter. It needs a shuttle or reliable communication from the top to the bottom to warn when parking is over capacity.	Scope	Include Millcreek
Allen Sanderson	To pay for the infrastructure lift tickets are taxed \$10 per ticket which also pays for the bus ride. Season tickets are taxed \$100. Automated ticket kiosks at the transportation hub allow people to buy their ticket for the day so they go from the bus directly to the lift line.	Scope	Funding
Carole Straughn	I believe that the numerous short-term transportation solutions being created and implemented by the Central Wasatch Commission are helpful and that the Commission can be trusted to design long-term solutions	Scope	Support scope
Tom Diegel	I think that this document fairly well covers what needs to be covered.	Scope	Support scope
Tom Diegel	Essentially, there needs to be a focus on moving people from Salt Lake city to the mountains; not midvale, not sandy; well, maybe those places too, but focus on Salt lake! this is a major flaw in UTA's plans	Scope	Connections with regional transportation system

Tom Diegel	I am not keen on canyon connectivity, for the Olympics or any other reason, and think that it's important that safety/emergency egress NOT get too much power as a justification for canyon-to-canyon connection; this is a red herring argument.	Scope	Connections between CC/PC
Aaron London	As Salt Lake City continues to grow, we need to implement a valley-wide transit system that moves people from their homes to the areas where they recreate, rather than one that requires people to drive their cars to these areas.	Scope	Population growth
Aaron London	As Salt Lake City continues to grow, we need to implement a valley-wide transit system that moves people from their homes to the areas where they recreate, rather than one that requires people to drive their cars to these areas.	Scope	Connections with regional transportation system
Mike Johnson	acknowledging the expected growth in population area will experience.	Scope	Population growth
Mike Johnson	Linking the canyons would highly beneficial. System linking lodging in Park City with recreation in cottonwoods highly desirable.	Scope	Connections between CC/PC
Dani Poirier	As Salt Lake City continues to grow, we need to implement a valley-wide transit system that moves people from their homes to the areas where they recreate, rather than one that requires people to drive their cars to these areas.	Scope	Connections with regional transportation system
Robert Weston		Scope	General comment

John Knoblock	Hi- Thanks for taking my comments into consideration. Here are some thoughts- You asked for comments on the Scope, Attributes and Objective, but that is not how your document is labeled. Thus confusion by folks on how to respond. Your document lists Goal, Scope, Deliverables, Constraints, and Timeline. Scope- This could be written more clearly and concisely to say something like- The geographic scope of the transportation system is the main roads that provide access to recreation in the jurisdictional area of the Central Wasatch Commission. That includes the connections to and within LCC, BCC, Millcreek Canyon, Parleys Cyn, and along the Wasatch Back corridor to PCMR, Deer Valley, and Round Valley recreation areas.	Scope	Geographic scope
John Knoblock	You could expand on the info about the LCC EIS by also mentioning the WFRC planning process and the SLCo Wasatch Canyons General Plan.	Scope	Include all major jurisdictions
John Knoblock	You also don't mention Millcreek Canyon, and you should.	Scope	Include Millcreek

<p>Scott Reichard</p>	<p>My comments are based upon being a resort skier and dispersed wilderness user for the last 45 years. I am also very familiar with many of the efforts that started with Mountain Accord that are continuing with the CWC. Most of the scope is very broad in nature. By narrowing the scope to focus to realistic and collaborative solutions that offer sustainable returns on investment (ROI) could save considerable time and money. For both Little and Big Cottonwood Canyons (L&BCC) bus, rapid transit, car pool systems with supporting infrastructure would deliver the best ROI from a sustainable monetary, economic and environmental perspective. The current broad scope might be more appropriate for transportation from SLC to Kimball Junction, Park City and Heber Valleys as those areas will experience explosive growth for decades to come. One component for L&BCC that would also save significant expense and boost ROI would be a thorough effort for a collaborative Capacity Study. The U of U effort in the capacity study is a good start. It is not broad enough because the study does not have regular feedback from UDOT, UTA, local City/Townships, conservation groups and the ski resorts. Possibly a point person could work to get all parties involved in the study. As it is being done now there is not enough buy-in input from all parties so there won't be agreement when the study is done. It would be a huge waste of time and money to not build for a maximum capacity limit. A quality capacity study is very difficult to achieve because each stakeholder has a different perspective of what capacity is correct for their interests. An arbitrator panel (with a point person) could be used to make sure all stakeholders have input on how the study is drafted and executed. The panel would weigh the balance</p>	<p>Scope</p>	<p>More detail</p>
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Con Thueson	I agree with and encourage all of the goals, guidance and recommendations from the Mountain Accord. Please do not allow any tram, gondola, train, highway or tunnel to connect the Cottonwood Canyons and the Park City/Deer Valley area. And do not add any lanes to the existing roads in the Cottonwood Canyons. The most feasible, cost effective solution seems to be a near mandatory, high frequency, shuttle bus system similar to that at Zion National Park using natural gas and electric buses. I expect that daily visitor limits will have to be imposed at some time in the future.	Scope	Support scope
Con Thueson	Please do not allow any tram, gondola, train, highway or tunnel to connect the Cottonwood Canyons and the Park City/Deer Valley area.	Scope	Connections between CC/PC
Susi Hauser	The Wasatch Mts. are an incredible, beloved resource and as the population grows we know for certain that use will increase and that the crowding/traffic problems will worsen. I agree that transportation is a huge issue that needs to be addressed and I appreciate that the commission is attempting to do so.	Scope	Population growth
Susi Hauser	I think that the ultimate goal should be a train line from downtown Salt Lake City all the way to Park City, continuing with tunnels to Brighton and Alta. There also needs to be an additional route from downtown to the bottom of Parley's Canyon to Alta via Little Cottonwood Canyon. The Park City line would also address the commuter issues between Salt Lake City and Park City. In spite of all their growth, Park City has done a pretty good job preserving open space and building trails. It would be smart to persuade Park City and some of their forward thinking planners to buy into the idea and use their help in designing the train line.	Scope	Connections with regional transportation system

Susi Hauser	Although I am no expert on funding, it seems to me that such a project would get funded the same way that roads, TRAX, FrontRunner get funded: by a combination of federal, state, and local monies, perhaps with bonds, user fees, a ZAP type tax, and hotel/restaurant/tourist type taxes thrown in the mix. Remember, we need to have a long term vision so that future generations can applaud our foresight just like I applaud Teddy Roosevelt for his amazing sagacity to create national forests, the Forest Service and national parks. The time for big ideas is NOW.	Scope	Funding
Bruce Tremper	For the long term solutions, my wife and I have spent a lot of time in Europe and we know that the Europeans have figured all this out many years before us. Very few resorts allow parking at the resort. Instead, they utilize trains and high speed elevated lifts such as gondolas and trams, which bring people from the nearby towns to the resorts, all much faster and more safely than cars. Plus, they are fun to ride. I can envision a high speed train loop from Salt Lake, up Parleys Canyon to Park City, then tunnel through the mountain to the Brighton and Solitude, then through the mountain again to Alta and Snowbird, then tunnel back to Salt Lake City. Yes, it's the most expensive solution but often the best long-term solution is also the most expensive.	Scope	Connections with regional transportation system
Taylor Dankmyer	Many agree on the objectives of the scope, objectives, and attributes.	Scope	Support scope
Taylor Dankmyer	I think having different lines that go up from various city center points will help better manage parking traffic at the mouth of the canyons, especially BCC and LCC.	Scope	Connections with regional transportation system
Leslie Motley	I think objectives and vision is good.	Scope	Support scope
Melinda McIlwaine	None of the ski buses originate in the north Salt Lake area. They all come from Midvale or Sandy	Scope	Connections with regional transportation system

Melinda McIlwaine	r. I object to rail or gondola projects because of the disturbance to wildlife, stream beds and landscape that such infrastructure would create. I feel the same way about a rail system from Brighton to Park City	Scope	Connections between CC/PC
Gandhi Zapata	We DO NOT want More interconnections between resorts and impacting the backcountry with machinery, towers, lift chairs, gondola, tunnels, etc... no more development in the backcountry, preserve our open areas in all our canyons.	Scope	Connections between CC/PC
Gandhi Zapata	No more chairs at Alta, leave Grizzly Gulch as is. No more tall buildings structures that block views in canyons bear resorts. Preserve our open spaces, protection of our forests & wildlife and watershed.	Scope	No more development
Keith Motley	I think objectives and vision is good.	Scope	Support scope
Keith Motley	Have state purchase electric buses for shuttling up to Big and Little Cottonwood Canyons. Need some pickups in other parts of the county like Olympus Cove and University area for buses go to the resorts	Scope	Connections with regional transportation system
Ronnie Thompson	Who is funding this commission and who gets to have input into the final plan. Who is going to give approval to the project.	Scope	General comment
Caroline Gleich	I don't want to see more development in the Wasatch under the guise of a transportation solution.	Scope	No more development
angela Isaacs	First of all, thank you! I agree with the statement of the scope from the Mountain Accord above.	Scope	Support scope
angela Isaacs	m. 3) We want a long-lasting, forward looking plan that addresses more than traffic issues on powder days. We want transportation that includes and connects our communities more completely, and gives more people additional and preferable options outside of cars, both in the valleys and the mountains. We want to connect people to their jobs, and their recreation. And we want that to include hiking, biking, running, snowshoeing, backcountry skiing, fishing, sight-seeing, and resort skiing.	Scope	Connections with regional transportation system

Ben LaRiviere	Bus service could be expanded to get people to the canyons quickly (maybe express lines down 13th east, 7th east and state street) on weekends and enough buses to take people up the canyons. If some of the buses going up the canyon were to stop at more backcountry trailheads, backcountry skiers and snowshoers could also take the busses.	Scope	Connections with regional transportation system
Megan Waters	Are you partnering with the Utah Transit Authority?	Scope	Include all major jurisdictions
Megan Waters	Are you partnering with the Utah Transit Authority? Are ski resorts in conversation with you all	Scope	Include all major jurisdictions
Kerry Doane	I agree that this work should forward the Accord, however, instead of the blueprint, the element of the Accord that I would think this study should start with is:	Scope	Support scope
Kerry Doane	1.7.3 - A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses;	Scope	Connections with regional transportation system

<p>Dennis Goreham</p>	<p>The Wasatch Mountain Club (WMC) is 100 years old this year with over 1000 member. We are a local organization focused on outdoor recreational activities and preservation of our environment. We are active in the Central Wasatch and are happy to provide our comments to the proposed Mountain Transportation System process. We support the Central Wasatch Commission's effort to further develop transportation principles and initiatives for the Wasatch. The definition of Mountain Transportation System is critical to this process. The Wasatch Mountain Club is very concerned with how this is defined. Options that allow for Mountain Transportation Systems that enable visual and environmental impairments could ruin the wild character of the canyons. Some options may allow for connections between resorts; as well as train, tram, monorail, or other mass transit up the canyons. Many of these options would have devastating visual impacts and environmental consequences. We believe no new roads should be constructed within the central Wasatch Mountains. We believe this should also include trains, monorails, tramways or other transportation systems. Any mountain transportation system must follow current alignment of major roads and stay within current rights of way to extent possible. Any mountain transportation systems must fit within these corridors, with the allowed adjustment. But no new corridors should be created. Any option must protect environmentally sensitive areas. Any option should also protect view sheds. Any transportation option must not result in loss of access to existing opportunities for dispersed recreation. The WMC supports proposals to improve parking at trail heads and other road-side locations to enhance safety, allow additional recreational</p>	<p>Scope</p>	<p>More detail</p>
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Dennis Goreham	We believe no new roads should be constructed within the central Wasatch Mountains. We believe this should also include trains, monorails, tramways or other transportation systems. Any mountain transportation system must follow current alignment of major roads and stay within current rights of way to extent possible. Any mountain transportation systems must fit within these corridors, with the allowed adjustment. But no new corridors should be created.	Scope	No more development
Duncan Campbell	Hello I?ve just had an idea about the busses for a long time now that I think makes a ton of sense. You see from anywhere in the valley you can easily take a bus that gets to the bus stop at the bottom of Millcreek canyon, but for some reason even tho it?s only a short distance, there is no bus that runs the rest of Wasatch Blvd to 6200 s. If there was a great number of people would be able to efficiently take the bus from the house without getting in there car at all.	Scope	Connections with regional transportation system
Susan Kertesz	Better mass transportation needs to happen in the entire Salt Lake Valley, sooner than later. Gridlock is happening in many places in this valley already and within 10 years one can only imagine what it will be like. I've heard from people that they don't take buses or trax because it is so inefficient. This must change for folks to even consider taking mass transit.	Scope	Connections with regional transportation system

Natalie Loots	In reference to in the project deliverables: It seems all of these need to be met in order to make a functional system for the cottonwoods transit. However, my concern is that without either banning cars in the canyon or building a light rail system next to the road- the issue will continue to be that there are too many cars to make a bus system more appealing than driving. I would be happy to park at the mouth of the canyon or take fast/relatively cheap transit to the mouth of the canyon from my home if I knew that I wouldn't be waiting for a bus that was going to be stuck in traffic with all of the other cars. I hope this commission realizes how badly the current system does not function and significant changes need to be made in order for any improvement to be seen- which in my opinion involves taking more drastic changes that adding more buses and charging for parking.	Scope	Support scope
Brant Rudd	I would like to see more bus stops around the valley, more buses running the canyon routes, and expanded parking at bus stop locations.	Scope	Connections with regional transportation system
James Thompson	Additionally, I support a "heavy" rail that would go from Salt Lake Valley (maybe from a hub at the mouth of Parley's Canyon) to Park City, Utah.	Scope	Connections with regional transportation system

Patrick Carrel	I think a great step would be to extend the service buses provide up Big and Little Cottonwood as well as Parley's Canyon. Part of the current problem is that many outdoor enthusiasts live in Sugar House, Sandy, Holladay, Millcreek, etc. which is not terribly far from the base of those canyons, and can't even catch a bus that takes them up to those various resorts (excluding the 2 a day that go up to Park City). The current bus system up the canyons only redirects congestion to the mouth of the canyons, which doesn't help anything (and apparently now we aren't even sure it's possible to park there without getting fined).	Scope	Connections with regional transportation system
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mike Powers	<p>I am not sure how this is different from the process UDOT just completed after several months of reviewing public comment, which determined the solution is more lanes for cars and to increase bus traffic. This solution just kicks the can down the road. My suggestion is the follow the suggestion of the IOC prior to the 2002 Olympics, build a train system for Little Cottonwood Canyon. Let me focus on LLC first, a train makes since if tunnels are used at common avalanche areas. This suggestion is always a no go for the small number of residents in the canyon, let them still have car access but it may be closed due to avalanche. If the train is linked to the tracks system so that people can go from the University or Down Town this reduces the parking problem at the mouth of the canyon. A train should also be used for travel between Park City and Salt Lake which would not only reduce ski traffic but would make for more convenient form of travel for the many employees of Summit County that commute as they live outside the county. Any solution needs to include summer traffic as well if we are serious about solving mountain transportation. Finding a solution for those interested in mountain access for skiing, hiking or mountain biking must include a train if we are serious about improving the user experience and our air quality. It is time Utah look outside the local box to the many ideas used around the World.</p> <p>Regards, Mike</p>	Scope	Duplication of UDOT EIS
Joseph Schmidt	<p>Train or monorail from central valley to LCC, BCC, Park City. Possibly underground, at least through the valley to within the canyons so weather isn't ever an issue.</p>	Scope	Connections with regional transportation system

Michael Powers	Hello, I am not sure how this is different from the process UDOT just completed after several months of reviewing public comment, which determined the solution is more lanes for cars and to increase bus traffic. This solution just kicks the can down the road.	Scope	Duplication of UDOT EIS
Michael Powers	If the train is linked to the tracks system so that people can go from the University or Down Town this reduces the parking problem at the mouth of the canyon.	Scope	Connections with regional transportation system

<p>James Thompson, Allen, Susan Barker, Christine Bertagnolli, Laura Brown, Cameron Cotton, Brigham Cracroft, John Davis, Ella Degiorgio, Joan Driggs, Ben Filgo, Shelly Johnson, Emma Kanner, Richard Krause, Doug Lebold, Margi Marken, Erica McKelvey, Don Mitchell, Jordan</p>	<p>Dear, Dear Commissioner, I, Spencer Thompson, applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains. The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far. As a Save Our Canyons supporter, I am dedicated to protecting the beauty and wildness of the Wasatch Mountains. Sincerely, Spencer Thompson 3801 S Viking Rd Salt Lake City, UT 84109</p>	<p>Scope</p>	<p>Connections with regional transportation system</p>
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Dennis Goreham	<p>To: Central Wasatch Commission From: Wasatch Mountain Club Date: Feb. 23, 2020 The Wasatch Mountain Club (WMC) is 100 years old this year with over 1000 member. We are a local organization focused on outdoor recreational activities and preservation of our environment. We are active in the Central Wasatch and are happy to provide our comments to the proposed Mountain Transportation System process. We support the Central Wasatch Commission's effort to further develop transportation principles and initiatives for the Wasatch. The definition of Mountain Transportation System is critical to this process. The Wasatch Mountain Club is very concerned with how this is defined. Options that allow for Mountain Transportation Systems that enable visual and environmental impairments could ruin the wild character of the canyons. Some options may allow for connections between resorts; as well as train, tram, monorail, or other mass transit up the canyons. Many of these options would have devastating visual impacts and environmental consequences. We believe no new roads should be constructed within the central Wasatch Mountains. We believe this should also include trains, monorails, tramways or other transportation systems. Any mountain transportation system must follow current alignment of major roads and stay within current rights of way to extent possible. Any mountain transportation systems must fit within these corridors, with the allowed adjustment. But no new corridors should be created. Any option must protect environmentally sensitive areas. Any option should also protect view sheds. Any transportation option must not result in loss of access to existing opportunities for dispersed recreation. The WMC supports proposals to</p>	Scope	More detail
Dennis Goreham	<p>We believe no new roads should be constructed within the central Wasatch Mountains. We believe this should also include trains, monorails, tramways or other transportation systems.</p>	Scope	No more development
Kirk Nichols	<p>* Support maintaining Guardsman Pass Road in its current management in winter (closed)</p>	Scope	Support scope

	<p>How does making more access reduce sprawl? This entire process from the beginning is about big corps and land developers money grubbing. Our Wasatch Range is such a small area keep the trains out. Get rid of the politicians that have special interest in making more money with development and trains. Limit the number of people in our canyons. Make the resorts stay in limits of people dont give them a way to cram as many people possible in our canyons. Mountain Accord and CWC has been a sham from the start. Why do our tax dollars support resort business anyhow? I own a business and I work hard everyday with no funds and trains bringing customers to my door via the tax payer dollar. How do you people sleep at night? nsbeafc</p>	Scope	General comment
Dee Rowland	<p>Dear, Dear Commissioner, I, Dee Rowland, applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch.</p>	Scope	Support scope

Dee Rowland	<p>The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.</p>	Scope	Connections with regional transportation system
Richard Kanner	<p>Dear, Dear Commissioner, I, Richard E. Kanner applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch.</p>	Scope	Support scope

Richard Kanner	The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.	Scope	Connections with regional transportation system
Ronald Sawdey	Dear, Dear Commissioner, I believe that when talking about a comprehensive transportation solution for the Wasatch Front that we need to take a holistic approach and consider all of the canyons that feed into the Salt Lake Valley.	Scope	Connections with regional transportation system
Ronald Sawdey	Further, I am not convinced that a fixed rail system is a viable option with the exception of a rail link from Salt Lake to Park City. The traffic in the other canyons varies greatly over the course of a year, and the oversized investment in a fixed infrastructure (i.e. rail lines) does not make sense.	Scope	Connections between CC/PC
Robert Speiser	, applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch.	Scope	Support scope

Robert Speiser	<p>The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far.</p>	Scope	Connections with regional transportation system
Tiarra Stout	<p>Dear, Dear Commissioner, Thank you so much for addressing the transportation issues in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch which augment our air pollution issues.</p>	Scope	Connections with regional transportation system
Pete Roskovich	<p>I am a huge fan of Snowbird, but we own a place at the Grand Summit at the Canyons. We love the gondola thats connects those 2 resorts PC and Canyons village. It allows us to go to town via skiis to lunch. The same oppurtuity could be acheived by linking the resorts and not having to drive a car to LCC or BCC It would open up alot of different terrian and would probably extend peoples vacations due to the immense area that would be covered. Thanks for your time. Pete Roskovich I vote yes for Gondola One!!! Get Outlook for Android</p>	Scope	Connections with regional transportation system

Jon Jensen	From the four points of Guidance from the Mountain Accord for transportation, I urge prioritization of the last one: "Alternatives that connect to the existing regional public transportation system, incentivize public transit use, and dis-incentivize single-occupancy vehicle access."	Scope	Connections with regional transportation system
Amy Brunvard	Dear, Dear Commissioner, I, Amy Brunvand applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. I support planning for a year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles.	Scope	Support scope
Amy Brunvard	Dear Commissioner, I, Amy Brunvand applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. I support planning for a year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles.	Scope	Connections with regional transportation system
Sally (Sarah) Elliott	4) We need interlocal agreements to provide public transit between the small towns in Summit and Wasatch Counties.	Scope	Connections with regional transportation system

Peter Orthmann	Second Solution: bus flow from the City center and major west to east corridors (33rd South , 21st South, etc) must be improved to the mouth of the Canyon. Let's face it, once the bus is in the Canyon, being on the bus heading up the Canyon is no slower than the car in front of you. But the bus flow from the valley does not flow properly. Look at Google Maps. My location from 21st and 21st takes 13 minutes to drive to the mouth of the Canyon. By Bus? Almost 1 hour! I have to actually go West to go East. From 21st and 21st I have to go West all the way to Central Pointe to connect to Trax or go West to 13th East to connect to a bus. Then go significantly SOUTH to finally start going the Proper direction (East). In short, if you looked at a map of my travel I start going the wrong direction (West) and create a giant square travel route. Not even close to being efficient.	Scope	Connections with regional transportation system
Peter Crowley	Access to the system should be accessible from multiple points throughout the valley to avoid congestion in one single place.	Scope	Connections with regional transportation system
Christine Jackson	Shuttle buses could bring people to the gondola base station from various Park & Rides.	Scope	Connections with regional transportation system
Christine Jackson	4) Millcreek Canyon is getting busier every year and maybe could use a shuttle bus or road improvement	Scope	Include Millcreek
Patricia Thaxton	2. Add additional busses that originate at 3900 South Wasatch. This would allow commuters from Sugarhouse, Park City, and the University a more accessible starting point. Use the lot where road salt is currently stored to park cars	Scope	Connections with regional transportation system
Edward Mahoney	3. Shuttle buses from Trax or large parking areas to the Canyon mouths where transfer to rapid buses into the canyons could occur.	Scope	Connections with regional transportation system

Kurt Hegmann	That appears to leave trains as the only viable method to address the volumes and growth needed, and trains happen to be the most environmentally friendly, including allowing people to park at various lots in the valley.	Scope	Connections with regional transportation system
Robert Paxton	I am a 45+ year resident of Utah and have primarily skied Alta and LCC, now into our 3rd generation. The ski industry with largely regional season ticket sales, has changed skiing within the past 3-4 years. Skiers now move from resort to resort (especially) in the western U.S.. Early and mid-season are much more congested while the shoulder season is more accessible. To date this season, resorts have been exceptionally busy - to the point of diminished quality of experience (one of your noted goals) and diminished safety on the mountain. I can't think of a participation sport or event that does not limit numbers involved. Even spectator activities limit those involved, through seating. The resorts can only accommodate limited numbers of people. Private cars and public buses have efficiently taken customers to their desired resorts. Road congestion exists during limited times of the day, similar to rush hour, nonetheless, resorts have reached capacity many times. President John F. Kennedy stated " ask not what your country can do for you, ask what you can do for your country". I believe the private sector, not a public system should be the mainstay of canyon transportation. We as people often look to the government too often to solve problems that can be done privately. The average citizen of Utah should not be asked to pay for recreational transportation of a few. And most tourists prefer their rental car, Uber, Lyft, or private shuttles. Several years ago UDOT studied transportation and published automobiles are the most efficient and least costly method to move people to the resorts. Advantages are obvious- the owner pays for the vehicle, fuel, maintenance; but also include flexibility, storage of equipment, etc. A good traveler experience is ease, comfort, speed and timeliness. a car	Scope	General comment

Robert Paxton	We as people often look to the government too often to solve problems that can be done privately. The average citizen of Utah should not be asked to pay for recreational transportation of a few.	Scope	Private sector solutions
Katie Pappas	I agree with the CWC plans and goals.	Scope	Support scope
Matthew Pruss	Thank you for the opportunity to comment on the Mountain Transportation System and thank you for the work that you are doing. It is appreciated and needed. The scope of the MTS is appropriate for what is needed.	Scope	Support scope
Daniel Butters	I believe that once it is above Alta however, that it would probably be the best option to make a tram to go into BCC, as tunneling could be awkward into solitude and Brighton. Also the tram could continue to Park City or Heber a lot easier than a tunnel	Scope	Connections between CC/PC
Kate Reymann	Use portion of passes (including Icon, etc) to fund shuttle services.	Scope	Funding
robert wright	I think it would be much wiser to transport the skiers and riders to and from the resorts using shuttle buses staged from a central point in the valley.	Scope	Connections with regional transportation system
Benjamin Fox-Shapiro	I fully support the CWC's Mountain Transportation System plan and I hope they can get started as soon as possible. They have proposed a sensible and effective solution to the problem at hand. -Ben Fox-Shapiro	Scope	Support scope
Ron Clegg	Transportation for the Wasatch Mountains has been studied to death. We know the issues: continual growth in the valleys,	Scope	Population growth
Ron Clegg	narrow roads, high avalanche frequency, environmental concerns, watershed protection, connecting the canyons, and so on. I know we need to make improvements, but can we please complete the studies and start implementing the recommendations.	Scope	Connections between CC/PC
Joseph Scirica	especially a 6 mountain ski network will bring me into the Wasatch more.	Scope	Connections between CC/PC

Blake Perez	BUSES!	Scope	General comment
Lindsey Nielsen	test	Scope	General comment
Lindsey Nielsen	test	Scope	General comment
George Vargyas	Adequate parking needed, with coordination of valley system and stops. Start TOLLING ASAP to raise funds. Canyon closures to SOV's when parking is full encouraged. No further in-canyon parking/expansion.	Scope	Connections with regional transportation system
George Vargyas	No intercanyon connections via aerial/gondola or to the Wasatch Back. Make a better bus or rail system to those locations.	Scope	Connections between CC/PC
Julie Epperson	More places to park and catch buses (local schools/churches?)	Scope	Connections with regional transportation system
Tyson Anderson	5- I do not support an interconnect from the canyons to Park City. This will only serve as a way to further crowd the canyons, not lessen the traffic.	Scope	Connections between CC/PC

David Carroll	<p>I support the regional approach to transportation planning that was an outcome of the Mountain Accord and is inherent in the Central Wasatch Commission's mandate. This approach must take into consideration the connection of Cottonwood Canyons, Summit County, the Wasatch foothills, with the urban and suburban population centers in the valley. The Wasatch is interconnected, mountains to valley in ways that are both natural and human. Impacts resonate ecologically and on our experience of the place. Transportation plans should encourage and complement a balance between protecting landscape, water, and wildness and the escalating pressure of myriad users wanting access to the landscape that lies at our collective doorstep. Ski resorts traffic certainly contributes to the current problem, but the impacts of a burgeoning population are year around. Solutions must also be year around and not limited to addressing the impacts of a relatively small and seasonal user group. We should emphasize approaches that get people out of their vehicles, at a minimum of cost, with a short spin up to implementation and that prioritize using infrastructure that exists or is readily available. Grandiose schemes like the train and tram, planned now may not even be relevant by the time they come on line, and will likely be years away from implementation. These ideas also fail the test of a comprehensive and holistic plan since they only look at the issue as a narrow one of moving people a short distance and over a limited season. The mandate is more than moving people, but also protecting the environment, connecting the population centers of the valley with the recreation nexuses in the mountains, changing the paradigm from individual vehicle to mass transit and</p>	Scope	Connections with regional transportation system
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Jared Zitnay	Scope: Should cover the Central Wasatch Front and Back to include transportation plans and infrastructure (public and private) in Salt Lake and Summit Counties. This includes transportation related to resort traffic and backcountry trailheads, in both the summer and winter. The scope should cover all transportation options (e.g., bus, tram, train, bike, etc.) and regulations (e.g., tolling, volume restrictions, road closure, etc.) at the disposal of the local governments and businesses.	Scope	Support scope
Jared Zitnay	Scope: Should cover the Central Wasatch Front and Back to include transportation plans and infrastructure (public and private) in Salt Lake and Summit Counties. This includes transportation related to resort traffic and backcountry trailheads, in both the summer and winter. The scope should cover all transportation options (e.g., bus, tram, train, bike, etc.) and regulations (e.g., tolling, volume restrictions, road closure, etc.) at the disposal of the local governments and businesses.	Scope	Connections with regional transportation system
Jared Zitnay	Should cover the Central Wasatch Front and Back to include transportation plans and infrastructure (public and private) in Salt Lake and Summit Counties. This includes transportation related to resort traffic and backcountry trailheads, in both the summer and winter. The scope should cover all transportation options (e.g., bus, tram, train, bike, etc.) and regulations (e.g., tolling, volume restrictions, road closure, etc.) at the disposal of the local governments and businesses.	Scope	General comment

Jared Zitnay	Should cover the Central Wasatch Front and Back to include transportation plans and infrastructure (public and private) in Salt Lake and Summit Counties. This includes transportation related to resort traffic and backcountry trailheads, in both the summer and winter. The scope should cover all transportation options (e.g., bus, tram, train, bike, etc.) and regulations (e.g., tolling, volume restrictions, road closure, etc.) at the disposal of the local governments and businesses.	Scope	Geographic scope
Jared Zitnay	Should cover the Central Wasatch Front and Back to include transportation plans and infrastructure (public and private) in Salt Lake and Summit Counties. This includes transportation related to resort traffic and backcountry trailheads, in both the summer and winter. The scope should cover all transportation options (e.g., bus, tram, train, bike, etc.) and regulations (e.g., tolling, volume restrictions, road closure, etc.) at the disposal of the local governments and businesses.	Scope	Support scope
David Pace	I wish to express my support for the Commission, Utah Transit Authority and Summit County's continued interest in addressing the long-term transportation needs to balance the competing and complimentary objectives to encourage tourism, protect the environment and sustain the local economy.	Scope	Support scope

David Pace	<p>for a solution that will provide a transportation corridor "including high-capacity transit in the Little Cottonwood Canyon/Big Cottonwood Canyon/Park City corridor, fast transit service from the airport to the Park City area via I-80 and improved transit service on U.S. 40 and I-80 between Quinn's Junction and Kimball Junction.and encourage reduce congestion." In so doing, we hope to work closely with Summit County Commissioners and other local planning entities to achieve this vision. Currently, we are working as a family to determine the future use of the land. We are still in the initial stages of planning and desire to work closely with the Summit County Commissioners, local community members and other stakeholders to address environmental concerns and seek to reach a decision that will provide an asset that will benefit the greater Park City community for decades to come. I am a recent graduate of Brigham Young University's Public Relations program and served for one year as an Area Relations intern for the Public Affairs Department of The Church of Jesus Christ of Latter-day Saints. I greatly appreciate your foresight and planning in furthering this initiative.</p>	Scope	Connections with regional transportation system
Colin Gregerson	I do not support an interconnect of any type between canyons (train, tunnel, roadway, chairlift/gondola, other).	Scope	Connections between CC/PC
Heidi Schubert	I have reviewed the Mountain Accord Blueprint. It does seem like the factors that need to be addresses have been well characterized.	Scope	Support scope

<p>Kevin McCarthy</p>	<p>"My comments on the current CWC plan. First my wife and I are 45+ years residents of Park City, we moved here for the recreation and the hospitable engaging community. We have both been involved extensively in volunteer and business activities in Summit County. I was extremely involved in the 2002 Olympic Winter Games from before the bid was awarded, this included becoming an international judge for the sports of bobsled and skeleton racing. For over five years I was instrumental in building women's bobsled and skeleton into new or returning Olympic sports and was an Olympic judge for all the bobsled and skeleton events. Beginning with the first steps by what would later become SLOC we heard loud and clear from the Wasatch Front, Save Our Canyons organization and their constituents that they wanted nothing to impinge on their sacred locations. With that commitment implemented the bid went forward with the full embrace of the Wasatch Back and was fantastically successful. Now a generation later the Cottonwood Canyons are deluged by traffic and are the victims of their own parochialism. They have essentially no community or business enterprises except drive in day trippers. This is exactly what they wanted and given rapid growth of the Salt Lake valley the day trippers are overwhelming the Saved Canyons. An alternative community architecture for development on the Wasatch Back was crafted or evolved over the same time frame, it was articulated in the 2002 Games slogan; The World is Welcome Here. An international destination of world renown evolved focused on recreation, business, clean air, and community. People come from worldwide to enjoy everything Summit County has to offer; the best ski resorts, spectacular scenery, welcoming community. Many</p>	<p>Scope</p>	<p>Connections between CC/PC</p>
<p>James Tedford</p>	<p>"I am a resident of Park City. Please do not consider any remedy for the Cottonwoods that would have an undesirable effect on life in Park City. Listen to our city and county representatives. Thank you, Jim Tedford"</p>	<p>Scope</p>	<p>Connections between CC/PC</p>

Andy Beard	Why not look at using the Guardsman Pass road to Park City year round? It would provide a second way into and out of Big Cottonwood Canyon. To limit vehicles it could be a bus only system with public parking areas around Park City.	Scope	Connections between CC/PC
Kyle Maynard	◆ Friends of Alta supports the goals and scope of this project. While our mission pertains to Alta and Little Cottonwood Canyon, we live in this community and firmly believe that a smart, conscientious transit plan can be put together that makes everyone in the Central Wasatch satisfied.	Scope	Support scope
Kyle Maynard	What this committee should be focused on is more akin to a comprehensive plan, from which the necessary agencies can work from. Think about the goal that we all want to achieve and consider the transportation that will get us there and the ways we can unite not divide.	Scope	Include all major jurisdictions
Kyle Maynard	What this committee should be focused on is more akin to a comprehensive plan, from which the necessary agencies can work from. Think about the goal that we all want to achieve and consider the transportation that will get us there and the ways we can unite not divide.	Scope	Connections with regional transportation system

<p>Kyle Maynard</p>	<p>Absent the project costs, the impact an interconnect would have on the Town of Alta would be devastating. Either by train or car, Alta would cease to be the destination, but a pass through on the way to Park City - to sacrifice the culture that exists in this "end of the canyon" town would be a crying shame. FOA Supporter, Paul V. Profeta, put it best in a letter he wrote in 2015: "I was taken by the isolation, natural beauty, and lack of commercial development, lack of residential development, and overriding respect for the environment. Alta represents the winter haven I was looking for. It is not broken. It is magnificent. Let's not fix it. I would guess that most of us have chosen Alta for reasons similar to this." When all is said and done, Paul is 100% correct. We have a traffic problem in the Cottonwood Canyons, because so many people have chosen the canyons for peace, tranquility, recreation, and just to experience nature, undeveloped. People are choosing Salt Lake City and Utah for these reasons. We cannot forget what it is we are attempting to create. We run the risk, in these transit improvement project, of over-developing and destroying the nature and culture of these canyons in the name of easy access.</p>	<p>Scope</p>	<p>Connections between CC/PC</p>
<p>Tom Kessler</p>	<p>Commission Members, I wish to applaud the current submission of goals, guidance, and deliverables. They are well thought out and cover everyone's interests. Please accept and peruse my attached views on the future of wasatch front transportation and how it can apply to the entirety of the East Bench, 'support economic growth, quality of life, and environmental protection' as stated in your blueprint. It is never too early to consider the future and doubling of our population by 2065.</p>	<p>Scope</p>	<p>Support scope</p>

Nathan Rafferty	Ski Utah and our member resorts strongly believe that a more robust, comprehensive, efficient, sustainable and reliable transportation system for the central Wasatch is critical in maintaining both the recreation asset our residents enjoy as well as continuing to be a cornerstone of Utah's thriving visitor economy.	Scope	Connections with regional transportation system
Carl Fisher	Involvement Save Our Canyons wishes to continue to find resolution to the many, complex issues in the Wasatch. We strive to continue working in good faith with you and the many other stakeholders. We applaud this effort because it is looking at the correct scope and scale.	Scope	Support scope
Carl Fisher	First, we need to make sure connections from the mouths of the canyons (Parleys, Mill Creek, Big Cottonwood, Little Cottonwood, etc.) to the communities in the Salt Lake valley part of the analysis. Better improving mass transit system in the valley may be the best option for servicing the canyons.	Scope	Connections with regional transportation system

Carl Fisher	<p>Second, and bluntly, we are concerned this will be yet another exercise in futility. Three primary entities were absent from the first Transportation Committee meeting. It is those three entities who have the decision-making authority for this issue and their absence is notable. Any action in the Central Wasatch must at the very least gain consensus between the US Forest Service, Salt Lake City, and the State of Utah (inclusive of the governor and the legislature). While two of the entities are primarily concerned with watershed and land management, the state appears to only see the Wasatch as a resource for economic exploitation. Our fear is we will be stuck, again, without genuine engagement at the onset. We think it is important to ask ourselves, if the path we are headed is structured in a way to earnestly find resolution. As you take this and other input, let's take a moment to make sure we are headed in a good and inclusive direction and appropriately identify the issues.</p>	Scope	Include all major jurisdictions
Mark Levin	<p>4) Wherever the main terminal hub(s) is/are for the Cottonwood Canyons mass transit system ends up, it should have a direct light rail line connection to the SLC airport.</p>	Scope	Connections with regional transportation system
Wasatch Backcountry Alliance	<p>As Salt Lake City continues to grow, we need to implement a valley-wide transit system that moves people from their homes to the areas where they recreate, rather than one that requires people to drive their cars to these areas. A system that involves light rail and buses from areas across the valley would seem to be the best way to do this, and the Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in both Big and Little Cottonwood Canyons.</p>	Scope	Connections with regional transportation system

MICHAEL MAUGHAN	It is our understanding that the Little Cottonwood Canyon Environmental Impact Statement process that UDOT is currently undertaking is analyzing various transportation alternatives and incorporating the data and work of many previous studies. It seems premature and duplicative in nature for the CWC to undertake its own analysis of transportation alternatives at this time. Would it not be more prudent and efficient build upon and refine the work that is being done by UDOT? It is our understanding that UDOT intends to release their analysis of the alternatives during the summer of 2020.	Scope	Duplication of UDOT EIS
MICHAEL MAUGHAN	Development of a Mountain Transportation System needs to include the Forest Service, UDOT, and State of Utah since they have primary jurisdiction over the current and future transportation system. We are concerned that the Forest Service and UDOT both have backed away from involvement with the CWC.	Scope	Include all major jurisdictions
Helen Peters	Salt Lake County supports the Central Wasatch Commission's development of a year-round multimodal Mountain Transportation System Plan that connects with the regional transportation system including communities such as Park City, Heber/Utah valleys, and the greater Wasatch Front.	Scope	Support scope
Helen Peters	Salt Lake County supports the Central Wasatch Commission's development of a year-round multimodal Mountain Transportation System Plan that connects with the regional transportation system including communities such as Park City, Heber/Utah valleys, and the greater Wasatch Front.	Scope	Connections with regional transportation system
Helen Peters	The skiing/snowboard industry fuels economic and employment benefits along the Wasatch Front and robust transportation solutions are needed that provides reliable and timely access to the central Wasatch.	Scope	Quality of economic assets

Carl Fisher	<p>"Out of consistency, we'd also like to submit our Little Cottonwood EIS comments to the CWC Mountain Transportation process. Other attachments related to this are coming in another email. -----</p> <p>Carl Fisher Executive Director Save Our Canyons (801) 363-7283 - Office (801) 910-7487 - Mobile www.saveourcanyons.org www.facebook.com/saveourcanyons **** We've moved! As of July 1, 2019 our office is located at 3690 East Fort Union Blvd, Suite #101, Cottonwood Heights, UT 84121. Also note updated phone #s. Please consider walking, biking or using transit as we do not have onsite parking. Limited parking is available on street or in park 'n ride lots. Please do not take spots from businesses in the area. We do hope that you stop by and say hi! ----- Forwarded message ----- From: Carl Fisher <carl@saveourcanyons.org> Date: Fri, Dec 13, 2019 at 12:35 PM Subject: Comments on LCC EIS - purpose & need, screening criteria To: <littlecottonwoodeis@utah.gov> Cc: Save Our Canyons <info@saveourcanyons.org>, board@saveourcanyons.org <board@saveourcanyons.org> Please find attached comments from Save Our Canyons and associated attachments. Thank you, Carl -----</p> <p>----- Carl Fisher Executive Director Save Our Canyons (801) 363-7283 - Office (801) 910-7487 - Mobile www.saveourcanyons.org www.facebook.com/saveourcanyons **** We've moved! As of July 1, 2019 our office is located at 3690 East Fort Union Blvd, Suite #101, Cottonwood Heights, UT 84121. Also note updated phone #s. Please consider walking, biking or using transit as we do not have onsite parking. Limited parking is available on street or in park 'n ride lots</p>	SOC comments to UDOT EIS	
John McCall	- More bicycle trails and lanes.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure

John McCall	In addition to transportation problems, the country has an obesity epidemic. If it is easier to ride a bike, that will help with traffic congestion, air quality and health care costs. - Elon Musk/Tesla Boring Corporation Yeah, I know he is controversial. But maybe Elon could build a tunnel up Big and Little Cottonwood Canyons.	Transportation Modes and Management	Tunnel connection in CCs
Andrew Herrin	Look at what the mountainous regions of Europe have done for decades. Gondolas and trams will be the long term answer	Transportation Modes and Management	For Aerial
Clinton Poduska	Something my wife and I enjoyed very much was the Gondola system used for public Transportation in Telluride Colorado. It provides FREE, convenient, and environmentally friendly transportation. I've often thought that a gondola system would be a very good addition to connect daybreak and the district on the west side of the valley. Being that you are trying to connect the benches and summit county a gondola system could prove to add to the mountain setting and provide a wonderful form of transposition year round. The following is a path to the gondola system and some of the facts associated with it. https://townofmountainvillage.com/explore/getting-around/gondola-chondola/	Transportation Modes and Management	For Aerial
Charlotte Widdison	I think it would be a great idea to add a bus system	Transportation Modes and Management	For Buses
Charlotte Widdison	It would help with parking at major hiking spots.	Transportation Modes and Management	Parking in the canyons
Charlotte Widdison	I would encourage staying away from charging people to park in Cottonwood Canyons during the summer months. We should encourage people to be active and enjoy Utah's beauty.	Transportation Modes and Management	Against tolling
Sean Slack	Increase bus service to Park City and through the Cottonwood Canyons	Transportation Modes and Management	For Buses

Sean Slack	Long range should include rail up I-80 to PC including from the airport.	Transportation Modes and Management	For Rail
Stephen Sorweid	Stop thinking about expanded bus service as a long term solution. Buses only get stuck in the snow and will get stuck in existing traffic. Even if single occupancy rates drastically decline, population and tourism growth will put more cars in the road and buses will just be stuck in all that traffic. Also, these buses just can't handle deep powder days as people expect.	Transportation Modes and Management	Against Buses
Stephen Sorweid	Think big and plan for gondola	Transportation Modes and Management	For Aerial
Stephen Sorweid	and/or train like they do in Europe.	Transportation Modes and Management	For Rail
Stephen Sorweid	Also, riding bikes in the canyons and local slc streets have begun to get ridiculously dangerous. Connect bonneville shoreline and other protected trails as soon as possible to keep cyclists safe.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Stephen Sorweid	If we focus on this, carrying capacity for the canton roads won't be an option. This will improve locals' experience and turn northern Utah into a world class destination. Force the resorts to foot some of the bill. I'd happily pay an extra \$100 for my pass to have access to a world class gondola transit plan.	Transportation Modes and Management	For Aerial
Stephen Sorweid	Also, riding bikes in the canyons and local slc streets have begun to get ridiculously dangerous. Connect bonneville shoreline and other protected trails as soon as possible to keep cyclists safe.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Stephen Sorweid	Don't become Colorado and sit and do nothing. I consider expanded bus service "Doing Nothing"!	Transportation Modes and Management	Against Buses

Scott Harmer	The changing E-commerce economy has left the Salt Lake valley (including the east suburbs) littered with several large, empty big box stores (Shopko and Fresh Market in Sandy specifically). Resorts and local government need to explore ways to convert these eyesores into remote parking with efficient transport to and from the resorts. Creative, open space options (sports fields, food truck parks, etc) should be explored to productively use these same spaces in the off season.	Transportation Modes and Management	Parking in the valleys
Stan Pugsley	An important component would be a bike lane up Parleys Canyon to connect the Salt Lake trail system to the Park City trail system. Or a better bike route could be created between Mountain Dell and Park City. This would create a world-class trail system for the area.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Devon Gibby	Why is a monorail in LCC not being considered?	Transportation Modes and Management	Monorail
Devon Gibby	Adding more inconvenient busses just adds to the already overcrowded canyon and pollution. Everything else is a bandaid that will need to be addressed again in a few years.	Transportation Modes and Management	Against Buses
Michael McFadden, P.E., ENV.SP	Hello - As a civil engineer, avid skier (resort & BC), and environmentalist, I believe there is only one viable option to maintain long-term convenient access to the Cottonwoods. I urge you to strongly consider an AERIAL GONDOLA system	Transportation Modes and Management	For Aerial
Michael McFadden, P.E., ENV.SP	and parking structure at the mouth.	Transportation Modes and Management	Parking in the valleys

Michael McFadden, P.E., ENV.SP	and TOLLS collected at the canyon mouths. Pricing should be varied based on time of day, day of week, and week of the year (which would make annual passes difficult without automated express-pass-type technology; pass holders should still pay a premium for heavy-traffic times).	Transportation Modes and Management	For tolling
Michael McFadden, P.E., ENV.SP	In the SHORT TERM, please expand the number of buses.	Transportation Modes and Management	For Buses
Michael McFadden, P.E., ENV.SP	I think it'd be great if traffic was restricted to uphill/downhill only at peak times and allow only buses to use the opposing lane.	Transportation Modes and Management	Restrict vehicles
Ryan Hayes	In terms of functional changes to canyon access, it is impossible to deny the need for severely restricted private vehicle access	Transportation Modes and Management	Restrict vehicles
Ryan Hayes	and realization of legitimately developed public transit. Public busing on surface streets seems a weak half-measure at best.	Transportation Modes and Management	Against Buses
Ryan Hayes	We should be examining light rail, with subterranean alignments and/o	Transportation Modes and Management	For Rail
Ryan Hayes	r snowshed protection to decouple it from weather and avalanche conditions	Transportation Modes and Management	Avalanche shed
Ryan Hayes	In terms of functional changes to canyon access, it is impossible to deny the need for severely restricted private vehicle access and realization of legitimately developed public transit.	Transportation Modes and Management	Restrict vehicles
David Harris	We need to connect trax to more East west opportunity. We should connect trax from the airport to snowbird/Alta then via a tunnel to solitude/Brighton then over Gardsman Pass to park city and future to summit county.	Transportation Modes and Management	For Rail

Danielle Isaacson	My husband spent years commuting between Utah and Salt Lake county. He biked whenever possible. However, this was not easy. There are no direct bike paths between counties on the east side. The west has Redwood Road but the east has a gravel-filled frontage road (terrible for road bikes) that ends in Draper. Draper is the biggest problem because there are no straight shot roads. You need a bike path that goes along I15 with little to no stops. He would have rode his bike more if there was a good path.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Nathan Momberger	Carpooling and increased bus service is not a solution.	Transportation Modes and Management	Against Buses
Nathan Momberger	Rail systems can be placed in bunkers across avalanche paths.	Transportation Modes and Management	For Rail
CHRIS HENDRY	2 things that need to be done now Fix Wasatch blvd between Bengal Blvd and 9400 South it needs 2 lanes each way with center turn lane for starters the whole way. Perhaps some minor widening and improvement in BC would help flow, test run bus service in the canyons this year on a limited basis.	Transportation Modes and Management	Add travel lanes
CHRIS HENDRY	2nd before any more mass transit is planned come up with a parking solution for the mass transit, living in this zone we see the parking struggle everyday nowhere to park to ride transit, Becker is wrong parking structures or similar will be needed to get the idiots from parking in the street especially on snow days and day after particularly on the N side of gravel pit where Wasatch splits off. People are not going to park at lots by i15 to ride transit.	Transportation Modes and Management	Parking in the valleys
Ben Dover	Build a train that can take you to alta. Look at Switzerland and how they do this. Its literally how they have the highest transit stop in the world. Some parts can be underground but will take you to the top	Transportation Modes and Management	For Rail
Sam Haycock	As a person who skis 95% in the Backcountry. Buses and other options often don't stop within a half mile of popular trail heads.	Transportation Modes and Management	Doesn't serve all trailheads

Sam Haycock	I think a monorail might be an option because it would be easier to add stops than other options like a gondola. Honestly don't have any idea what would be a good way to solve the issue. Anyhow, this current season I haven't been up the canyon on a weekend because the traffic is so awful. So something by needs to be done.	Transportation Modes and Management	Monorail
David Hackbarth	Short term improving bus service	Transportation Modes and Management	For Buses
patricia blake	Institute hydrogen busses and back to base battery storage micro grid. Solar powered electrolysis to produce hydrogen. Contact me, Patricia.blake@windandsea-research.com for a proposal.	Transportation Modes and Management	For Buses
Roland Gilmore	Is more transportation really needed. There is only so much parking and ski lift capacity. Maybe more transportation doesn't really fix anything. Maybe we are just at maximum capacity.	Transportation Modes and Management	
Steve Hunt	As an outdoor enthusiast I travel the canyons (LCC and BCC) several times a week, both in the summer and winter months. I think that starting a bus shuttle system like what is used in Zion Canyon National Park makes the most sense.	Transportation Modes and Management	For Buses
Steve Hunt	Making use of the big lot at 94th and Highland Drive and another at the soon to be defunct gravel pit.	Transportation Modes and Management	Parking in the valleys
Steve Hunt	Little Cottonwood Canyon also needs sheds built over the major slide paths to prevent the multiple closures it currently experiences. For whatever it's worth that's my two cents Steve Hunt	Transportation Modes and Management	Avalanche shed
Thomas Lund	I am for a "busing only" policy for everyone else. I am for busing for all activities, not just skiing at the resorts.	Transportation Modes and Management	For Buses
Suzie Ellison	I support a system of shuttles.	Transportation Modes and Management	For Buses

Suzie Ellison	any kind of tram system train or other type of system. The entire canyon is vital and Precious abs should be disturbed as little as possible. Since the roads already exist I think required shuttles are the best option with	Transportation Modes and Management	Against Rail
Suzie Ellison	more parking at the bottom of the canyons.	Transportation Modes and Management	Parking in the valleys
Robert Flemming	The ONLY viable transport system for Little Cottonwood Canyon is GONDOLA from Salt Lake Valley to just past Alta !!! This solution is a no-brainer. Expensive -- yes, but worth it. Thanks, Bob Flemming	Transportation Modes and Management	For Aerial
Zachary Burton	I feel that a gondola would help solve a lot of the issue but it won't be a good long term solution. We should install a gondola while we build better infrastructure,	Transportation Modes and Management	For Aerial
Zachary Burton	We should also pave more parking areas in LCC and BCC for people to access back-country without causing any road issues.	Transportation Modes and Management	Parking in the canyons
Zachary Burton	A train would be the best long term solution but it would also be the most expensive. The infrastructure of a train could collect people at several parking areas and eliminate the over parking of one specific area.	Transportation Modes and Management	For Rail
Alex Popowych	A European style tram system from the base of the canyons would be an amazing solution. Please consider this as an option-	Transportation Modes and Management	For Aerial
Amy Mills	electric bus service Borrow one or two of Park City's under-utilized electric buses for a year as a pilot project and see how it goes. Also, involve the resorts in encouraging bus use by and don't have the dis-incentive of transporting unwieldy equipment by bus. (This can be important for multi-day skiers, especially seniors, who might otherwise have a strong preference for driving their own cars.)	Transportation Modes and Management	For Buses

Mary Caldwell	When the quarry is done, put in a parking structure that descends into the mountainside. This would prevent an ugly building from becoming an eye sore while creating parking for the resorts and a hub for the	Transportation Modes and Management	Parking in the valleys
Mary Caldwell	ski busses to load up snow enthusiasts.	Transportation Modes and Management	For Buses
Mary Caldwell	ALL RESORTS SHOULD HAVE STEEP PARKING FEES.	Transportation Modes and Management	Ski resorts charge for parking
Mark Gardiner	Dedicated buses for resorts. Just Alta, Just Snowbird. Instead of locals with stops at both.	Transportation Modes and Management	Express bus to resorts
Audrey Wussow	We ski at Alta and I propose the following. 1.A rapid express bus that goes directly to Alta and skips Snowbird.	Transportation Modes and Management	Express bus to resorts
Audrey Wussow	4. Increase of traffic cops at the base of LCC and turning away drivers w/out the proper tires/4wd on powder days.	Transportation Modes and Management	
Audrey Wussow	6. Charge to drive up LCC and that fee would help with free bus pass/ will eliminate the need to charge up in Albion basin during the summer.	Transportation Modes and Management	For tolling
Christian Solberg	Parking and the bussing system must be significantly improved to cut down on canyon congestion. Having a hub per canyon with enough busses regularly moving (not completely full every time) would be make it easier and more enticing for locals and tourists alike.	Transportation Modes and Management	Improve bus system
Christian Solberg	Parking decks near the mouths of little and big cottonwoodcanyon with busses leaving at regular intervals seems important to this success.	Transportation Modes and Management	Parking in the valleys
Christian Solberg	toll booth could be implemented at the mouth for those that still choose to drive.	Transportation Modes and Management	Tolling
Christian Solberg	such as a train or gondola to be implemented further down the road if necessary.	Transportation Modes and Management	For Rail
Diane Whittaker	Better parking for mass transport for east side residents.	Transportation Modes and Management	Parking in the valleys

Jim Manos	I think the first order of business should be minimizing road closures in LCC for control work. Road closures in LCC causes major traffic issues along Wasatch Boulevard, all the way north to 215 and west on 9800 South into Sandy. Neighborhoods off these roads are being severely affected as well. At least a half dozen times this winter, I've been delayed leaving my neighborhood in CH to go to work. Building avalanche sheds over frequent slide paths (Lisa Falls, Maybird, Tanners, White Pine, Little Pine, Willows, Cottonwood Draw, Monte Cristo) will help keep the road open to the bypass road at Snowbird.	Transportation Modes and Management	Avalanche shed
Jim Manos	Better policing of chains, 4WD and adequate tires is a must! This is not being done consistently. Add more Unified Police and/or have Sandy and Cottonwood Heights police aid in this.	Transportation Modes and Management	Increase traction enforcement
Jim Manos	More efficient bus transportation is needed	Transportation Modes and Management	For Buses
Jim Manos	bigger public parking lots and added busses to canyon routes. Maybe have the office space parking lots off of 3000 East be used as transit hubs on weekends.	Transportation Modes and Management	Parking in the valleys
Jim Manos	All resorts should follow Solitude's lead and charge for parking. Snowbird should do away with its preferred privileged parking and charge everyone. This should encourage carpooling.	Transportation Modes and Management	Resorts parking fee
Jim Manos	Resorts need to expand available parking. Even with solutions minimizing volume of cars, this will be an issue.	Transportation Modes and Management	Expand parking at resorts
Jim Manos	adding lanes in both canyons.	Transportation Modes and Management	Add travel lanes
Jim Manos	Mandatory carpooling on busy days. No single occupants in vehicles allowed up canyons. Formalize ride sharing at public parking lots.	Transportation Modes and Management	Mandatory carpool

David Huston	I live in CWH and have for several years. I am in the mountains weekly and frequently leave my neighborhood and go to PC due to the congestion. PC is not much better depending on the week. Northern Utah's #1 asset is OUT of CONTROL. Thank you for taking feedback to improve the situation. My suggestions in order of priority: 1. Proactive Avy Management (sheds, widen roads, physical barriers) 2. More stringent daily caps on vehicles (single or multiple riders should not matter) 3. Require ski resorts to cap not based on parking but on number of visitors 4. Convert gravel pit to parking structure and require bus usage after vehicle cap 5. Smartly constructed light rail which connects both canyons and PC with the valley 6. Encourage a ski resort in Oquirrhs 7. Reservation system	Transportation Modes and Management	Avalanche shed
David Huston	4. Convert gravel pit to parking structure and require bus usage after vehicle cap	Transportation Modes and Management	Parking in the valleys
David Huston	5. Smartly constructed light rail which connects both canyons and PC with the valley	Transportation Modes and Management	For Rail
Eric Michaels	2. Snow sheds are the way to go in little cottonwood.	Transportation Modes and Management	Avalanche shed
Eric Michaels	4. Gravel pit redevelopment should include transit center	Transportation Modes and Management	Parking in the valleys
Eric Michaels	5. Close the canyons to traffic in winter months only allow buses up for visitors. Not everyone including me needs to drive in winter.	Transportation Modes and Management	Transit only

<p>Julie Faure</p>	<p>Who I am: Mother of family of 4 who live in Sugarhouse. Both of our kids are on teams that meet at Little Cottonwood resorts at 8:50am on weekend mornings and holidays. I ski in resort and in the backcountry. We would take a bus if it were more convenient and the bus wasn't stuck in the car traffic. I support protections for the Wasatch. I support making the Central Wasatch into a protected Recreation Area. I disagree with further resort expansion. I oppose "One Wasatch". I support transportation solution to enhance dispersed recreation. I would like to see better ski bus service. I support using school parking lots on weekends. Our family would take a bus that leaves from Highland High School and goes directly up Little Cottonwood Canyon. If many stops have to be made and the trip takes 2 hrs, we would not use the service. Bus service needs to be convenient and faster than using personal vehicle. If we have to drive to parking at gravel pit, transfer to a bus and then transfer to a train or a tram to get up LCC or BCC, we wouldn't care to do it.</p>	<p>Transportation Modes and Management</p>	<p>Improve bus system</p>
<p>Taylor Lund</p>	<p>My comment is in reference to improved bicycle and pedestrian infrastructure where applicable, but also in terms of look toward what public transport looks like in the near future. These two subjects go hand in hand. Specifically, with the advent of autonomous vehicles, we are going to need to completely rethink our cycling and pedestrian infrastructure. First, we need to build roads specifically with support for autonomous ride share in mind. In the long term, this will be the social standard as ownership will become superfluously expensive. It may seem far off, but the time to start building our infrastructure to support this inevitable reality is now.</p>	<p>Transportation Modes and Management</p>	<p>Autonomous vehicles</p>

Taylor Lund	<p>Second, we need to understand how autonomous vehicle systems will work with cycling and pedestrian traffic, which include these damn scooters; we may not love them, but they're here to stay because they work. Regardless of what side of the political spectrum you sit on, air quality in Utah, and especially that SLC valley just absolutely sucks. This fact is a strong driver for the sustainability trend, and that trend, along with progressively worsening city traffic are driving more people to their bikes than ever. If we want SLC to be and be seen as a forward thinking city, we HAVE to prioritize cycling, pedestrian and scooter traffic in our infrastructure. Ideally, we would have isolated double bike lanes at regular intervals, and all thoroughfares in both directions ("north/south" and "east/west"). Isolated, because cycling is dangerous and this also positions our roads to cooperate with autonomous vehicles. Double bike lanes, because higher back traffic will require the room for cyclists to pass one another.</p>	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Roy Bartee	<p>PLEASE PLEASE PLEASE do NOT forget about road bikers (and mountain bikers) on the roads especially in the Cottonwoods. Do NOT ignore their needs. Many of us road cyclists crave the challenge of climbing Big or Little Cottonwood Canyon. We need room to cycle. Descents are particularly dangerous and drivers need to be aware their are cyclists on the road travel as fast or faster than them. A dedicated lane might be practical for ascents but we need the whole lane for descents. Please don't make it impossible for cyclists to use the canyon by installing bus only lanes, or HOV lanes that restrict our already dangerous but barely adequate access.</p>	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure

Carol Swenson	This plan started as a way to ease congestion to the Cottonwood Canyons, not a money-making scheme disguised as transportation solutions. Looking at ways to tunnel and or create lifts/gondolas over to the Wasatch Back is the same as looking to destroy animal habitats, beautiful views, and recreation areas primarily for the sake of making money. This is unacceptable.	Transportation Modes and Management	Against Aerial
Luke Ratto	I know this may sound grandiose, but the quarry is the answer for so many of the current and growing problems. The quarry could offer a centrally based hub (food, shops, parking, locker) for multi-vehicle travel (bus, carpool, etc).	Transportation Modes and Management	Transportation hubs
Luke Ratto	Elevate this community, literally, a 3s gondola could provide some amazing relief... while it wouldn't solve all the issues, it would be 1 facet to the many that a true solution needs	Transportation Modes and Management	For Rail
Jenna Cox	I would love some sort of train system up the canyon! It wouldn't get stuck in traffic like the bus and if it ran frequently it would cut way way down in traffic	Transportation Modes and Management	For Rail
Niki McDaniel	Hi- I would like to see a type of TRAX system or another rail (thinking of electric street cars like in Toronto) that continuously go up and down the canyons stopping as designated sites along the way.	Transportation Modes and Management	For Rail
Niki McDaniel	A larger parking area or Trax park and ride at the mouth of the canyon or nearby would be convenient.	Transportation Modes and Management	Parking in the valleys
Mikell Bova	. I'm not sure what the best solution is but there are too many single-occupant cars going up and down the canyon. Maybe private vehicles should be forced to carpool to enter the canyon and those that are not able to meet that requirement should ride the bus.	Transportation Modes and Management	Restrict vehicles
John Dubock	I've worked at Snowbird as a Mountain Host for 12yrs. Gladly ride the bus, even hitchhike up. Giving UTA buses priority is a great first step. If the bus flies up or down, riders are happy.	Transportation Modes and Management	Dedicated transit lane

John Dubock	Snowsheds would lower chances of 2am UDOT road closures.	Transportation Modes and Management	Avalanche shed
David Ream	This winter, most snow days and on weekends, all of the available bus served parking areas are full by 10 A.M. with cars parked a half a mile in both directions on Wasatch Blvd. and 72 south. Also, it is great to use local school parking lots but that only works on weekends and church parking lots do not work on Sunday. Currently, local business in the areas around the cottonwoods on 7200 and 9400 south are getting frustrated with skiers using their parking lots as jumping off places to catch a ride with a friend or the bus.	Transportation Modes and Management	Parking in the valleys
Clint Juhl	Short Term Big & Little Cottonwood Canyon(s) traffic Solution: Restrict cars going up both canyons. Only home & condo owners vehicles, delivery trucks, resort vehicles and emergency vehicles (there may be others that need access).	Transportation Modes and Management	Restrict vehicles
Clint Juhl	During non-busy times, vehicles could drive up the canyons for a fee (like entering national parks).	Transportation Modes and Management	Tolling
Clint Juhl	NGV Buses, lots of them, running all the time, not every 15 minutes but every 3 minutes, load and go, load and go. Early in the morning for employees and late at night for restaurant staff and customers. Put ski & board racks on the sides of the bus, no one wants to carry on their skis on the bus. Put ski racks at the bus stops as well during the winter. Salt Lake City ran busses for the 2002 Olympics, Park City's Transportation was fantastic. Buses and drivers came in from all over the USA to be part of the Olympics. Lots of buses.	Transportation Modes and Management	For Buses

Clint Juhl	Use Old Mill Golf Courses parking lot as a Wintertime Bus Park and Ride Stop. On busy weekends & holidays work with the businesses near Old Mill (the 215 curve) with all of the empty parking spaces on weekends surely there could be some way to park skiers and boarders there and let those also be Wintertime Bus Park and Ride Stops.	Transportation Modes and Management	Parking in the valleys
Clint Juhl	Build Aerial Gondola station at Parking Structure. Run gondolas east, with a couple of stations along the way (those would have small parking lots). At a predetermined point, the gondola line splits into a "Y", with one Line going up Little Cottonwood and one Line going up Big Cottonwood. Stops include Snowbird & Alta on one line. On the other Y line Solitude and Brighton. Gondolas can be added "on the line" on busy days and taken off of slower days. Run gondolas early in the morning and late in the evening for employees at the resorts. Give people the opportunity to purchase their own private gondola, which could be put "on the line" when they are coming up or down very easily, their personal use only. Either pay for parking at the gondola station, or pay a fee to ride the gondola round-trip. This could also be partially subsidized by the ski resorts like they are currently doing for bus riders. Riding the gondolas during non-ski or (quite frankly anytime) could be a great family activity to view the beautiful Wasatch Mountains.	Transportation Modes and Management	For Aerial
Andrew Stone	No mention seems to be made of Millcreek Canyon. It is heavily used and traffic and parking is out of control summer and winter. It needs a shuttle or reliable communication from the top to the bottom to warn when parking is over capacity.	Transportation Modes and Management	For Buses

Allen Sanderson	No trains, no gondolas, no trams as they cost too much and there is ZERO infrastructure to get people to them. People do not want to take multiple forms of transportation.	Transportation Modes and Management	Against Aerial
Allen Sanderson	No trains, no gondolas, no trams as they cost too much and there is ZERO infrastructure to get people to them. People do not want to take multiple forms of transportation.	Transportation Modes and Management	Against Rail
Allen Sanderson	Improve the road where needed so to allow for buses and bus stops. The gravel pit will not be played out for decades as such it is NOT a solution for transportation hub. Nine holes of the Salt Lake County Old Mill Golf Course should be turned into a transportation hub.	Transportation Modes and Management	Dedicated transit lane
Allen Sanderson	The gravel pit will not be played out for decades as such it is NOT a solution for transportation hub. Nine holes of the Salt Lake County Old Mill Golf Course should be turned into a transportation hub.	Transportation Modes and Management	Transportation hubs
Elliott Mott	I opine increased UTA bus service designed to accommodate enthusiasts seeking access to trailheads in the canyon, not just out-and-back routes to ski resorts is needed.	Transportation Modes and Management	For Buses
Elliott Mott	Adjunct to this is a need for valley parking lots where enthusiasts can rally specifically for Big Cottonwood and Little Cottonwood "Trail Access" bus service. Current UTA parking lots and/or designated places in regional shopping malls are a possibility for these feeder "Canyon Access" parking lots. We don't need to pave-over move open spaces in the Salt Lake Valley as there is plenty of unused capacity available to park vehicles for those seeking canyon access.	Transportation Modes and Management	Parking in the valleys
Elliott Mott	Other buses could be identified as "Big Cottonwood Resorts" and "Little Cottonwood Resorts" for those seeking non-stop service to Snowbird and Alta, Solitude and Brighton.	Transportation Modes and Management	Express bus to resorts

Elliott Mott	Also, BC & LC need snow sheds over known avalanche paths to minimize disruptive road closures during winter.	Transportation Modes and Management	Avalanche shed
Elliott Mott	Step two, should canyon congestion continue to be a problem, might be to permit only residents and employees of canyon resorts to have private vehicle access; except for cyclists, everyone else would need to pay a canyon access fee similar to the current program Salt Lake County has for Millcreek. We are a POV centric society, and ergo, a fee program may come sooner than later.	Transportation Modes and Management	Restrict vehicles
Elliott Mott	Step two, should canyon congestion continue to be a problem, might be to permit only residents and employees of canyon resorts to have private vehicle access; except for cyclists, everyone else would need to pay a canyon access fee similar to the current program Salt Lake County has for Millcreek. We are a POV centric society, and ergo, a fee program may come sooner than later.	Transportation Modes and Management	Tolling
Elliott Mott	Finally, cyclists need designated up-canyon bike lanes in both Big Cottonwood and Little Cottonwood Canyons. Sometimes cyclists on the roadway is a root cause promoting traffic congestion.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Carole Straughn	. I would favor a two-track train line connecting to the UTA system as a long-term solution as opposed to an aerial gondola system, for reasons of safety, capacity, and aesthetics.	Transportation Modes and Management	For Rail
Carole Straughn	. I would favor a two-track train line connecting to the UTA system as a long-term solution as opposed to an aerial gondola system, for reasons of safety, capacity, and aesthetics.	Transportation Modes and Management	For Rail
Carole Straughn	. I would favor a two-track train line connecting to the UTA system as a long-term solution as opposed to an aerial gondola system, for reasons of safety, capacity, and aesthetics.	Transportation Modes and Management	Against Aerial

Tom Diegel	i do think that a system that includes a gondola up either/both of the canyons would be acceptable to me.	Transportation Modes and Management	For Aerial
Aaron London	WBA believes that the best currently available technology that meets our criteria is a flexible and dynamic fleet of energy efficient buses and vans using a series of transportation hubs;	Transportation Modes and Management	For Buses
Aaron London	WBA believes that the best currently available technology that meets our criteria is a flexible and dynamic fleet of energy efficient buses and vans using a series of transportation hubs;	Transportation Modes and Management	Transportation hubs
Aaron London	we do not support using an aerial or rail system in the Central Wasatch at this time	Transportation Modes and Management	Against Aerial
Aaron London	we do not support using an aerial or rail system in the Central Wasatch at this time	Transportation Modes and Management	Against Rail
Aaron London	Bicycle safety should be an integral part of this transportation system.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Rowan Jhamb	I believe the smartest option for transportation improvement in a timely manner would be to close little and big cottonwood canyons to civilian traffic other than residents and critical employees and run strictly buses up and down.	Transportation Modes and Management	Eliminate personal vehicles
Rowan Jhamb	I believe the smartest option for transportation improvement in a timely manner would be to close little and big cottonwood canyons to civilian traffic other than residents and critical employees and run strictly buses up and down.	Transportation Modes and Management	For Buses
Rowan Jhamb	To accommodate parking in the valley, parking structures could easily be built in the existing lots. Hopefully something can be done before it's too late.	Transportation Modes and Management	Parking in the valleys
Dani Poirier	A system that involves light rail and buses from areas across the valley would seem to be the best way to do this,	Transportation Modes and Management	For Rail

Dani Poirier	A system that involves light rail and buses from areas across the valley would seem to be the best way to do this,	Transportation Modes and Management	For Buses
Dani Poirier	WBA believes that the best currently available technology that meets our criteria is a flexible and dynamic fleet of energy efficient buses and vans using a series of transportation hubs;	Transportation Modes and Management	For Buses
Dani Poirier	we do not support using an aerial or rail system in the Central Wasatch at this time.	Transportation Modes and Management	Against Aerial
Dani Poirier	we do not support using an aerial or rail system in the Central Wasatch at this time.	Transportation Modes and Management	Against Rail
Dani Poirier	Bicycle safety should be an integral part of this transportation system.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Dani Poirier	thereby being designed to reduce the number of cars currently in the canyons, minimize environmental impacts and enhance the experience of everyone using the Wasatch Mountains.	Transportation Modes and Management	Restrict vehicles
Ryan Jabs	The current situation on busy days in the canyons is similar to road conditions in my city home of New York, completely over crowded. The positive of NYC living is our air quality compared to SLC. That needs to change SLC! My solution to preserve the Canyons for years to come is install a tram/ lifts to get people up the mtn. One up each canyon and 1 from park city.	Transportation Modes and Management	For Aerial

Chantelle Kadlec	<p>I have a couple ideas in addition to more and frequent buses. 1. If people want to drive, they must have a full car. Perhaps there's a queue of people waiting for a bus or ride and if you have a 5 seater vehicle and only 2 people, you must pick up additional people/equipment (yes I know they would be strangers). There would obviously need to be a checkpoint and it would need space for a waiting and pickup area for specific resort lines of people. People would have opportunity to get in a bus as well from these lines. The single person vehicle up the canyon has to go. 2. Another idea is to toll cars at canyon entrance. This will obviously slow traffic down but you pay more for not having a full car. Perhaps \$10 for under four people and \$5 for a full car. This is money that could go back into maintaining the Canyons and roads and makes people think about carpooling. Perhaps even full electric or hybrid cars get free entrance. Incentivize people to make good choices and put consequences on the poor choices.</p>	Transportation Modes and Management	Improve bus system
Chantelle Kadlec	<p>1. If people want to drive, they must have a full car. Perhaps there's a queue of people waiting for a bus or ride and if you have a 5 seater vehicle and only 2 people, you must pick up additional people/equipment (yes I know they would be strangers). There would obviously need to be a checkpoint and it would need space for a waiting and pickup area for specific resort lines of people. People would have opportunity to get in a bus as well from these lines. The single person vehicle up the canyon has to go.</p>	Transportation Modes and Management	Carpooling

Chantelle Kadlec	2. Another idea is to toll cars at canyon entrance. This will obviously slow traffic down but you pay more for not having a full car. Perhaps \$10 for under four people and \$5 for a full car. This is money that could go back into maintaining the Canyons and roads and makes people think about carpooling. Perhaps even full electric or hybrid cars get free entrance. Incentivize people to make good choices and put consequences on the poor choices.	Transportation Modes and Management	Tolling
Chris Adams	Buses and snowsheds should be used to move people up and down BCC and LCC more efficiently.	Transportation Modes and Management	Avalanche shed
Chris Adams	Not only can these be implemented much faster and at a significantly lower cost than aerial or rail options, they leverage existing infrastructure and do not require major changes to the canyons themselves.	Transportation Modes and Management	Against Rail
Jeremy Howlett	A train to Park City is long overdue.	Transportation Modes and Management	Tunnel connections CC/PC
Jeremy Howlett	We are a mountain city and need to maintain access to these beautiful places that belong to the public. At minimum, they should be fee based as National Forest access like Mirror Lake Hwy and American Fork Cyn.	Transportation Modes and Management	Tolling
David Sorensen	Rail system or lift, gondola should be the main objective for :mitt;e and Big Cottonwood Canyons.	Transportation Modes and Management	For Aerial
David Sorensen	Rail system or lift, gondola should be the main objective for :mitt;e and Big Cottonwood Canyons.	Transportation Modes and Management	For Rail
John Knoblock	should be expanded and clarified to say something like "including roadside parking restrictions, parking lot fees, vehicle occupancy-based fees, and canyon access road tolling."	Transportation Modes and Management	Tolling

Con Thueson	The most feasible, cost effective solution seems to be a near mandatory, high frequency, shuttle bus system similar to that at Zion National Park using natural gas and electric buses. I expect that daily visitor limits will have to be imposed at some time in the future.	Transportation Modes and Management	Private jitney/buses
Val Wilcox	When I was a kid in Ogden I took up skiing and had a 1969 Pontiac GTO to drive to Snow Basin and later a 280 Z. At that time Yeamon Bus Lines in Ogden started a bus service to Snow Basin and I would pay for a winter pass to ride the bus. At that time the bus would be on a designated route to pick up riders in certain areas of the Ogden. Several buses covered parts of Ogden. I simply walked to the end of the street (my home was the 2nd house from the corner). The bus was on a set schedule and picked me up, threw the skis/poles in the bus storage area and after a short time the bus was full and we went to Snow Basin in all kinds of weather. No problems/no worries/no car to drive up to Snow Basin, and then the bus would return to Ogden around 4:00 PM in the afternoon and drop me 2 doors from my home. Buses make sense and this service lasted for several years before the Bus Line closed it doors due to the passing of the owner. Parking fees make perfect sense, no need to whine about it. It will change behavior. And of course the ski resorts will have to foot a good portion of any new expenses for any plan to work. Don't throw the bill on the every day tax payor. Any way it worked a long time ago and the skiers didn't complain about a season pass cost because it was money well spent.	Transportation Modes and Management	For Buses

Susi Hauser	<p>In my opinion, the greatest barrier to addressing the transportation issue is the idea that the solutions need to be cheap. In contrast, I believe in long term solutions that may initially be more costly but prove their worth both aesthetically and financially over time. Therefore, I am in favor of a train system. I have observed train systems in Switzerland and other locations in Europe and know that they are well used, quiet, and efficient. When you have as important of an asset as the Wasatch Mts are to Salt Lake City then you need to invest in that asset.</p>	Transportation Modes and Management	For Rail
Susi Hauser	<p>I think that the ultimate goal should be a train line from downtown Salt Lake City all the way to Park City, continuing with tunnels to Brighton and Alta. There also needs to be an additional route from downtown to the bottom of Parley's Canyon to Alta via Little Cottonwood Canyon. The Park City line would also address the commuter issues between Salt Lake City and Park City. In spite of all their growth, Park City has done a pretty good job preserving open space and building trails. It would be smart to persuade Park City and some of their forward thinking planners to buy into the idea and use their help in designing the train line.</p>	Transportation Modes and Management	Tunnel connection in CCs

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Susi Hauser	Until the train lines are built, any buses going up either Big or Little Cottonwood Canyon should be electric which are quieter and pollute less. Stops need to include back country ski access sites and hiking trails.	Transportation Modes and Management	For Buses
Jim Hickman	It is time to do something progressive about the traffic in the BCC. All options should be on the table but 1st providing adequate parking at the Base is paramount. Setting up a 'pay as you go' system something akin to what is on tollroads? Also on snowy days it is imperative that a system be in place to ONLY allow 4x4 vehicles up the Canyon would relieve a lot of headaches.	Transportation Modes and Management	Parking in the valleys
Jim Hickman	Setting up a 'pay as you go' system something akin to what is on tollroads?	Transportation Modes and Management	Tolling

Gerard Miller	I would like to see Smith's on Bengal Blvd used for parking with a shuttle running to the swamp lot and the base of Big Cottonwood Canyon. I would like to see additional parking using the lots of the businesses on 6200 and Wasatch on weekends and Holidays. I would like to see restrictive times for road traffic to encourage road riding in the canyons, especially on weekends. I would like to see electric buses used to avoid pollution and dedicated times during snowstorms and weekends that only buses are allowed in the canyon.	Transportation Modes and Management	Improve bus system
Annie Kent	Creating it a toll road (unless you are an employee with proof)	Transportation Modes and Management	Tolling
Annie Kent	Enforcing carpooling	Transportation Modes and Management	Carpooling
Richard Thomas	Forget about Mountain Access Gondolas and Swiss-style railways. The practical solution improves bus services and parking at valley locations. But more buses won't help if they are stuck in car traffic. So let's add a third lane to the roads and reserve that lane for mass transit only, up Canyon in the morning and down canyon in the afternoon. When automobile riders watch buses pass them in the "red snake" there will be a positive incentive to take the bus next time. Snow sheds at the worst avalanche areas will help reopen the road more quickly on stormy days when fresh powder most attracts the crowds, too. Plus, as the Tribune editorialized, the money spent will be less than trains and trams for equal results with less environmental impact in our beautiful canyons.	Transportation Modes and Management	Improve bus system

Richard Thomas	So let's add a third lane to the roads and reserve that lane for mass transit only, up Canyon in the morning and down canyon in the afternoon. When automobile riders watch buses pass them in the "red snake" there will be a positive incentive to take the bus next time.	Transportation Modes and Management	Dedicated transit lane
Richard Thomas	Snow sheds at the worst avalanche areas will help reopen the road more quickly on stormy days when fresh powder most attracts the crowds, too. Plus, as the Tribune editorialized, the money spent will be less than trains and trams for equal results with less environmental impact in our beautiful canyons.	Transportation Modes and Management	Avalanche shed
Bruce Tremper	As for short term, I've become convinced that we should implement a toll system on both canyons similar to Mill Creek Canyon. There should be a financial penalty for bringing one or two tons of steel with us for every trip up the canyons.	Transportation Modes and Management	Tolling
Bruce Tremper	Also, we should dramatically increase bus service and provide more parking at various lots on the east side of the valley	Transportation Modes and Management	For Buses
Bruce Tremper	Also, we should dramatically increase bus service and provide more parking at various lots on the east side of the valley	Transportation Modes and Management	Parking in the valleys

Bruce Tremper	<p>For the long term solutions, my wife and I have spent a lot of time in Europe and we know that the Europeans have figured all this out many years before us. Very few resorts allow parking at the resort. Instead, they utilize trains and high speed elevated lifts such as gondolas and trams, which bring people from the nearby towns to the resorts, all much faster and more safely than cars. Plus, they are fun to ride. I can envision a high speed train loop from Salt Lake, up Parleys Canyon to Park City, then tunnel through the mountain to the Brighton and Solitude, then through the mountain again to Alta and Snowbird, then tunnel back to Salt Lake City. Yes, it's the most expensive solution but often the best long-term solution is also the most expensive.</p>	Transportation Modes and Management	For Rail
Bruce Tremper	<p>For the long term solutions, my wife and I have spent a lot of time in Europe and we know that the Europeans have figured all this out many years before us. Very few resorts allow parking at the resort. Instead, they utilize trains and high speed elevated lifts such as gondolas and trams, which bring people from the nearby towns to the resorts, all much faster and more safely than cars. Plus, they are fun to ride. I can envision a high speed train loop from Salt Lake, up Parleys Canyon to Park City, then tunnel through the mountain to the Brighton and Solitude, then through the mountain again to Alta and Snowbird, then tunnel back to Salt Lake City. Yes, it's the most expensive solution but often the best long-term solution is also the most expensive.</p>	Transportation Modes and Management	Tunnel connection in CCs

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Taylor Dankmyer	But I would personally recommend we make traveling up more limited roads (BCC and LCC) limited to JUST bus traffic and residents of the canyons and some staff. This would allow for traffic in the canyon to zoom up and down without large traffic jams. To me the biggest issue with taking the bus was it took the exact same time to take the bus than it did to drive (driving was arguably quicker).	Transportation Modes and Management	Restrict vehicles
Taylor Dankmyer	But if you give buses priority in LCC and BCC, people will take them so they can get to their outdoor activities faster. We also will need more bus stops.	Transportation Modes and Management	Dedicated transit lane
David Brown	3) Carpooling should be emphasized and encouraged. I am interested in how many people have used the Snowbird rideshare App, but that is a step in the right direction.	Transportation Modes and Management	Carpooling
David Brown	4) UDOT needs to have a much better process for restricting 2WD up canyon on snow days. The traction law is a step in the right direction, but don't wait until it is snowing. If the forecast is for snow then enforce the traction law that morning.	Transportation Modes and Management	Increase traction enforcement

Brooks Carter	The parking lots need to be enlarged and more created. At the 6200 lot where I park, the lot fills up several times a year and people have park on the street.	Transportation Modes and Management	Parking in the valleys
Leslie Motley	Here are some suggestions. Have state purchase high speed express and local buses up to Big and Little Cottonwood Canyons.	Transportation Modes and Management	For Buses
Leslie Motley	Express buses go to the resorts. Run more express buses every 15 minutes.	Transportation Modes and Management	Express bus to resorts
Leslie Motley	On weekend, have parking at local schools where spaces are available and buses could pick up there.	Transportation Modes and Management	Parking in the valleys
Leslie Motley	e. On the weekend, and maybe during the week, have minimum people in car to 2 or more.	Transportation Modes and Management	Mandatory carpool
Leslie Motley	Encourage rental cars at airport to have vehicles with snow tires. This is a hazard not to have them when a storm moves in and it is dangerous to drive up/down the canyons.	Transportation Modes and Management	Increase traction enforcement
Melinda McIlwaine	My remarks are based on the prespective of 35 years in the Wasatch backcountry with only a handfull of resort days. Parking at the mouth of BCC was significantly reduced by the bus island and overflow across from Porcupine is hardly adequate. UDOt seems to want people to park at 9400 which is impractical if you live in north salt lake. Cowboy Partners(6200) lot currently is the only place to catch a bus if you want to do an LCC to BCC cross over and then the problem is getting back to your car	Transportation Modes and Management	Parking in the valleys
Melinda McIlwaine	would like to see more buses w	Transportation Modes and Management	For Buses
Melinda McIlwaine	I object to rail or gondola projects because of the disturbance to wildlife, stream beds and landscape that such infrastructure would create.	Transportation Modes and Management	Against Aerial
Melinda McIlwaine	I object to rail or gondola projects because of the disturbance to wildlife, stream beds and landscape that such infrastructure would create.	Transportation Modes and Management	Against Rail

Melinda McIlwaine	Better enforcement of 4x4 or AWD on storm days is a must. One two wheel rental off the road or stuck shuts down the whole canyon	Transportation Modes and Management	Increase traction enforcement
Keith Motley	Have state purchase electric buses for shuttling up to Big and Little Cottonwood Canyons. Need some pickups in other parts of the county like Olympus Cove and University area for buses go to the resorts	Transportation Modes and Management	For Buses
Keith Motley	Run more express buses every 15 minutes on weekends or peak times. Current system is a disincentive for people on a time schedule due to bus timetables for ski buses and limited pickup locations which forces skiers to get into cars anyway so you might as well drive to resorts.	Transportation Modes and Management	Express bus to resorts
Keith Motley	On weekend, have parking at local schools where spaces are available and buses could pick up there.	Transportation Modes and Management	Parking in the valleys
Keith Motley	On the weekend, have minimum people in car to 2 or more unless they have purchased and display a cottonwoods canyon pass similar to Millcreek. This should be included in a resort season pass like bus transport is now which supports the resorts with upfront money from locals and make the IKON and EPIC pass people take the bus without the 3 person minimum number of people in the car. Since those passes have come into vogue the canyon roads are swamped.	Transportation Modes and Management	Tolling
Keith Motley	On the weekend, have minimum people in car to 2 or more unless they have purchased and display a cottonwoods canyon pass similar to Millcreek. This should be included in a resort season pass like bus transport is now which supports the resorts with upfront money from locals and make the IKON and EPIC pass people take the bus without the 3 person minimum number of people in the car. Since those passes have come into vogue the canyon roads are swamped.	Transportation Modes and Management	Carpooling

Keith Motley	Encourage rental cars at airport to have vehicles with snow tires or chains available and display signage for renters so they know that the canyons will require this in event of snow. This is a hazard not to have them when a storm moves in and it is dangerous to drive up/down the canyons.	Transportation Modes and Management	Increase traction enforcement
Bob Bethke	The best solution is a Monorail system!! We need to get the people ABOVE the road, more buses on the road is ridiculous. https://qz.com/1288893/chinas-biggest-electric-carmaker-announces-its-global-ambitions-with-a-monorail-in-brazil/	Transportation Modes and Management	Monorail
Rebecca Goldstein	• Buses should have priority in line, either by a police escort or by having it be illegal to park on the road on 9500 south so this is a bus only travel. Until buses have priority, there are no reason for having more buses.	Transportation Modes and Management	Dedicated transit lane
Rebecca Goldstein	• Identification of roads that allow lining up which have medians sufficient for parked cars and the police would need to give tickets to any car found standing waiting for the canyon on non-approved roads. This would be important if the buses are not given a police escort and is also better for emergency service access in areas that are currently in regions plagued by heavy standing traffic on busy days.	Transportation Modes and Management	parking in the canyons
Rebecca Goldstein	Large transit centers away from the mouth of a canyon with a parking garages, food/beverage shops/bathrooms that take traffic away from the canyons and can be the location people go hang out while the road is closed for control work then people can board buses from this transit hub. I think locations like the 9400 S park and ride would be excellent for this. Having these hubs could help people who don't have a bus route easily available from their home or could be a major stop on many local bus routes to enable more options for people to take city UTA buses to the 'ski hub' location.	Transportation Modes and Management	Transportation hubs

Isaac Stewart	<p>I am against placing a TRAX/train in the canyons 1. It's adding non-natural infrastructure to a place that needs preservation. The increase in vehicular traffic in the canyons over the last several years is greatly due to the Ski Resorts desire to make more money off increased out of state skier traffic from passes like the IKON. It's not fair to literally transform the canyon and the Salt Lake Valley in order to accommodate the ski industry's business/profit aspirations. 2. TRAX in the canyon will lead to increased homeless encampments in the canyons. Homeless encampments have spread thru out the Salt Lake Valley due to TRAX enabling homeless people to travel easier throughout the valley. Dimple Dell Park located at rightthe base of the canyons has problems with homelessness in recent years due to TRAX. If you place a readily available TRAX system in the canyon with frequent summer service, you will have homeless encampments in the canyons. I am against a tunnel. Placing a tunnel from Park City to the Cottonwoods is anti-preservation. Moreover, skiers who ski the more advanced terrain of the Cottonwoods generally have no desire to ski the less challenging Park City resorts .The same is true vice versa. Even from a business perspective which I don't think we should be considering, it doesn't seem like it will increase ticket sales. It seems more like a marketing gimmick. I am against placing additional parking structures at the bottom of the canyons. I chose to live in this area because it's not a "Big City" Why should my neighborhood be encroached by a behemoth of concrete in order to achieve the business aspirations of the ski resorts that will be achieved by accommodating more out-of-state visitors. Lastly, with regards to the state of Utah's tax base being dependent on the ski industry. There's no</p>	Transportation Modes and Management	Against Rail
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Isaac Stewart	I am against placing additional parking structures at the bottom of the canyons. I chose to live in this area because it's not a "Big City" Why should my neighborhood be encroached by a behemoth of concrete in order to achieve the business aspirations of the ski resorts that will be achieved by accommodating more out-of-state visitors.	Transportation Modes and Management	Parking in the valleys
Caroline Gleich	In the short-term, we need more buses and more parking at the bases of the canyons.	Transportation Modes and Management	Parking in the valleys
Caroline Gleich	We need more enforcement of traction laws, not only on powder days.	Transportation Modes and Management	Increase traction enforcement
Caroline Gleich	I support a toll for people to pay to get up the canyons, as long as there is an easy way to process payments without creating undue lines at the beginning of the canyons.	Transportation Modes and Management	For tolling
Caroline Gleich	I believe resorts should do more to take responsibility for their impact on the canyon and should consider charging people to park at the resort parking lots.	Transportation Modes and Management	Resorts parking fee
Caroline Gleich	For long-term solutions, I do not support of an aerial or gondola solution because it wouldn't work well for backcountry skiers.	Transportation Modes and Management	Against Aerial
Steven Senft	I think the obvious answers are increasing the trips of the buses during peak times,	Transportation Modes and Management	For Buses
Tom Barber	I think there definitely needs to be some kind of limit on the amount of vehicles allowed in the canyons.	Transportation Modes and Management	Restrict vehicles

Brett McWilliams	Focus on buses.	Transportation Modes and Management	For Buses
Ben LaRiviere	start by expanding bus services	Transportation Modes and Management	Improve bus system
Ben LaRiviere	If every resort started charging for parking or the canyon started charging a toll based on the number of people in the car, fewer cars would go up the canyon.	Transportation Modes and Management	Resorts parking fee
Ben LaRiviere	If every resort started charging for parking or the canyon started charging a toll based on the number of people in the car, fewer cars would go up the canyon.	Transportation Modes and Management	Tolling
Ben LaRiviere	I think a gondola would damage the canyon: building towers on peaks in the canyon would make much of the Wasatch lose it's wild feel. The Gondola would cost more money than buses, and would not serve the thousands of people going anywhere besides the resorts.	Transportation Modes and Management	Against Aerial
Ben LaRiviere	A train up the canyon could be a good idea, but buses should be tried first.	Transportation Modes and Management	For Rail
Megan Waters	Transit-dedicated lanes or priority lanes;	Transportation Modes and Management	Dedicated transit lane
Megan Waters	alternating days for types of allowable travel; etc.	Transportation Modes and Management	Alternate days for different modes
Megan Waters	Zion Canyon in Southern Utah doesn't allow cars at all - would transit-only travel (with exceptions) be a viable option in the future?	Transportation Modes and Management	Transit only
Megan Waters	Transit-dedicated lanes or priority lanes; ADD TRANSIT ONLY LANE TO SUB TOPICS	Transportation Modes and Management	Transit only
Megan Waters	alternating days for types of allowable travel;	Transportation Modes and Management	
Megan Waters	Zion Canyon in Southern Utah doesn't allow cars at all - would transit-only travel (with exceptions) be a viable option in the future?	Transportation Modes and Management	Eliminate personal vehicles

Tiffany Pezzulo	Buses shouldn't have to sit in the congested traffic of the canyons. There needs to be ample parking at park and ride lots and maybe an app to indicate when and which ones fill up.	Transportation Modes and Management	Parking in the valleys
Tiffany Pezzulo	Ideally closing the canyon to cars	Transportation Modes and Management	Eliminate personal vehicles
Tiffany Pezzulo	Ideally closing the canyon to cars and having viable, convenient mass transit options would be key.	Transportation Modes and Management	Eliminate personal vehicles
Elizabeth Layne	Dear CWC, Please focus on immediate solutions, such as year-round bus service and dis-incentivizing cars. A hike/mt bike bus makes a lot of sense and could be started this summer. A fee of some kind (like a state parks sticker but a canyons sticker) to park anywhere, would also make sense and provide funds for future initiatives. There are so many other places in the world that provide models for these kinds of problems (Zion National Park and Zermatt immediately come to mind). Long-term solutions like trains or gondolas or shuttles, with no private vehicles, will be needed. But it seems like we could start this summer with trailhead bus service. Thank you, Liz Layne	Transportation Modes and Management	Improve bus system
Joseph Blake Quinton	1. Sustainability: The in-mountain footprint (measured in acres) of the new transit system should decrease the total footprint from the existing system. The footprint is to be defined as the acres of space occupied by median, roadway, and parking lots within the cottonwood canyons. This seems like it could be done by requiring parking fees to be paid at all ski resorts (encouraged by a sur tax on parking lots within the canyons). This surtax plus a toll for entering the canyon in a private vehicle would pay for the extra-canyon parking facilities that would have to be built.	Transportation Modes and Management	Resorts parking fee

Joseph Blake Quinton	1. Sustainability: The in-mountain footprint (measured in acres) of the new transit system should decrease the total footprint from the existing system. The footprint is to be defined as the acres of space occupied by median, roadway, and parking lots within the cottonwood canyons. This seems like it could be done by requiring parking fees to be paid at all ski resorts (encouraged by a sur tax on parking lots within the canyons). This surtax plus a toll for entering the canyon in a private vehicle would pay for the extra-canyon parking facilities that would have to be built.	Transportation Modes and Management	Tolling
Marc Coles-Ritchie	Buses need to be given priority, such as dedicated bus lane or some way to get up the canyon faster. If skiers in cars see buses passing them and getting up the canyon faster they will take the bus in the future. Make buses the priority. We will need more buses. Cars should be a lower priority on busy days. That is how the congestion problem will be solved. The problem is not too many people, it is too many vehicles.	Transportation Modes and Management	Improve bus system
Philomena Keyes	As fo parking for the extra bus goers, UI wonder if the large local businesses at the bottom of the canyons would rent out the lots for bus goer parking. As a skier, who frequents the Canyons every weekend, I love the idea of buses in the canyons only. Homeowners obviously can drive up with a permit. If it were buses only, even out of town visitors would be held accountable. Sitting on the bus thinking you did the right thing behind miles of cars who didn?t, is discouraging. It made us not want to bother with the bus. We were stick in traffic anyway.	Transportation Modes and Management	For Buses

BILL SCOTT	I THINK THE CWC MOUNTAIN COMMISION SHOULD SERIOUSLY CONSIDER AVALANCHE ROOFS (SNOW SHEDS) LIKE THEY HAVE IN AUSTRIA AND OTHER PLACES IN EUROPE...WHEREVER THERE IS A SLIDE PATH A ROOF IS BUILT OVER THE ROAD...THEN WHEN THERE IS AN AVALANCHE THE SNOW JUST GOES OVER THE ROAD SO THE ROAD DOES NOT HAVE TO BE CLOSED AND AVALANCHE MITIGATION WORK DOES NOT HAVE TO OCCUR... THIS WOULD HELP IMMENSELY IN LITTLE COTTONWOOD CANYON...IN ADDITION MANY AND FREQUENT BUSSES WOULD DRAMATICALLY HELP THE AUTO CONGESTION...	Transportation Modes and Management	Avalanche shed
Dennis Goreham	Increased implementation of buses certainly makes the most sense to ensure recreation users can continue to get to any of the roadside access points they currently use. Neither aerial or rail solutions would allow the many stops required to satisfy these dispersed requirements.	Transportation Modes and Management	For Buses
Bryan Bradley	I would take the bus up far more often if only there were more parking near the base of the Cottonwood canyons.	Transportation Modes and Management	Improve bus system
Hannah Peters	I think an improved and expanded bus system	Transportation Modes and Management	Improve bus system
Hannah Peters	along with an increase in parking at lots in the valley.	Transportation Modes and Management	Parking in the valleys
Susan Kertesz	Last Sunday, Little Cottonwood Canyon closed before noon because there was no more parking. At the mouth of the canyon, where there is no bus service, the sign instructed people to take a bus, no private vehicles were being allowed up the canyon. So, the line of traffic was being asked to drive someplace else to find a parking place at a bus stop.	Transportation Modes and Management	Parking in the valleys
Carl Churchill	But the most important component is proper parking or mass transit at the mouths of the canyon. C	Transportation Modes and Management	Parking in the valleys

Carl Churchill	Currently they're simply pushing parking problems from the canyons to the mouth of the canyons and this is causing serious problems for residents and businesses in CH and Sandy.	Transportation Modes and Management	Parking in the valleys
Jim Struve	It is urgent that the Canyons develop a viable transportation plan. The experience of visiting the Canyons winter and summer - has deteriorated significantly within the past several years. The common problem is too many cars. Please do not wait for future years - do something ASAP. The most viable resolution seems to find a way for more parking at one or more locations outside the base of the Canyons, then develop a robust bus system - as exists in many National Parks. This requires mandatory restrictions for who can drive vehicles of any sort into the canyons, adequate base parking for visitors, and buses that run on a regular and frequent basis. Like the National Parks - no exceptions. I have been skiing at Alta for 30 consecutive years and I am now trying to find other places to ski and visit. It has become excruciating frustrating and disappointing that the resorts, the county, UDOT, UTA, and environmental groups have not been able to find a mutually agreeable solution. Please do something now to resolve the horrific traffic congestion that is ruining the wonderful Canyons.	Transportation Modes and Management	Improve bus system
JOHN COTTER	Please look at a bigger picture than just the road. Rubber tires, ice and snow do not mix. Relying on the road for a long term fix will never work. Something bigger like a gondola or train would be a much better long term solution. Short term charge for road use at the mouth of the canyons, charging more for single occupancy and less for car pooling, i.e. \$20 for just one person, \$15 for 2, \$10 for 3, \$5 or even \$0 for a 4 or more. John Cotter Director Skier Guest Services Snowbird	Transportation Modes and Management	For Aerial

JOHN COTTER	Short term charge for road use at the mouth of the canyons, charging more for single occupancy and less for car pooling, i.e. \$20 for just one person, \$15 for 2, \$10 for 3, \$5 or even \$0 for a 4 or more.	Transportation Modes and Management	Tolling
JOHN COTTER	Please look at a bigger picture than just the road. Rubber tires, ice and snow do not mix. Relying on the road for a long term fix will never work. Something bigger like a gondola or train would be a much better long term solution.	Transportation Modes and Management	For Rail
David Lewis	I spend 2-3 days each week in the canyons, generally hiking or snowshoeing. I would be more likely to ride the bus if it were (1) more frequent, and (2) it would stop at ALL the trailheads. It's not just skiers that use the canyons.	Transportation Modes and Management	Improve bus system
Steve Downes	increase in canyon base/valley parking.	Transportation Modes and Management	Parking in the canyons
Steve Downes	Both the gondola and rail plans will be much more expensive (many orders of magnitude for the gondola) than the plan to increase buses and base/valley parking and would still require at least the same investment in base/valley parking. For each of these plans, as for the bus plan, if passenger car travel is not restricted, there is little incentive to adopt the alternative transport solution until parking is full at the resorts. If the overall goal is to reduce traffic in the canyons, then restriction on cars is essential. UDOT and Canyon Highway Patrol have to close the road for passenger car slide offs many times during the ski season.	Transportation Modes and Management	Restrict vehicles

Steve Downes	Both the gondola and rail plans will be much more expensive (many orders of magnitude for the gondola) than the plan to increase buses and base/valley parking and would still require at least the same investment in base/valley parking. For each of these plans, as for the bus plan, if passenger car travel is not restricted, there is little incentive to adopt the alternative transport solution until parking is full at the resorts. If the overall goal is to reduce traffic in the canyons, then restriction on cars is essential. UDOT and Canyon Highway Patrol have to close the road for passenger car slide offs many times during the ski season.	Transportation Modes and Management	For Buses
Rich Dressen	We need a train that goes up BCC, tunnels over to LCC and PC, and comes back down BCC.	Transportation Modes and Management	For Rail
Rich Dressen	We need a train that goes up BCC, tunnels over to LCC and PC, and comes back down BCC.	Transportation Modes and Management	Tunnel connections CC/PC
Darrell Finlayson	I suggest an express bus in the winter that serves the ski resorts and a multi stop bus that hits all the trailheads.	Transportation Modes and Management	Express bus to resorts
Eric Figliomeni	On days when traction devices are being enforced, require carpooling for anyone not considered vital to resort or canyon operations. These are the days that the canyons are typically the busiest, so increasing the density per vehicle will make better use of existing parking at the resorts	Transportation Modes and Management	Increase traction enforcement
Eric Figliomeni	On days when traction devices are being enforced, require carpooling for anyone not considered vital to resort or canyon operations. These are the days that the canyons are typically the busiest, so increasing the density per vehicle will make better use of existing parking at the resorts	Transportation Modes and Management	Mandatory carpool
Eric Figliomeni	Build parking garages at the LCC and BCC resorts to aid with parking density for the same sq ft taken up. Build up, not out	Transportation Modes and Management	Parking in the valleys

Eric Figliomeni	Build a train up LCC. Though costly, it can be hidden with tunnels to make it mostly immune from avalanches. Connect it to the main train network around Salt Lake City. Cost can be covered by the resorts, the State, Federal funding, train tickets, and season train passes.	Transportation Modes and Management	For Rail
Kurt Nosack	The biggest downside to busses is they are stuck in traffic with all of the cars. Adding a dedicated bus lane to even a little way up the canyons would give them a huge advantage over cars, thereby noticing even more bus ridership. Combined with more parking with better security monitoring could go a long way to addressing congestion	Transportation Modes and Management	Improve bus system
Robert Proctor	I don't believe that adding more buses is the answer, I think that they will just sit in the already congested canyon, unless this is done in conjunction with another solution, for example, building a bus lane up and down both canyons.	Transportation Modes and Management	Dedicated transit lane
Robert Proctor	The use of an elevated Trax system, is a viable option.	Transportation Modes and Management	For Rail
Robert Proctor	The closing of the canyons to anyone that does have multiple people.	Transportation Modes and Management	Mandatory carpool

Jewon Wee	<p>Having just returned from spending a week in Zermatt where they eliminated all carbon emitting vehicles from the entire city, I wanted make a suggestion to this commission to consider copying some components of Zermatt's transportation model, especially the Gornergrat trains that very effectively carry people up and down the mountain from Zermatt city center (across the street from the main train station). Gornergrat trains carry skiers, on-slope hotel guests, hikers, restaurant goers, etc. between the city center and 5 or so stops on the mountain. It runs every 20 minutes or so from 8 am to 7:30 pm and is free to lift ticket holders and also available for pay per ride. I'd like CWC to consider the viability of installing an electric train system designed similar to the Gornergrat trains in Zermatt (which connects the Zermatt city center to the Gornergrat peak) could serve as the main transportation system connecting a large parking lot off the highway in Cottonwood Heights/Sandy area and an existing TRAX station to a handful stops along the existing LCC canyon road before Snowbird (for hikers and climbers at popular trail heads), two stops at Snowbird, and two stop at Alta. Existing road could remain open only to commercial vehicles for resort supplies, airport shuttle buses and car services carrying resort guests to/from the SLC airport, and also be available to property owners who own homes in the LCC. I think much of the project cost could be funded by selling some of the current parking lot spaces (which won't be needed once the non-commercial vehicles are prohibited in the LCC) to developers who can build additional lodging units (which are needed anyway as lodging costs in the LCC have become out of control).</p>	Transportation Modes and Management	For Rail
Jay Tardif	<p>limit Traffic to busses only up canyons from opening to 11:00 am on week ends and holidays...</p>	Transportation Modes and Management	Improve bus system

<p>Jackson Cheney</p>	<p>Dear CWC, Living at the base of Little Cottonwood Canyon, and growing up skiing all of the Cottonwood resorts, I have seen an incredible increase in the amount of people taking advantage of our amazing skiing. I, along with many others, believe that it is getting out of hand. I was stuck in traffic for 3 hours coming down LCC the other day, which usually takes me 15 minutes at the most. This seems to be the case lately. I get stuck in traffic going either way, especially on the weekends. I've talked to many of my ski partners and we all agreed that at the very least you should be charged to go up the canyon if you aren't using the buses. I'm a broke college student, but think that using that system would fund a more permanent solution such as a rail system like you see in major European resorts like Zermatt, and I am willing to pay to make that happen. The canyons mean more to me than a lot of others, they are my home and I want my children to be able to have the same access as I did growing up. I think that whatever is chosen in order to make this work, it needs to be a viable long term solution, rather than just increasing how many buses are being sent up. That causes more congestion because honestly, just as many people are going to drive themselves up. It is a matter of convenience, and people are selfish. They will do whatever suits them best whether or not it is beneficial to others. There needs to be a penalty, such as a fee, to get up to the resorts, especially on the weekends. My personal opinion? Charge for access up the canyon during the winters. Push riding the bus super hard, and get an initiative going to make that viable for a few years. Then using that money and any other means of funding, build a mass rail system. Then use one of two options. Either have the road closed to public vehicles</p>	<p>Transportation Modes and Management</p>	<p>Tolling</p>
<p>Jackson Cheney</p>	<p>Then using that money and any other means of funding, build a mass rail system.</p>	<p>Transportation Modes and Management</p>	<p>For Rail</p>

<p>Jackson Cheney</p>	<p>Either have the road closed to public vehicles entering the canyon from the hours 730-430, allowing access for Employees, Patrollers, and the public. One beauty of the Cottonwoods that plenty take advantage of is the backcountry. That absolutely needs to be kept accessible. Allowing cars up early when the train isn't running allows people to keep using their rightful access to those areas, but the bulk of traffic, which comes from the resort, will be required to use the train unless they get up the canyon early. The second option would be to have the train running from early morning hours til late in the evening. I personally think the former is the better and more viable because it spreads out the public using the resorts from those who may actually need to drive their car up.</p>	<p>Transportation Modes and Management</p>	<p>Restrict vehicles</p>
<p>Ardy Taylor</p>	<p>Only allow buses on the roads during peak times. Resort employees should get a special pass to carpool in their own vehicles on days they are working. Buses should remain free for season pass holders. The increased price of running additional buses should be footed by non-season pass holders/ tourists (they?re on vacation and they expect to spend money). Eventually all the buses should be upgraded to those Eco busses that PC has. This solution would drastically reduce the number of cars on the road, eliminate inebriated drivers, and ensure that the people trying to get up to the resorts are all in busses that have the proper safety features for winter canyon driving.</p>	<p>Transportation Modes and Management</p>	<p>Improve bus system</p>

Mikayla Rewey	1) Expand the Park and Rides near the canyons. This year, we took away the Park and Ride and the base of Little Cottonwood Canyon which put the strain on other park and rides. There aren't enough parking spaces. Many times the Snowbird Vanpools use up 50% of the spaces before the public even starts parking. And when you get to park and ride and can't find a spot, you end up trying to drive. More spaces = more people using public transportation.	Transportation Modes and Management	Parking in the valleys
Mikayla Rewey	2) Add an extra peak hours lane to the canyons. Adding a third lane that alternates direction for public transportation and shuttles would incentivize folks to use buses as well as help decongest Wasatch. I've stood at a bus stop and watched the bus crawl to me for 30 minutes ? and almost everyone waiting ended up hopping in their cars to navigate the snake in comfort. From the hours of 7:00am - 12:00pm it could be for buses and shuttles heading up the canyon. From 12:30pm - 7:00pm it could be for buses and shuttles heading down the canyon.	Transportation Modes and Management	Dedicated transit lane
Mikayla Rewey	3) A train. That would be so great.	Transportation Modes and Management	For Rail
Joshua Korpi	We live year around in the Mt.Haven neighborhood in BCC Easy short term solution Year around dynamic tolling	Transportation Modes and Management	For tolling
Joshua Korpi	Year around buses that have "on demand"(only stop if someone is there)	Transportation Modes and Management	For Buses
Joshua Korpi	stops at ALL major canyon businesses, trail heads and canyon neighborhoods.	Transportation Modes and Management	Improve bus system
Joshua Korpi	5-8 Story semi-temperature controlled aboveunderground parking garages at the mouth of BCC and Wasatch Park and Rides. Weekend and Holiday overflow parking goes to MASSIVE parking garages @ Old Mill office complex which are 100% empty on weekends.	Transportation Modes and Management	Parking in the valleys

James Thompson	all to reduce the amount of private automobiles in the canyons	Transportation Modes and Management	Restrict vehicles
Lisa Olson	No building of massive parking structures in east bench communities to access bus service.	Transportation Modes and Management	Parking in the valleys
Thomas Fritz	To get rid of more cars, you must make bus service more convenient and cheaper. On high traffic days, mimic Solitude and charge a toll that depends on the number of passengers in the car. More than four, and it's free. There is an app already to encourage that, so build on that. Minibuses and other large capacity transportation that does not park at the resorts is exempt. The main problem is that buses are stuck in traffic with the rest of the cars. If slow moving cars see buses zipping by, they may consider switching over. For that reason, the cheapest alternatives to trains, gondolas and the like is to use the existing roads. Starts with the lowest hanging fruit:	Transportation Modes and Management	Tolling
Thomas Fritz	These measures should cost far less than the ideas of gondolas and trains which will just shift the parking problem and pollution to the bottom of the canyons and surrounding areas. Where will thousands of cars park where the gondola begins? For a fraction of the money, you can significantly reduce congestion and encourage bus traffic. Start with the traffic lights and passing lanes and see what happens. Then build on that.	Transportation Modes and Management	For Buses
Douglas Brockmeyer	To improve canyon transportation, I am for improved canyon bus services and	Transportation Modes and Management	Improve bus system
Douglas Brockmeyer	the implementation of canyon entrance fees.	Transportation Modes and Management	Tolling
Douglas Brockmeyer	I am against railroads and tunnels, mainly due to their detrimental environmental impact.	Transportation Modes and Management	Against Rail

Douglas Brockmeyer	To further enhance access, there should be a third bus line from the University Foothill area to both BCC and LCC, with preferential access on busy days (a third lane) so you wouldn't have to wait in the red snake.	Transportation Modes and Management	Transit only lanes
Kirk Moushegian	Honestly, one can view the benefits to a well thought out and executed transportation plan by studying the rail transit system in Zermatt Switzerland as well as other rail, gondola, and tram systems implemented at other localities throughout the Alps.	Transportation Modes and Management	For Rail
Kirk Moushegian	Honestly, one can view the benefits to a well thought out and executed transportation plan by studying the rail transit system in Zermatt Switzerland as well as other rail, gondola, and tram systems implemented at other localities throughout the Alps.	Transportation Modes and Management	For Aerial
Kirk Moushegian	ample vehicle parking at canyon rapid transportation center(s).	Transportation Modes and Management	Parking in the valleys
Kirk Moushegian	Driving vehicles in LCC and BCC should be eliminated as much as possible, year round, with the exception of buses, emergency, delivery and residential vehicles. Residents should have to register their vehicles to obtain canyon passes, with a vehicle cap per household. All other none critical vehicles should be penalized using a pay per entry system.	Transportation Modes and Management	Restrict vehicles
Richard Rose	2- use mass transit and private business mass transit (you could rent a van (from companies like canyon transportation) to take you and a group up there) or take the bus	Transportation Modes and Management	Private jitney/buses
Richard Rose	3- use Skyline, Highland, Brighton high and Butler middle school parking lots. This fee could either be payed per car and the fees could go to support schools.	Transportation Modes and Management	Parking in the valleys

Adam Bates	<p>What is needed is a transit system that is not effected by weather, is fast, easy to use, and accessible. This rules out bus transit, road expansion, and partially the gondola idea for LCC. Ideally what is needed is underground rail, it's the most expensive option, but its logically the best option. A underground rail system can easily link Snowbird, Alta, Solitude, Brighton, Park City and the Heber Valley to SLC. This would be a massive undertaking but the rewards would be great. Similar underground rail systems have been successfully deployed in the Alps, and in earthquake prone regions. No other city could come close to what this would offer to Sale Lake.</p>	Transportation Modes and Management	For Rail
Patrick Carrel	<p>I think a great step would be to extend the service buses provide up Big and Little Cottonwood as well as Parley's Canyon. Part of the current problem is that many outdoor enthusiasts live in Sugar House, Sandy, Holladay, Millcreek, etc. which is not terribly far from the base of those canyons, and can't even catch a bus that takes them up to those various resorts (excluding the 2 a day that go up to Park City). The current bus system up the canyons only redirects congestion to the mouth of the canyons, which doesn't help anything (and apparently now we aren't even sure it's possible to park there without getting fined).</p>	Transportation Modes and Management	Improve bus system
Shawn Neugebauer	<p>Examples: dedicated up and down bus lanes; tram up/down one or both canyons; train up/down one or both canyons; mandatory bus usage during certain weather events. Why? Unless mass transit is made robust to weather & traffic events, it will continue to become instantly stalled & ineffective in the presence of snow & high canyon traffic, leading to continued ineffectiveness.</p>	Transportation Modes and Management	Dedicated transit lane

Shawn Neugebauer	2) The Mountain Transportation System must have sufficient parking quantity & quality at/near the mouth of Big and Little Cottonwood Canyons to permit efficient, effective transfer from personally-owned vehicles to up-canyon mass transit (and vice-versa, from down-canyon transit to personally-owned vehicles). Example: build much, much larger parking structure at the Holladay Park & Ride (6200 S & Wasatch Blvd) connecting to dedicated express buses. Why? Unless significantly more and better parking is provided, mass transit will not be used and will not (by itself) fix traffic problems.	Transportation Modes and Management	Parking in the valleys
mike Powers	A train should also be used for travel between Park City and Salt Lake which would not only reduce ski traffic but would make for more convenient form of travel for the many employees of Summit County that commute as they live outside the county. Any solution needs to include summer traffic as well if we are serious about solving mountain transportation. Finding a solution for those interested in mountain access for skiing, hiking or mountain biking must include a train if we are serious about improving the user experience and our air quality. It is time Utah look outside the local box to the many ideas used around the World.	Transportation Modes and Management	For Rail
Virginia Prowse	I feel the best solution would be to purchase the sandpit land at the mouth of Big Cottonwood, create a large parking lot and only allow electric busses up and down the canyons during the ski season.	Transportation Modes and Management	Parking in the valleys
Virginia Prowse	I feel the best solution would be to purchase the sandpit land at the mouth of Big Cottonwood, create a large parking lot and only allow electric busses up and down the canyons during the ski season.	Transportation Modes and Management	For Buses

Virginia Prowse	I feel the best solution would be to purchase the sandpit land at the mouth of Big Cottonwood, create a large parking lot and only allow electric busses up and down the canyons during the ski season.	Transportation Modes and Management	Transit only
Virginia Prowse	I don't think gondolas are worth the cost and maintenance. Plus if it ever goes down, then hundreds of people will be stranded.	Transportation Modes and Management	Against Aerial
Joseph Schmidt	Train or monorail from central valley to LCC, BCC, Park City. Possibly underground, at least through the valley to within the canyons so weather isn't ever an issue.	Transportation Modes and Management	For Rail
Joseph Schmidt	Train or monorail from central valley to LCC, BCC, Park City. Possibly underground, at least through the valley to within the canyons so weather isn't ever an issue.	Transportation Modes and Management	Tunnel connections CC/PC
Joseph Schmidt	with a huge parking deck underneath a large residence tower with retail/restaurants/grocery so people could actually live and work without need for automobile transportation.	Transportation Modes and Management	Parking in the valleys
Joseph Schmidt	Stop most traffic from canyons,	Transportation Modes and Management	Restrict vehicles
Joseph Schmidt	sell toll access for those needing to drive	Transportation Modes and Management	Tolling
Joseph Schmidt	While the gondola idea seems nice, it still puts thousands of vehicles on Wasatch Blvd, and then hundreds of bus trips, plus it really only serves the ski areas and would result in massive pass price increases unless the resorts wanted to altruistically pay for the \$400-\$500 million construction cost and \$10-\$15 million per year operating expense.	Transportation Modes and Management	Against Aerial

Michael Powers	My suggestion is the follow the suggestion of the IOC prior to the 2002 Olympics, build a train system for Little Cottonwood Canyon. Let me focus on LLC first, a train makes since if tunnels are used at common avalanche areas. This suggestion is always a no go for the small number of residents in the canyon, let them still have car access but it may be closed due to avalanche.	Transportation Modes and Management	For Rail
Michael Powers	My suggestion is the follow the suggestion of the IOC prior to the 2002 Olympics, build a train system for Little Cottonwood Canyon. Let me focus on LLC first, a train makes since if tunnels are used at common avalanche areas. This suggestion is always a no go for the small number of residents in the canyon, let them still have car access but it may be closed due to avalanche.	Transportation Modes and Management	Avalanche sheds- rail
Michael Powers	residents in the canyon, let them still have car access but it may be closed due to avalanche.	Transportation Modes and Management	Restrict vehicles
Marjorie Mccloy	What I DON'T want to see is any increase in infrastructure (tram, constructed additional traffic lane). Our canyons are a major reason people live here, and should be treated with respect and protected. Don't kill the golden goose!	Transportation Modes and Management	Against Aerial
Marjorie Mccloy	please no unsightly infrastructure such as a gondola or damaging road work to construct another lane.	Transportation Modes and Management	Against Aerial

Robert Lane	<p>Hello, My name is Bob Lane I'm a mechanical Engineer for Skytrac in Salt Lake City. We design and build ski lifts and hillside elevators, as well as install avalanche mitigation equipment throughout the US and Canada. Our projects in Little Cottonwood Canyon include the new Snowpine Lift at Alta and the Gazex avalanche exploders on Superior and Hellgate Cliffs. I have been a season pass holder at Snowbird for 8 years while living in Cottonwood Heights and Sandy and can tell you one solution that would almost eliminate the traffic congestion problems in the Cottonwood Canyons. Require at least 2 people in each car on weekends, holidays, and powder days. Aside from the obvious benefits of effectively halving the number of cars in the canyon, there's an often overlooked detriment to letting people drive up alone... People tend to be farrrrrr more considerate drivers if they have a buddy in the car. With a passenger, people are just much more accountable, respectable, and are more likely to obey laws and cultural norms. I cannot tell you how many times I've seen people make idiotic and inconsiderate maneuvers when they're alone in their car trying to get up the canyons. You just don't see those things when there's 2 or more people. Single drivers are willing to speed thru neighborhoods to cut off the line of traffic, pass aggressively and unnecessarily, and generally act like a**holes in a way they would never do if they had a buddy in the car. Simply put, people act differently when they're alone. When they're anxious and impatient and powder starved, people have the potential to act like animals, as I'm sure all who frequent the Cottonwood Canyons have seen. If this policy were implemented, even on a trial basis, I think we would see a return to normalcy instantly. Please consider it.</p>	Transportation Modes and Management	Mandatory carpool
Barbara Eastman	<p>Could a large parking structure or parking area be built where the gravel pit is located? Could business parking areas be used on weekends?</p>	Transportation Modes and Management	Transportation hubs
Barbara Eastman	<p>What about expanding the roads to 3 lanes with the center lane being for buses, going up in the morning (until 12:30) and down in the afternoon.</p>	Transportation Modes and Management	Dedicated transit lane

Barbara Eastman	I am not opposed to charging a road toll or fee like in Mill Ck or for Parking.	Transportation Modes and Management	Tolling
Dennis Goreham	Increased implementation of buses certainly makes the most sense to ensure recreation users can continue to get to any of the roadside access points they currently use. Neither aerial or rail solutions would allow the many stops required to satisfy these dispersed requirements.	Transportation Modes and Management	For Buses
Kirk Nichols	* Fast transit service from the airport to the Park City area via I-80.	Transportation Modes and Management	Express bus to resorts
Jerry Renshaw	I am happy to note Solitude increased their Handicap parking spaces which helps me a lot as I have a handicap designation on my car and need it. Brighton on the other hand has very few spots for Handicap parking and need to increase their spots for that. I need to drive my car up the Canyons and don't mind paying whatever parking fees there may be as a result. But people with my disabilities must be considered in your plans.	Transportation Modes and Management	ADA/Handicap access
JM Letsching	I believe the best solution to canyon traffic is to have more a great deal more busses originating from points all over the valley and then having them going direct or express to singular destinations. Examples: Downtown to Alta Albion, Sandy to Snowbird Center. Bus origination points will need to be depots and have large parking facilities. It would also make sense to restrict vehicular traffic in the canyon between certain hours in the morning to allow the bulk of bus traffic to flow unimpeded. NO cars on the road going up say 815-915am Bus service should also run at least from the base of the canyons up year round. Perhaps on a local route in summer to cut bus numbers. We should not complete any projects to increase the amount of vehicles further such as increase road sizes.	Transportation Modes and Management	Improve bus system

JM Letsching	It would also make sense to restrict vehicular traffic in the canyon between certain hours in the morning to allow the bulk of bus traffic to flow unimpeded. NO cars on the road going up say 815-915am	Transportation Modes and Management	Restrict vehicles
Brian Strong	<p>Thank you for letting me provide comments on the Mountain Transportation System. I believe the best system for the future growth anticipated for Utah, especially in the Wasatch back, but all over the state, and while considering the environment and air quality needs of our state, are the following recommendations. Primary System</p> <ul style="list-style-type: none"> o Use monorail trains running along the current easements on both sides of our highways. o Monorails should be electric or maglev similar to Shanghai's and at High Speed. o The principle line should run from Tremonton to St. George and auxiliary lines East through Parleys Canyon and on to Vernal and West to Wendover, and to Moab and Page, Az. <p>Secondary System</p> <ul style="list-style-type: none"> o Travel through the Cottonwood Canyons and from Primary System to Park City resorts and potentially others, should be by large capacity gondolas with stops at ski resorts during winter and adding camping areas during summer. o Similarly to Zions Feeder System <p>Commuter buses should fulfill these responsibilities</p> <ul style="list-style-type: none"> o Provide transportation from inner city areas to main destinations o Connect residents to the current Lightrail system and to the Primary system o Frequently and very inexpensively o Powered by electricity of natural gas or other similar fuel. <p>If the quality and frequency of these transportation systems are convenient and very affordable, they will draw the customers to use them. Funding can be achieved through Federal Grants, earmarked transportation/highway funding, state, county and city funds, resort and private funding. Land is already owned by the entities involved. Building could be done in segments over the next ten years. Additionally, for the canyons and resorts destinations, public buses and trucking (like for delivery of goods, etc.) should be restricted to electric</p>	Transportation Modes and Management	Monorail

Brian Strong	Secondary System o Travel through the Cottonwood Canyons and from Primary System to Park City resorts and potentially others, should be by large capacity gondolas with stops at ski resorts during winter and adding camping areas during summer. o Similarly to Zions	Transportation Modes and Management	Aerial connections CC/PC
Brian Strong	Feeder System o Commuter buses should fulfill these responsibilities o Provide transportation from inner city areas to main destinations o Connect residents to the current Lightrail system and to the Primary system o Frequently and very inexpensively o Powered by electricity of natural gas or other similar fuel.	Transportation Modes and Management	Improve bus system
	I feel very strongly that the best, most efficient, and cost-effective mountain transportation system is to use existing infrastructure better. This would require combining strict limitations on public vehicles with frequent bus service running express and local. The friction point is how to access the bus service. This would require a second system of public transportation from parking lots to the mountain buses. The only way this works is to invest in frequent service, which means making sure the system is available even during low use times. Politically, this is the least attractive option because road builders do not profit, and car owners are inconvenienced. Environmentally and fiscally, it is the most responsible option. It demands that people change their habits. On the other hand, it accommodates terrific new options. People could easily connect mountain areas by foot without the need for private or individual shuttles. You could spend the day in the mountains, eat at existing and perhaps new food services.	Transportation Modes and Management	Improve bus system

Rob Reinfurt	2. The buses have garnered a bad rap over the years. They are rarely on time and when they come extra early and leave before scheduled times this leaves commuters (especially work commuters) with an unreliable option for transportation. People can't afford to be late to work. I can't tell you how many buses I have seen off the road in my lifetime, but I've seen 3 this season in LCC. People are afraid to ride the bus now. If buses are going to be an integral part of this transportation, you have a lot of work to do in making them reliable, safer and cleaning up their image.	Transportation Modes and Management	Improved bus traction/training
Rob Reinfurt	6. Toll road for single passengers. \$10 for single locals. \$20 less than 2 tourists. Free to cars over 3. Express lane (continuation of canyon lane) for employees, local cars over 3, with proper traction.	Transportation Modes and Management	Tolling

Kalen Thorien	<p>Dear, Dear Commissioner, I, _____kalen Thorien _____ applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains. The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence to do right by the land, water, and wildness that is at risk of being degraded. A year-round, valley to canyon access with an emphasis on efficient and sustainable transit choices to reduce dependency on personal vehicles has been the "Blueprint" of our efforts thus far. As a Save Our Canyons supporter, I am dedicated to protecting the beauty and wildness of the Wasatch Mountains. Sincerely, Kalen Thorien 555 E Kensington Ave Salt Lake City, UT 84105</p>	Transportation Modes and Management	Improve bus system
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John Dubock	<p>Dear, Dear Commissioner, I, _____ John Dubock _____ applaud the Central Wasatch Commission's regional focus to address transportation in and out of the Cottonwood Canyons, Summit County and along the foothills of the Wasatch. I work as a Snowbird Mountain Host, 12 yrs and see first hand the 'behavioral changes' that have to happen. It's way too late to build expensive solutions. Charge those who want to pay to play, ala Millcreek Canyon. Snow sheds are easy, safe, smart. Make the UTA bus as comfortable as a 70k car OR at least have UTA communicate arrival times as we all have phones. I gladly ride the bus and our private Host van, but I see first hand the lack of easy incentives for frequent bus riders. I work busy weekends at Snowbird at Ground Zero, the Portico loading UTA buses, listening to whiners as the Canyon packs out ...and I endure 3 hr rides down after working since 8am, so I care. The Wasatch is a connected landscape and we need you to be keenly aware of the environmental implications, induced visitation, impact to ecology and experience that the various modes may have in the Wasatch Mountains. The canyon congestion and impacts that result go well beyond ski area patrons. With only 7% of residents skiing at the Cottonwood resorts our opportunity to implement a comprehensive solution to benefit the region year round is one that shouldn't be taken lightly. We are working toward an outcome that protects the place not the activity of an important but small percentage of people. We must not forget that we collectively committed to the outcomes of the Mountain Accord. Save Our Canyons members acted in earnest at the opportunity that the accord presented and we urge you to carry this momentum forward by exercising your influence.</p>	Transportation Modes and Management	Improve bus system
John Dubock	Snow sheds are easy, safe, smart.	Transportation Modes and Management	Avalanche shed

Dee Rowland	It seems that the immediate solutions for the ski season is increased bus service and limitations on cars. Until better public transport is available to get to the base of the canyons, perhaps car parking and bus pickup could be made accessible in public school parking lots which would logically be unused on week ends. Yes, exceptions would be necessary for canyon residents. Thanks for this opportunity to comment.	Transportation Modes and Management	Restrict vehicles
Dee Rowland	It seems that the immediate solutions for the ski season is increased bus service and limitations on cars. Until better public transport is available to get to the base of the canyons, perhaps car parking and bus pickup could be made accessible in public school parking lots which would logically be unused on week ends. Yes, exceptions would be necessary for canyon residents. Thanks for this opportunity to comment.	Transportation Modes and Management	Parking in the valleys
Richard Kanner	I would suggest you consider a very large - approximately 500-1,000 cars - park and ride near the mouth of the Cottonwood Canyons where people can get on public transportation up the canyon. Driving in an auto or truck should be limited to those with a need to drive who would have to obtain a permit. It would be ideal if the canyon buses are free of charge to entice people to use them	Transportation Modes and Management	Parking in the valleys
Richard Kanner	I would suggest you consider a very large - approximately 500-1,000 cars - park and ride near the mouth of the Cottonwood Canyons where people can get on public transportation up the canyon. Driving in an auto or truck should be limited to those with a need to drive who would have to obtain a permit. It would be ideal if the canyon buses are free of charge to entice people to use them	Transportation Modes and Management	Restrict vehicles

Ronald Sawdey	Further, I am not convinced that a fixed rail system is a viable option with the exception of a rail link from Salt Lake to Park City. The traffic in the other canyons varies greatly over the course of a year, and the oversized investment in a fixed infrastructure (i.e. rail lines) does not make sense.	Transportation Modes and Management	Against Rail
Ronald Sawdey	Instead, a bus system that provides access to all of the Valley's residents, and does so in an time efficient manner (i.e. no more than one transfer).	Transportation Modes and Management	For Buses
David Hackbarth	It would also make sense to restrict vehicular traffic in the canyon between certain hours in the morning to allow the bulk of bus traffic to flow unimpeded. NO cars on the road going up say 815-915am	Transportation Modes and Management	Restrict vehicles
David Hackbarth	Establish electronic tolling in LCC and BCC that charges higher rates for single occupancy cars.	Transportation Modes and Management	Tolling
Marcus Dippo	The last chance for improvements to a mountain transportation system to begin depends on the gravel pit north of the mouth of Big Cottonwood canyon. This could be acquisition via purchase, lease, imminent domain or some other means but there needs to be a space large enough for parking and a transit hub. Once there is a place for individuals to park cars or ride other transit to a hub there can be effective competitive transit to mountain destinations. My interest is mostly about access to Alta but has the same benefits for Big Cottonwood and to a lesser extent Mill Creek Canyon.	Transportation Modes and Management	Parking in the valleys
Marcus Dippo	Bus rapid transit via a Wasatch Blvd corridor (no stops between transit center and destination) is still possible due to few driveways directly onto Wasatch. Buses in traffic will be less attractive to individuals than personal cars without tolls or restrictions unless a bus has a lane to go faster than congested traffic.	Transportation Modes and Management	Express bus to resorts

<p>Marcus Dippo</p>	<p>Bus rapid transit via a Wasatch Blvd corridor (no stops between transit center and destination) is still possible due to few driveways directly onto Wasatch. Buses in traffic will be less attractive to individuals than personal cars without tolls or restrictions unless a bus has a lane to go faster than congested traffic.</p>	<p>Transportation Modes and Management</p>	<p>Express bus to resorts</p>
<p>Dave DuBois</p>	<p>I understand that you are taking comments for transportation ideas, and connecting the Cottonwood Canyons to Park City is under discussion once again. The first thing that comes to my mind is, what is the holdup? An aerial connection would have a massive amount of support. I ski 100 days per year, mostly on the Park City side. During those days I have many, many conversations on the lift with people from out of town who plan on skiing in the other canyons. Yes, they are currently driving from Park City to ski Brighton, Solitude, Alta, and Snowbird. When I ask if they'd rather drive or take a gondola to the neighboring resorts, they enthusiastically choose the gondola. Of course they would. A ten minute gondola ride beats an 80-mile car trip any day! I still believe that the gondola solution to a traffic problem is clean, quiet, and provides minimum environmental impact.</p>	<p>Transportation Modes and Management</p>	<p>For Aerial</p>
<p>Dave DuBois</p>	<p>One last observation is that while I don't foresee too much enthusiasm in people taking a bus from Park City to the Cottonwoods for a day of skiing then riding the bus back, I do see the potential for skiers to park at the base of Little or Big Cottonwood, taking the bus up the Canyons, then skiing over to Park City and riding the bus back. Or skiing from Park City to Snowbird and Alta and returning via bus, if the service were offered and the legs tired. Just like so many resorts in Europe.</p>	<p>Transportation Modes and Management</p>	

Beat von Allman	U210 is failing to perform during storm and avalanche cycles. There seems to be no remedy to this. Road closures will remain a necessity because of the number of avalanches paths along the highway. - Resorting to a few snow sheds may lead to a false impression of safety during unstable snow conditions. Also, snow sheds have not proven to guarantee safer travel and despite a higher concentration of slag pollution along snow sheds, accidents have been reported in similar situations. - Therefore, expensive snow sheds would not be justified.	Transportation Modes and Management	Avalanche shed
Beat von Allman	In summary, there are fundamental reasons, that made Europe's mountain railways profitable and practical for all to share, such as the experience of ride, dependability, social interaction and efficiency. This is of course not evident from more isolated local perspective. - Further consideration for a Wasatch mountain rail solution is desirable. The experience from the historic Little Cottonwood ore train, from those that have travelled and contributed reports 30 years ago, again 10 years ago and those that continue to envision rail to return enjoyment of the Wasatch in a better controlled setting. It is becoming increasingly evident that our canyon highway and parking system, is flawed for maintaining an enjoyable mountain recreation experience	Transportation Modes and Management	For Rail
Dianne Seidel	Please connect the Canyons to Cottonwood canyons by lift. I am an owner at the Canyons and it is really needed. Thank you, Dianne Seidel	Transportation Modes and Management	Aerial connections CC/PC
Jon Jensen	To expedite and further this end, I urge that the bus services increase in frequency, and decrease in fare, eventually to the point of free fares.	Transportation Modes and Management	For Buses
Jon Jensen	#VALUE!	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure

Jon Jensen	Additionally, I would like to advocate the institution of toll booths for accessing both Big and Little Cottonwood Canyons - as is currently done for Milcreek Canyon - but with the important qualifier that this should only obtain for private automobiles, and obviously exempt public transit and pedestrians or cyclists	Transportation Modes and Management	Tolling
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<p>Toby Larson</p>	<p>I've got a few things that I see as needing to be addressed for any canyon transportation if it is to be designed to increase ridership. First and foremost is transporting gear. As a family, the bus can be more difficult than a single rider as a kid is less able to transport all of their gear and it is more cumbersome. The current UTA busses make this more difficult with no real cargo/gear space and any assistance is either provided by a spouse or a good samaritan. So in addition to gear storage some help for families would make the bus a more attractive option. Parking is limited and unpredictable. Typically I carpool as opposed to the bus, the canyon lots are typically full early even on weekdays. Lack of parking and unpredictability are definitely issues I've faced. Also, it seems the changes to the system are completely structural in the sense that they are looking at infrastructure and equipment, but ignore behaviors and habits. If the plan is to close the canyons to private vehicles, then behaviors do not matter. However, if the plans include allowing private vehicles, research should be done to identify the common barriers canyon users perceive that prevent them from using the bus. I think a system that is designed without understanding why canyon visitors use their current mode of transportation should be conducted prior to a design phase. Human elements must be included to ensure broad use. New transportation methods will involve behavior changes, those should be better understood. Another huge problem is no direct or express transit to either the resorts or to the canyon park and rides from the university. My understanding is that now an individual would need to take the red line trax to the blue line to the Draper lot in order to access the canyon bus system. This seems unreasonable to ask bench</p>	<p>Transportation Modes and Management</p>	<p>Improve bus system</p>
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Toby Larson	Another huge problem is no direct or express transit to either the resorts or to the canyon park and rides from the university. My understanding is that now an individual would need to take the red line trax to the blue line to the Draper lot in order to access the canyon bus system. This seems unreasonable to ask bench residents and U of U students to do. My personal vehicle on a weekday takes between 35-45 minutes to access the resorts. If transit were to take 60 minutes and the resorts had free places to secure my ski bag, I'd use transit every time. As the system is now, it takes 1 hour and 45 minutes to get to Solitude from basically 9th and 9th using public transit, assuming everything is on schedule. I'm not ok with adding 2 hours of transit time to my trip, so I choose to drive my own car.	Transportation Modes and Management	Express bus to resorts
Taylor Dankmyer	I personally would be in favor of a bus-only or bus preferred route for both roads, where traffic was either 100% resident or essential staff only + buses, or large rush hour periods that only allowed buses or other HOV (3+ passengers? 4+?). The other piece is we have to make the bus riding the *preferred* mode of transit.	Transportation Modes and Management	For Buses
Taylor Dankmyer	Make it so that it is faster and easier to get on the bus than it is anything else. Right now, if I hop in my car, I sit in the same traffic line as everyone else. If that dynamic changed, and I sat in traffic, but the buses zoomed up the canyon in their own fast lane, or in some kind of prioritization, then I would take the bus every time I went up the canyon road.	Transportation Modes and Management	Dedicated transit lane
Taylor Dankmyer	Also, finding parking for these bus stops is also difficult. I think we can find either other kiss n ride locations, or we have to build a bus network that allows for more pickups everywhere, the way Save our Canyons has asked for.	Transportation Modes and Management	Parking in the valleys

Austin Beck-Doss	I feel that expanded park and ride spaces at the base of the cottonwood canyon roads would decrease traffic, travel time and air pollution due to canyon traffic.	Transportation Modes and Management	Parking in the valleys
Sally (Sarah) Elliott	Automobile traffic/parking/congestion has become a problem in Summit/Wasatch Counties. 1) We need light rail from the airport up Parley's Canyon.	Transportation Modes and Management	For Rail
Sally (Sarah) Elliott	3) We need rapid bus transit from light rail up Little and Big Cottonwood Canyons	Transportation Modes and Management	For Buses
Erin Stearns	I think having the ski bus/year round bus is great, it can definitely be a way to A: have a lesser impact on the environment, and B: create much less traffic.	Transportation Modes and Management	For Buses
Erin Stearns	The parking on the side of the roads this year (Big Cottonwood specifically) is insane, seems very unsafe, and a lot of tourists and people with cars that get stuck in the snow.	Transportation Modes and Management	Parking in the canyons
Erin Stearns	Things that I think really keep people from utilizing the existing bus system are: - that they don't accept credit cards and one must have exact change - not frequent enough - Often WAY too crowded, making the trip unenjoyable for those on it	Transportation Modes and Management	For Buses
Erin Stearns	- Need to have a more comprehensive park and ride lot map, many people think there are only the lots at the base of the canyons - promote the other lots that exist.	Transportation Modes and Management	Parking in the canyons
Erin Stearns	Charging to park at solitude makes sense, but if there was more of an incentive, such as, have a car with 4 people its free - more people would make the effort to load up their car / take up single riders	Transportation Modes and Management	Resorts parking fee
Erin Stearns	Charging to park at solitude makes sense, but if there was more of an incentive, such as, have a car with 4 people its free - more people would make the effort to load up their car / take up single riders	Transportation Modes and Management	Carpooling

Brian Stillman	Unfortunately growth is forcing transportation needs. Needs that are needed sooner than later at this point. I see the best solution (and to me least desirable) to reduce single automobile modes of transportation up Big & Little Cottonwood Canyons to a more moderate level is increased buses. Along with this and to positively reduce the traffic jam's at the bottom of the two canyons needs to be park and pick up points in the valley that are spread out and away from the mouth of the canyon's. Otherwise the increased busing from the bottom of each canyon and the current parking remaining at or about the same the problem will only get worse.	Transportation Modes and Management	Improve bus system
Peter Orthmann	First solution: busses need an escort (or take the center lane or breakdown lane) from the 6200 South Park and Ride to the mouth of the Canyon. The bus travel time through that choke point of 1/2 mile can take longer than the entire travel time from the mouth of the Canyon to Solitude.	Transportation Modes and Management	Dedicated transit lane
Ezra Nielsen	I think we need an immediate solution. I have one for Little Cottonwood Canyon. It utilizes the existing road but toggles it back and forth one way, up and down. Think of how this could immediately remedy the situation. 3 hours from 6-9 am uphill traffic only. 3-4 downhill only. Has anyone thought of this before? It's brilliant	Transportation Modes and Management	Restrict vehicles

Max Schuler	<p>We need ALOT more busses that drive up the canyons year round and they need to have priority over the cars. Parking structures at the mouth are not a solution since that will only move the congestion to the bottom. Buses need to run every 5-10 minutes from multiple hubs throughout the city, including downtown and the U. I realize that is an expensive project but it is the only solution and it is absurd that other possibilities are even being considered. As of now, people are not using the bus system since it is not convenient. Make it convenient (read frequent service year around) and give buses absolute priority on high traffic days and people will use the system. One way to implement this is to only allow bus traffic in the canyons during rush hours or in powder days.</p>	Transportation Modes and Management	Improve bus system
Roy Gandolfi	<p>Need an aerial option, tram or gondola. Buy the property at the mouth of LCC and build a big parking structure with high rates. Have UTA buses drop off everyone else. Permits for individuals cars for LCC residents and employee car pools.</p>	Transportation Modes and Management	For Aerial

Peter Crowley	<p>https://i2.wp.com/www.the-ski-guru.com/wp-content/uploads/2019/09/SK0XwvaQVKA2ua65DGXhg-e1568403482204.jpg (image of enclosed gondola car seating six people on cables) I imagine something like this with larger cars to hold 10-15 people or less and gear. Ideally there would be several "stops" or options to offload on the way up. It would run from the SLCO valley up LCC, above or avoiding the avalanche areas, stop at Snowbid, Alta, then over the top to BCC, Solitude, and Brighton, then up over again near Guardsmans Pass to Park City and finally Deer Valley. It would be high speed 2 cable system that goes fast between stops, but slows at the stops for loading and unloading. It could have cars added in winter when ridership is up and fewer cars in the summer when full capacity is not needed. Here is a possible route that connects to a possible parking lot in the gravel pit area.</p>	Transportation Modes and Management	For Aerial
Ty Roney	<p>I live at the base of the canyons and I believe a gondola would be the ideal solution. It would be able to run during storms, does not require snowplows to clear the road, would not likely be shut down due to avalanches, and would provide passengers with incredible views of the canyon all the way up to their desired destination. Any vehicles wishing to drive up the canyon should be required to pay a very high fee or purchase an annual pass.</p>	Transportation Modes and Management	For Aerial

Peter Crowley	The issue I have with monorails that is less problematic with a gondola solution is the aesthetics of the solution. Gondola cables and spaced out towers are less impactful on the enjoyment of the mountain views by all the bikers, hikers, skiers, sightseers, and our neighborhoods. Monorail will have a large rail that will exist 24 hours a day, 7 days a week, 365 days a year, whether it runs or not, that will mar the view. If the capacities are the even comparable, I'd prefer to have some sort of solution that runs on cables than an elevated rail system.	Transportation Modes and Management	Against Rail
Peter Crowley	A large number of small conveyances, be they cars, pods, carriages, or wagons, would be preferable to a small number of large ones. This allows for private pods for small groups. Also it allows for the possibility of private use of a pod beyond the conveyance, such as use for lunch or equipment storage at a resort, like people use the trunks of their cars for today.	Transportation Modes and Management	Effective
Peter Crowley	Pay in advance for a reserved seat (like airplanes) so less waiting in line like the bus.	Transportation Modes and Management	Reservation system (transit)
Peter Crowley	Minimal noise pollution, light pollution, environmental pollution, and blocking the views of the mountains. No unsightly permanent Monorail tracks. To reduce negative impacts, have a variable capacity, so less impacts during lower usage times, like summer.	Transportation Modes and Management	Against Rail
Peter Crowley	Access to multiple stops along the canyons for hikers and back country skiers, not just the resorts, but express to resorts available at the same time.	Transportation Modes and Management	Express bus to resorts
Peter Crowley	To encourage use, this solution should be the same cost as 4 people in a vehicle, so fees on vehicles or parking may be necessary.	Transportation Modes and Management	Mandatory carpool

Sloane Roney	I feel strongly that we need less cars on the road up all the canyons. The noise, air pollution and water pollution occurring from all the traffic is unfortunate. I am strongly of the opinion that both cottonwood canyons should have an efficient, year round gondola system to get people up the canyons to main destinations and possibly shuttles to accommodate other locations from there. Roads could then be used for canyon residents, shipping, motorcycles and bikers. But not as a main source for transportation. I wish there was a good option for Millcreek canyon. Maybe a gondola there as well. Either way, we need less cars on the road in that canyon. Thank you.	Transportation Modes and Management	For Aerial
Christine Jackson	3) a gondola based system could bring 4,000 people an hour straight up to Snowbird, Alta, and over to Brighton consistently, quietly, and have minimal impact to the watershed and wildlife.	Transportation Modes and Management	For Aerial
Patricia Thaxton	1.Expand parking at 6200/Wasatch. Currently parking fills early in the morning.	Transportation Modes and Management	Parking in the valleys
Patricia Thaxton	3. Revisit a gondola that would transport commuters between Park City/ Big Cottonwood/ Little Cottonwood. This would reduce traffic, improve air quality, and reduce the need for parking. I'm a backcountry skier and I really don't understand why this was opposed. If there are no mountain top stations, this would not impact backcountry skiing.	Transportation Modes and Management	Aerial connections CC/PC
Patricia Thaxton	5. Build Transit Centers at the resorts that include lower cost lockers for day storage for bus riders	Transportation Modes and Management	Transportation hubs

<p>Bart Reuling</p>	<p>I continue to read that the focus of the transportation is centered around buses and small vans. I believe the focus should be in a two prong approach that would not only have small buses and vans but should also include the concept of an aerial tram or similar that would be of high speed nature. In one of Save our Canyons over views they had completely eliminated the 30mph tram alternative. (Mostly because of curves in the road?) I believe the vehicle and high speed tram combination up Little Cottonwood connecting Snowbird and Alta would be a positive. With a Connecting Tram from Alta to Brighton-Solitude. Leaving the road only access up Big Cottonwood Cyn. This combination would allow more flexibility and reduce congestion on those busy ski days, avalanche condition days, on those days that someone messes up and doesn't have the right tires, goes off the road, bus gets sideways, etc. It would allow for backcountry skiers, climbers to get to their destinations, hikers to the trailheads, people to just ride the tram up and enjoy the beautiful views in the canyon. It would also provide the desperately needed egress from both Canyons in case of avalanches, earthquakes etc. (Haven't we seen an inter-lodge this year close the canyon) One aspect would be to have the Tram opened from 7am until 10pm in the winter, maybe more variable timeframes other times of the year. Vehicle traffic could then be charged at variable rates helping again to offset the cost of the bus/van and tram expenses. Parking is still to be oriented in the valley areas. and a larger area for Tram base would be needed. (Oh why weren't our city/county politicians more insightful. Remember 30 years to get to this point). Remember to, the point that John Thomas brought up was this is all about</p>	<p>Transportation Modes and Management</p>	<p>For Aerial</p>
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Robin Noack	As depicted by the shuttle bus system in Zion National Park, it seems to me that the only truly viable, economical, not to mention environmentally sound transportation system for moving in and out of either Big or Little Cottonwood Canyon would be a shuttle bus system with parking provided at the mouths of the Canyons. If the buses were powered by CNG or even better if they were electric, and scheduled to match passenger loads according to weekends or weekdays, as long as there was semi-distributed parking close to the canyon mouths, that people could accept and utilize this system for canyon access.	Transportation Modes and Management	Private jitney/buses
Harrison Piper	Hi there, As a Park City resident, and former Wasatch Front resident, the traffic in both Big & Little Cottonwood has gotten out of hand over the past two years. Given the danger of the roads in storm conditions, I feel that the following would be the best solution to traffic in the canyons and safety: 1) A gondola from a large parking structure to the resorts in both Big & Little Cottonwood. Costs could be subsidized by a transportation tax added to season or day passes, for example	Transportation Modes and Management	For Aerial

Eden Sloan	We need a train up Big and Little Cottonwood Canyons. We needed a train system 30 years ago and we need it even more today. Adding more buses isn't worth it. 60 people packed in a standing room only ski bus don't get any priority over one person in a car. You end up in the same traffic. A train would be an incredible answer to the traffic problems of the canyon. It could be like Trax where the cars can still drive on the same track as the train. Cars wouldn't be allowed up the canyon during peak traffic hours. Anyone with a residence in the canyon and anyone who needs a car could go up when peak traffic hours are over, but the train still gets first priority. I know it's expensive, but it would be so worth it.	Transportation Modes and Management	For Rail
Edward Mahoney	closing down the road to private automobiles during certain time periods, and allowing buses only during those times.	Transportation Modes and Management	Restrict vehicles
Edward Mahoney	2. Use of all-wheel drive buses with studded tires or chains, and specially trained drivers.	Transportation Modes and Management	Improved bus traction/training
Edward Mahoney	express buses direct to either Alta or Snowbird in LCW and Solitude or Brighton in BCW.	Transportation Modes and Management	Express bus to resorts
Edward Mahoney	5. Consider allowing private enterprise "jinty" buses to reduce the capital and operating costs for transportation authorities. This could include shuttles from hotels or shuttles that would arrange to pick up groups of passengers.	Transportation Modes and Management	Private jitney/buses
Edward Mahoney	--During winter months designate the canyons for All-Wheel Drive vehicles with winter tires or chains AT ALL TIMES. Require proof of winter driving ability as well as vehicle safety for access to the canyons. Others could should ride buses or with commercial taxis, Ubers, or shuttles.	Transportation Modes and Management	Increase traction enforcement
Mark Mylar	High Capacity Electric Rail Connection linking SLC Airport, U of U, Kimball Jct, Park City, Big Cottonwood, Brighton, Alta LCC, Sandy.	Transportation Modes and Management	For Rail

Mark Mylar	High capacity Gondola Linking Sandy, LCC, Alta, Brighton and Park City. Fly over Avalanche Zones and cluster parking/Development.	Transportation Modes and Management	For Aerial
Mark Mylar	Create a scarcity of parking in Canyons, cluster parking at Gondola bases.	Transportation Modes and Management	Parking in the valleys
Joseph Newcomb	Rail or gondola systems could also be helpful, at least in theory. And if we have adequate public transit in place, limiting private vehicle access to the cottonwood canyons is worth considering (maybe we could start by having vigorous snow tire and chain checks?).	Transportation Modes and Management	Restrict vehicles
Barbara Cameron	2. Aerial solutions have been ignored for years. We must have a truthful and serious discussion about this possibility for helping with the visitation crunch. Who will be honest with the public about an gondolas/trams?	Transportation Modes and Management	For Aerial
Barbara Cameron	4. The BCCA sponsored a regional working group that presented a bicycle land plan back in 2015. Nothing has been done, but it is still relevant.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Kurt Hegmann	That appears to leave trains as the only viable method to address the volumes and growth needed, and trains happen to be the most environmentally friendly, including allowing people to park at various lots in the valley.	Transportation Modes and Management	For Rail
Kurt Hegmann	That appears to leave trains as the only viable method to address the volumes and growth needed, and trains happen to be the most environmentally friendly, including allowing people to park at various lots in the valley.	Transportation Modes and Management	Parking in the valleys

Carolyn Keigley	would like to see research into putting mass transit parking in other parts of the valley, west, north, and south and decongest Wasatch Blvd. and the communities along the bench. This needs to be done in a way that people will use this form of transportation - no transfers needed, direct routes to the canyons, reliable parking. Right now parking is limited at the park and rides near the canyons and people are discouraged by driving around from one parking area to another looking for a spot to park.	Transportation Modes and Management	Parking in the valleys
Carolyn Keigley	Either that or a reservation system with a capped # of visitors.	Transportation Modes and Management	Reservation system (transit)
Carolyn Keigley	Lastly we need a solution now for the current safety needs. There should be a cap on the #s of cars to match safe parking. Once the cap has been reached visitors must take a bus. Ride sharing is taking place and bus ridership has gone up 40% but that is not enough and we need to make our canyons safe now!	Transportation Modes and Management	Restrict vehicles
Daniel Cottam	There really should be trams up little cc from utah valley and cottonwood heights to reduce traffic and pollution	Transportation Modes and Management	For Aerial
Ron Hilton	The system should be flexible and encourage both public transit and carpooling. For example lanes which can change direction and/or be designated for bus/carpool based on flow and congestion.	Transportation Modes and Management	Dedicated transit lane

Hilary Thirlwell	I am a resident of Big Cottonwood canyon. I feel that in order to encourage people travelling to BCC for skiing, hiking or biking, they would more easily be persuaded if they did not have to change buses to get there. I.e. regular buses from SLC neighborhoods direct. Stopping at trail heads, as this would be a plus for oneway hikes/bikes/skis (encouragement). Also a subsidized service, even though these people pay \$100/day for skiing \$5 for bus seems outrageous to them. So if you really want them to take bus it needs to be cheap and take readily available forms of payment (credit card). A lot of it is about convenience, not just cost, and not having to be squeezed on to an overflowing bus. If the buses came from the neighborhoods in SLC directly or from parking lots, not at entrance to canyons but nearby to the recreationalists homes, then this might help. Also the idea that people could go from canyon to canyon on their adventures with a bus pass instead of having yo organize shuttles might be a selling point. This could also include Mill creek canyon. These features should be advertised extensively to get the enthusiasm for public transport going.	Transportation Modes and Management	Improve bus system
Brett Carroll	The solution that I think makes the most sense is to build a large parking structure(s) in the valley near the base of the canyons and using that as a transit hub.	Transportation Modes and Management	Parking in the valleys
Brett Carroll	The solution that I think makes the most sense is to build a large parking structure(s) in the valley near the base of the canyons and using that as a transit hub.	Transportation Modes and Management	Transportation hubs
Brett Carroll	During times of peak use the canyons could even be closed to private vehicle use, as is done in Zion NP.	Transportation Modes and Management	Eliminate personal vehicles

Brett Carroll	I would also be open to placing a toll on private vehicle use, as long as there is a user-friendly, free or low cost public transit option for people unable or unwilling to pay the toll. Until public transportation options are upgraded from their current level, however, I would oppose a toll.	Transportation Modes and Management	Tolling
Christopher Balun	Gondolas are cool	Transportation Modes and Management	For Aerial
Christopher Balun	Parking Garages are cool	Transportation Modes and Management	Parking in the valleys
Christopher Balun	Snow Sheds are cool	Transportation Modes and Management	Avalanche shed
Christopher Balun	More buses are cool	Transportation Modes and Management	Improve bus system
Alyssa Richards	Further, buses for backcountry traffic should be encouraged. Having another system that stops at trailheads will decrease the strain put on the parking lots in Big and Little Cottonwood canyons near popular backcountry areas. Also, a ski bus that is specifically for college students would be a really easy way to decrease car. By having a bus that only stops at Universities in the Salt Lake area (Westminster, University of Utah, SLCC), there will be less crowding on buses that stop by the park and ride lots, and there will be fewer cars on the road from the North, where a large majority of the congestion comes from.	Transportation Modes and Management	Improve bus system
Richard Thomas	I believe the best solution for Big and Little Cottonwood Canyons is bus mass transit	Transportation Modes and Management	For Buses
Richard Thomas	utilizing an exclusive mass transit lane, up in the morning, down in the afternoon.	Transportation Modes and Management	Dedicated transit lane
Richard Thomas	This solution requires valley parking lots at mass transit intermodal hubs and	Transportation Modes and Management	Parking in the valleys
Richard Thomas	frequent buses to and from the resorts. The objective should be to significantly reduce the need for visitors' personal automobiles in the canyons.	Transportation Modes and Management	Transportation hubs

Richard Thomas	frequent buses to and from the resorts.	Transportation Modes and Management	Express bus to resorts
Bryant Scrafford	I adamantly support the existing management policies of Guardsman Pass i. e. Closed in Winter Any transportation plan for the Cottonwood's and Mill Creek canyons must prioritize and place at the top of its list providing for increased, adequate, canyons oriented parking options convenient to the canyons base area.	Transportation Modes and Management	Parking in the valleys
Katie Pappas	Shuttle buses with stops at all trailheads and destinations seem the logical solution as we already have roads in place. It would be great to be able to start at one trailhead and come out at another and be able to catch the bus there. I can think of several trails that this would work with.	Transportation Modes and Management	For Buses
Katie Pappas	Shuttle buses with stops at all trailheads and destinations seem the logical solution as we already have roads in place. It would be great to be able to start at one trailhead and come out at another and be able to catch the bus there. I can think of several trails that this would work with.	Transportation Modes and Management	Stops at every trailhead
David Kelly	not allow non-permitted private vehicles in either canyon	Transportation Modes and Management	Restrict vehicles
David Kelly	put in a major transportation hub with many levels of parking,	Transportation Modes and Management	Transportation hubs
David Kelly	provide a real transportation solution (natural gas buses ideally) that run EVERY 5-10 MINUTES	Transportation Modes and Management	For Buses

Daniel Butters	I think that while a gondola system is the least invasive, it is too low capacity, let alone slow. If it were more like a snowbird tram then that would be better. However, I believe that a train would be the best option, as it I believe it is much more attractive, can stop at multiple parts of the canyon (for climbers or hikers) and integrates itself into our existing system at a much better level. It could be a real draw for those coming into town. I believe that once it is above Alta however, that it would probably be the best option to make a tram to go into BCC, as tunneling could be awkward into solitude and Brighton. Also the tram could continue to Park City or Heber a lot easier then a tunnel	Transportation Modes and Management	For Rail
Kate Reymann	Ban all cars except for those belonging to people who live in the canyons and employees who must get to and from resorts.	Transportation Modes and Management	Eliminate personal vehicles
Kate Reymann	All others required to take public transit/resort shuttles. If shuttle buses can move thousands of people in and out of Zion, the same can be done for BCC and LCC. The shuttle system should be in place all winter and on peak summer and fall weekends.	Transportation Modes and Management	Transit only
Kate Reymann	Exceptions made for those camping in canyons; special permits issued for camping and overnight stay at resorts.	Transportation Modes and Management	Permitted parking
robert wright	I think the time has come to change the winter usage of Big and Little Cottonwood Canyons to a public transportation and permit system much like that which is used for Vail and Beaver Creek Mountains.	Transportation Modes and Management	Transit only
robert wright	and permit system much like that which is used for Vail and Beaver Creek Mountains.	Transportation Modes and Management	Permitted parking
robert wright	I think it would be much wiser to transport the skiers and riders to and from the resorts using shuttle buses staged from a central point in the valley.	Transportation Modes and Management	For Buses

Trenton Harris	I applaud CWC's efforts to reduce traffic in the canyons and offer real world solutions for the canyons and the wasatch front's roads. Furthermore, I would encourage CWC to consider other alternatives to buses and incentives to carpooling. I recently skied in Zermatt, Switzerland (Snowbird's sister resort!) and was amazed at how well designed it is for tourists and residents alike. I would encourage you to consider modeling a transit system after Zermatt's system. They utilize a system of trains and electric vehicles. The trains were comfortable, designed to accommodate skis and bicycles, and they were affordable. The electric cogwheel trains were designed to climb steep slopes and took us to elevations above 10,000' (Gornergrat), an amazing feat of engineering. I realize this may be a serious investment for the CWC but our canyons are worth every dime!	Transportation Modes and Management	For Rail
lydia Trettis	I think you should find a way for a bus lane at the upper part, at least, of BCC so people who take the bus can get ON a bus that has not been sitting in traffic. I have stopped skiing. STOPPED SKIING!!!! Because the whole thing is so stressful I can't stand it. I have been suggesting for as long as you've been asking that you should do away with cars and go to buses 100%. But I have to be able to park my car which is now no longer a possibility near the base of the canyons. Parking garages. Buses. Not so complicated. Gondolas???? Really? Glad you are finally doing something about a problem that has been building for YEARS! Does SLC not have urban planners? Thank you for your solutions. Maybe one day I will actually go skiing and get home less stressed than I am on a work day.	Transportation Modes and Management	Dedicated transit lane
lydia Trettis	Parking garages. Buses. Not so complicated.	Transportation Modes and Management	For Buses

Gill Bearnson	Rail is the obvious long term solution to moving a large number of people through a narrow corridor with the least environmental impact. I'm very pleased to see that in the plan! From my perspective it could even displace a lane of traffic in some narrow sections of the canyon if that is what is required to build it - not preferred but possible. It should have the tunnel through to brighton and park city - or the job is less than half done after putting in most of the work. I don't see the need for the redundant aerial tram system from park city to brighton. It runs the exact same route as the train, moves less people, and has higher maintenance. This smells like politics in the planning process because it makes no sense, and it's unlikely that both will be built.	Transportation Modes and Management	For Rail
Jayanti Muehlman	I like the idea of a trax line	Transportation Modes and Management	For Rail
Jayanti Muehlman	or a substantial amount of busses.	Transportation Modes and Management	For Buses
Jayanti Muehlman	Solitude's policy of paying for parking has also decreased traffic to that resort.	Transportation Modes and Management	Resorts parking fee
Lee Bank	Anything short of a major (huge) European type solution (i.e. rail, possibly with tunnels, connecting PC-BCC-LCC... or a lift system a la Europe connecting resorts at least) will result in exactly the same thing we see in Denver I-70 and Bay Area I-80 - nightmare traffic and failure to plan decades ahead... that blueprint is already created by those areas(failures).	Transportation Modes and Management	For Rail

David Thomas	A Gondola system would be limited in stops, but would therefore be faster. It would service the main use areas (resort bases). Those using the canyons for other recreation could still drive as the roadway would be minimally impacted by a gondola versus a train. Buses simply do not have the capacity to meet demand and are not ultimately as safe as a train or gondola. A gondola would also provide more options for bike users in the summer whereas busses are extremely limited in the number of bicycles that can be carried.	Transportation Modes and Management	For Aerial
David Thomas	Partnering with UTA to create a trax line that follows the east benches would greatly reduce congestion by providing a large capacity, reliable way to access the base of the canyons . This would simultaneously reduce the size of the increase in parking required at the canyon mouths while lowering overall traffic and pollution in the valley through the filling of a current gap in the valley's public transportation system.	Transportation Modes and Management	For Rail

John Gardner	<p>The CWC's Mountain Transportation System should include a toll booth, national park style, at the mouth of both Big Cottonwood Canyon and Little Cottonwood Canyon. The fee to drive in the canyon should be reasonable, but high enough to generate significant revenue which should be utilized to preserve canyon resources. Since the Forest Service is restricted from collecting revenue, and since both S.R. 190 and S.R. 210 are state highways, perhaps UDOT should collect the fee, with revenue distributed to the Forest Service through an MOU. A fee booth would do wonders during the summer/fall, and wouldn't cause excessive lineups to enter the canyons, since visitation during the summer/fall is spread fairly evenly throughout the day. A fee booth during the winter ski season could be problematic, since so much ski traffic would attempt to enter the canyon during the morning. I would suggest that that automatic tolling (using an electronic license plate reader) be used during the winter ski season, while a physical fee booth be used during the summer fall. The use of fees and tolling would disincentive private vehicle use and encourage use of public transportation and car pooling. These tools would require almost no new infrastructure or impacts on canyon resources. The cost of implementing these options would pale in comparison to other options under consideration. They could be implemented relatively quickly, while waiting to see if more infrastructure heavy investments are required in the future. Thank you.</p>	Transportation Modes and Management	Tolling
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Joseph Sloan	<p>As long as it is more convenient and more comfortable to drive your own car up the canyons people will do that, but if there are real impactful reasons to ride the bus instead of driving, individuals may shift their means of canyon transportation. I don't think the answer needs to be very complicated. Buses can hold 60+ people. That by itself is 12-60+ cars off the road. There wouldn't need to be any additional infrastructure in the canyons, just expanded bus service, sufficient parking at Park and Ride locations and real incentives (ie money) to ride the bus instead of drive. People can be lead to taking the bus or forced to take the bus (or both), but it's clear that expanded bus use is a simple and efficient solution to the problem of over trafficked and congested canyons. I ride the bus because of environmental concerns and because of the traffic issue, but other people don't or don't care unless there is a clear advantage to taking the bus instead of driving.</p>	Transportation Modes and Management	For Buses
Samuel Wright	ancillary infrastructure such as parking structures and services therein	Transportation Modes and Management	Parking in the valleys

<p>teresa mellon</p>	<p>Good day. I truly think that rail is the major answer. It will never get less expensive, which counters the it's too expensive argument that has been thrown around for decades. Look how hard the Wasatch Front fought it in the early days and what a success it is. More rail, less cars. Provide regular, timely, and efficient service and more people will get out of their cars and ride. Provide a great experience that surpasses their driving one and they will use it. In order for people to partake it also cannot continue to take twice and three times longer in some cases than does driving. That won't incentivize no matter what you do to disincentivize individuals in cars. The people commuting don't have more hours in their days to give up to doing the right thing, though most would love to because they are passionate about the air and quality of life issues. I have lived between SLC and Summit County for thirty years and have been working in Summit Co. during the entire time. For a good chunk of this time i have fulfilled transit study surveys and seen very little done to move to rail into the I80/Parley's world (remember there was once a ski train?) and to include rail in the circle around the basin. I have ridden transit as a primary mode of transportation off and on for this, it is not a time effective way and when you work 10-12+ hours a day it is demotivating. Less people than would ride transit because it is not time efficient to ride the bus system. If we want workers to sustain quality service at the ski areas and businesses that come with them being present we need better mass transit that is a quality experience. So we sit in cars in traffic and wonder why we live or work or play in mountain communities because the quality of life is "not what it used to be". Towns, counties, cities are all</p>	<p>Transportation Modes and Management</p>	<p>For Rail</p>
<p>Eric Sagerman</p>	<p>Car pooling, busses are simply not long term solutions.</p>	<p>Transportation Modes and Management</p>	<p>Against Buses</p>

Eric Sagerman	I would suggest two things. First connect the mountains via a lift system. This has been done all around the world, with great success. Contrary to the back country outcry it also preserves the back country.	Transportation Modes and Management	Aerial connections CC/PC
Eric Sagerman	Second, I would suggest connecting the canyons via trains or similar. This would allow people to go directly from the airport, city or base of canyons up each canyon. Again this system has been deployed successfully all through out Europe. It is time to our community to think differently and outside the box.	Transportation Modes and Management	For Rail
John Reese	CWC needs to discourage automobile access in canyons that is not associated with canyon residents access	Transportation Modes and Management	Restrict vehicles
Blake Perez	Please consider more buses	Transportation Modes and Management	General comment
George Vargyas	Then, the system needs to discourage SOV's, and make mass transit via bus system, perhaps with deciated mass transit lane(s).	Transportation Modes and Management	Dedicated transit lane
George Vargyas	Adequate parking needed, with coordination of valley system and stops. Start TOLLING ASAP to raise funds. Canyon closures to SOV's when parking is full encouraged. No further in-canyon parking/expansion.	Transportation Modes and Management	Tolling
George Vargyas	Adequate parking needed, with coordination of valley system and stops. Start TOLLING ASAP to raise funds. Canyon closures to SOV's when parking is full encouraged. No further in-canyon parking/expansion.	Transportation Modes and Management	Parking in the canyons
George Vargyas	A gondoala/aerial is a BAD idea and discouraged.	Transportation Modes and Management	Against Aerial
George Vargyas	Rail might be considered in the long run, but I don't appreciate much advantage over a good bus system.	Transportation Modes and Management	For Rail
George Vargyas	Rail might be considered in the long run, but I don't appreciate much advantage over a good bus system.	Transportation Modes and Management	For Buses
George Vargyas	No intercanyon connections via aerial/gondola or to the Wasatch Back.	Transportation Modes and Management	No aerial connections CC/PC

Lisa Bagley	Any form of transportation: cars, buses, trains, etc. should see Avalanche Sheds (tunnels) built in Little Cottonwood Canyon like in Europe. We lived in Switzerland for a couple of years, and their transportation was amazing. From rails, gondolas, and funiculars to hiking networks to ferries. You could travel anywhere!	Transportation Modes and Management	Avalanche shed
Lisa Bagley	Also, user fees for the Canyons is a start. Millcreek Canyon has a fee booth.	Transportation Modes and Management	Tolling
THOMAS LOKEN	I favor mass transit for both Big and Little Cottonwood canyons. Mode of transport; increasing frequency of UTA buses. To be successful, will need to provide parking for thousands of cars(not just hundreds). Best parking location; at gravel pit north of BCC. A multi level ramp could be built on the east side of the gravel pit (against the already cut up mountainside) to minimize the visual impact. By putting the ramp on the east side and constructing a multi-level structure, it would still leave Cottonwood Heights ample area to construct commercial/retail structures, which I believe they have shown interest in doing.. I do not favor increasing car capacity or increased parking within the canyon itself. This would just lead to worsening canyon traffic...	Transportation Modes and Management	For Buses
Joel Ban	Getting the biggest gains for the least amount of public funding should be focused on. Incentivizing car pooling and busing should be emphasized by using new tolls for those that ride up the canyon in their own vehicle without other occupants. creation of new apps to facilitate carpooling and public transport should be explored to the fullest extent. thanks for considering.	Transportation Modes and Management	Tolling

Rory Bernhard	I think a good first step in helping combat the traffic issues in the canyons is to cease the advertising for the Wasatch front, at least until there are improvements made. We can't keep adding to the problem while we are still deliberating on the solution. I am in favor of a rail system. It should have a frequent departure time in order to handle the flow of people. For, Little Cotton Wood, I think provisions need to be in place that would allow the railway to run regardless of Avi work. Perhaps some covered sections at the slide paths so the snow would just go over the top and the rail system can still operate.	Transportation Modes and Management	For Rail
Julie Epperson	My thoughts: On weekends during ski season cars must have 3 or more occupants.	Transportation Modes and Management	Mandatory carpool
Tyson Anderson	1- Parking is inadequate in the valley and disincentivizes any mass transit solutions to the canyons. This should be priority one.	Transportation Modes and Management	Parking in the valleys
Tyson Anderson	2- I would like to see a targeted study to find out what level of extra cost to get up the canyon would actually disincentivize private vehicles enough to make a difference. Resort skiing is becoming a sport for the wealthy and I'm afraid that the majority of resort users will be happy to pay large sums of money to get up the canyon. This will effectively price some people out of their own public land and is immoral.	Transportation Modes and Management	Tolling
Tyson Anderson	6- I would support a bus only system if implemented correctly. This worked well for Zion NP and think it could work for the canyons as well.	Transportation Modes and Management	For Buses
Tyson Anderson	7- Snow sheds work well in many other parts of the world with avalanche problems. They should be examined as part of a solution to keep the roads open and clear.	Transportation Modes and Management	Avalanche shed
Susan Munroe	We need to move toward a system in which there are no private cars in the canyon other those of residents.	Transportation Modes and Management	Eliminate personal vehicles

Annie Studer	The scope only addresses "parking" once. Addressing the capacity and use of UTA Park and Ride lots, ski area lots, roadside parking, etc. is a critical piece to executing a plan and perhaps should be mentioned explicitly in the scope.	Transportation Modes and Management	Parking in the canyons
Annie Studer	The scope only addresses "parking" once. Addressing the capacity and use of UTA Park and Ride lots, ski area lots, roadside parking, etc. is a critical piece to executing a plan and perhaps should be mentioned explicitly in the scope.	Transportation Modes and Management	Parking in the valleys

David Snee	<p>I truly appreciate the fact that an effort is being made to improve access to the mountains for all the residents of the Wasatch Front. I moved to Salt Lake City in 2006, and the Wasatch Mountains were the main attraction. For over a decade, I worked in Little Cottonwood Canyon, and I loved it. My career path has changed, but my interests have not. Although the appeal of the mountains has not waned, I find myself doing other things because of the traffic, the parking, and the inadequate public transportation system. My comments beyond this are exactly the same as my partners because we wrote them together while discussing the issues. I hope that this will not diminish the value of our comments in the eyes of the readers. I agree we must dis-incentivize single-occupancy vehicle traffic. But charging for parking or charging for access may not be enough. Are people who spend hundreds and thousands of dollars on ski passes and gear going to be deterred by another \$20 fee? And raising it to a more prohibitive \$75 or \$100 just makes the canyons a playground for rich people (even more than they already are). We need to move toward a system in which there are no private cars in the canyon other those of residents. We need better public transit that operates with greater frequency and with earlier/later operating hours. If you're going to charge for parking or access, that should only be a temporary solution to help raise funds for better public transit. What is the financial responsibility of the ski resorts in this plan? Although they're not the sole reason for the canyon congestion, they are actively involved in trying to attract more and more people to the canyons. And they're earning profits. What percentage of those profits go back toward the overall sustainability of the canyon environments</p>	Transportation Modes and Management	Restrict vehicles
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David Snee	But charging for parking or charging for access may not be enough. Are people who spend hundreds and thousands of dollars on ski passes and gear going to be deterred by another \$20 fee? And raising it to a more prohibitive \$75 or \$100 just makes the canyons a playground for rich people (even more than they already are). We need to move toward a system in which there are no private cars in the canyon other those of residents.	Transportation Modes and Management	Tolling
Tanner Larsen	I hope high capacity transit refers to a train system. I am convinced that this is the only solution that makes long term since. There are old railways up our canyons that could be restored for this purpose. The population is only going to grow and if we don't act now then in ten years we will wish we had. There are some towns in the Alps that are only accessible by train. I understand wanting to protect our environment and wilderness areas and I try to do my part. My wife and I only own one car and I ride my bike to work each day. However, everyone has a right to use these public lands as much as I do and I think that disincentives will not prove to be a long-term solution. I propose we build a train system and limit the cars to workers and those with residences in the canyons. I would rather have a few trains rather than a thousand cars yo the canyon.	Transportation Modes and Management	For Rail
Cameron Diehl	I support enhanced bus service up Big and Little Cottonwood Canyons. Bus service provides a more nimble away to access trailheads and ski resorts alike.	Transportation Modes and Management	Improve bus system
Cameron Diehl	Bus service provides a more nimble away to access trailheads and ski resorts alike. Remember--transportation up the canyons should not be solely focused on ski resorts. Check out the parking nightmare around Lake Blanche or Red Pine in the summer time and you'll realize that bus stops at trailheads could be game changers.	Transportation Modes and Management	Stops at every trailhead

Cameron Diehl	I oppose a train or a gondola because development will inevitably follow fixed transit infrastructure. The additional development necessary for fixed rail or gondolas would forever alter the landscape and potential damage the watershed too.	Transportation Modes and Management	Against Rail
Cameron Diehl	I oppose a train or a gondola because development will inevitably follow fixed transit infrastructure. The additional development necessary for fixed rail or gondolas would forever alter the landscape and potential damage the watershed too.	Transportation Modes and Management	Against Aerial
Cameron Diehl	Regular bus and shuttle service that connects downtown SLC, base camps at the mouth of the canyons, and other valley centers is essential. I would love to see the gravel pit at the mouth of Big Cottonwood develop into a base camp with hotels, restaurants, transit, and other amenities. I also support enhanced transit connectivity between SLC and Park City.	Transportation Modes and Management	Express bus to resorts
Cameron Diehl	It would be great to have limited windows of time when the Cottonwood Canyons are vehicle free to facilitate more bicycles. I would love to see more protected bike lanes through Summit County to take bikes off of the major highways.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
David Carroll	Grandiose schemes like the train and tram, planned now may not even be relevant by the time they come on line, and will likely be years away from implementation. These ideas also fail the test of a comprehensive and holistic plan since they only look at the issue as a narrow one of moving people a short distance and over a limited season.	Transportation Modes and Management	Against Aerial

David Carroll	Grandiose schemes like the train and tram, planned now may not even be relevant by the time they come on line, and will likely be years away from implementation. These ideas also fail the test of a comprehensive and holistic plan since they only look at the issue as a narrow one of moving people a short distance and over a limited season.	Transportation Modes and Management	Against Rail
Rachel Diehl	No fixed rail lines or gondolas. Buses are preferred with stops at hiking trailheads. Charge cars to go up the canyon.	Transportation Modes and Management	Against Rail
Rachel Diehl	No fixed rail lines or gondolas. Buses are preferred with stops at hiking trailheads. Charge cars to go up the canyon.	Transportation Modes and Management	Against Aerial
Rachel Diehl	No fixed rail lines or gondolas. Buses are preferred with stops at hiking trailheads. Charge cars to go up the canyon.	Transportation Modes and Management	For Buses
Rachel Diehl	No fixed rail lines or gondolas. Buses are preferred with stops at hiking trailheads. Charge cars to go up the canyon.	Transportation Modes and Management	Tolling
Kenneth Bayer	UDOT and Canyon Patrol closed the canyons on several days this season on account of too many cars being in the canyons. This worked, albeit in a blunt-instrument fashion, demonstrating that it's politically OK to place absolute limits on the number of cars in BCC and LCC.	Transportation Modes and Management	Restrict vehicles
Kenneth Bayer	Solitude's parking charge should be analyzed at the end of the season. Maybe a per-car charge could be collected, not at the resort parking lot, but at the canyon mouth, with the proceeds going to subsidize an expanded bus service.	Transportation Modes and Management	Parking in the canyons
Kenneth Bayer	Solitude's parking charge should be analyzed at the end of the season. Maybe a per-car charge could be collected, not at the resort parking lot, but at the canyon mouth, with the proceeds going to subsidize an expanded bus service.	Transportation Modes and Management	Parking in the valleys

Alex Wheeler	My observation being a skier in this Salt Lake Valley for 40 years and seeing things develop with regards to Little and Big Cottonwood canyon absent a plan, I have seen the frustrations that many have. My experience has led me to the point of where I no longer want to take my car up little cottonwood canyon and looked into taking the bus on a Saturday. The 6200 stop parking lot was completely full with a wait line of 3+ buses worth of people...my wife then ended up dropping us off and picking us up. My thought process is contacting the land owners of the Cottonwood mall land and lease the massive parking lot for as long as you possibly can, add a multi bus routes to all ski canyons out of one central hub?	Transportation Modes and Management	Parking in the valleys
William Robertson	My recommendation to help solve the concerns with current methods of accessing the BCC, LCC, and Park City areas of recreation would be a system of tunnels with train or some type of rail access including stops for specific locations of interest. This method of transportation is utilized in Europe, all be it for different reasons than congestion. The company I work for does this type of underground infrastructure design and planning. If I can be of more help feel free to reach out. Thanks, Will Robertson	Transportation Modes and Management	For Rail
Rory Weber	" I live in south salt lake work in west valley. 7.5 miles away from work! It would take 3 transfers and over an hour to get to my destination !!!!! Can't get over the I-15 great divide. Please help with this! Smaller vans more times per hour from major areas Sent from my iPhone"	Transportation Modes and Management	General comment

David Bean	"Hi, I saw there is an open comment period for transportation plans. We need an east/west corridor connecting to the growth in the South West part of the Valley. It's irresponsible to allow the mass growth of Daybreak and other new high density communities without a connection to I-15. Create a freeway on the current 90 th south corridor connecting I-15 to the Bangerter and Mountain View Corridor. Thanks"	Transportation Modes and Management	General comment
John Schneider	" Greetings, Everyone! Let's just quit beating around the bush and accept the best and most positive accessibility for everyone's speed and comfort. Look to Europe, please! Begin planning and working on a fast ""train/tram"" system starting at the airport or central downtown, going up I-80 to Park City and beyond along Hwy. 40 to Midway's Soldier Hollow(for the planned future Winter Olympics). And another extension up Big and Little Cottonwood Canyons. Duh! Do it now before those corridors are congested with growth! Stop arguing and/or planning over whose pockets the money will be lining. Just do it, dang it! Otherwise, there will be many,many, many disappointed drivers dealing with poor weather and driving conditions(not to mention parking congestion), adding to their/your woes! Read my lips: ""It....is...simple."" Oh, don't forget to use tall fencing along those routes to save whatever wildlife remains. Sincerely, John Schneider P.O. Box 58713 SLC, Utah 84158 Sent from my Samsung Galaxy smartphone."	Transportation Modes and Management	For Rail
Colin Gregerson	I do not support a train or gondola. Both gondola and train solutions are concerning for their ""high capacity"" impacts on user experience.	Transportation Modes and Management	Against Aerial
Colin Gregerson	I do not support a train or gondola. Both gondola and train solutions are concerning for their ""high capacity"" impacts on user experience.	Transportation Modes and Management	Against Rail

Colin Gregerson	For the safety of getting people moving up the road smoothly, I support roadway expansion (for busing only), expanded bus service, and snow sheds. A dedicated bus lane (up in the mornings and down in the evenings) would be awesome! All the private vehicles would be crawling slowly up the road while the buses would cruise by. Imagine that! Proof to the drivers of their cars that the bus is faster to get to the powder. I believe this scenario would dramatically change user behavior.	Transportation Modes and Management	Improve bus system
Colin Gregerson	I support tolls for private vehicles.	Transportation Modes and Management	For tolling
Susan Hildebrand	More buses and more frequent. But I know people that won't get out of their cars (!) no matter how much I plead with them. Charge for parking! That's my short term answer. Susan Hildebrand, Snowbird Host	Transportation Modes and Management	Charge for parking
Leslie Woods	looks like bussing is the best option. So lets triple the amount we currently invest in ski busses and get people up the canyons in a convenient and efficient manner.	Transportation Modes and Management	For Buses
Leslie Woods	We need to have busses that seat more than 23 people. Currently they try to cram up to 60 people on a bus, what happens if that bus gets in an accident or is hit by a slide and pushed off the road. There will be numerous injuries and deaths using the current way of herding people on the busses.	Transportation Modes and Management	Increase bus capacity
Greg Libecci	My belief is there needs to be multiple parking garages that make transition to high capacity bus transport convenient and accessible.	Transportation Modes and Management	Parking in the valleys
Greg Libecci	Charge for parking at all resorts with break for 3+ (Solitude approach proves this works!)	Transportation Modes and Management	Resorts parking fee
Greg Libecci	PLEASE maintain stops at trailheads that accommodate back country enthusiasts.	Transportation Modes and Management	Stops at every trailhead

Colleen Lyons	* I would love to see a light rail system connecting the base of the canyons to the main trax lines. Not only would this be beneficial for daily work commuters living in CWH/Sandy that need to head up or down the valley, but it would allow for visitors to the canyons to come out for the day without needing to drive or find parking.	Transportation Modes and Management	For Rail
Colleen Lyons	I would like to see safer designated bike lanes down 210	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
Colleen Lyons	* I really appreciate the improved bus options this year for getting to the ski resorts, but I would like a bus that picks up through more of the neighborhoods and not just the main transportation hubs to get into the canyons. I live incredibly close to the canyons (off Buck Cir), and it seems a bit illogical that I either have to drive to the parking lots or walk 25-30 min to the bus	Transportation Modes and Management	
Matthew Steward	"1. Demand based toll system in BCC and LCC.	Transportation Modes and Management	Tolling
Matthew Steward	Carpool only during peak times.	Transportation Modes and Management	Carpooling
Matthew Steward	. User friendly bus service from central locations in valley, i.e. Rice Eccles parking lot on wknds. Direct to resort buses. If a rider wants to go to Alta you don't take them on a 30 minute tour of each entry at snowbird.	Transportation Modes and Management	Express bus to resorts

<p>Andy White</p>	<p>"Bus it! Other vehicles: commercial, employees, and private residents only. That keeps it flexible (as opposed to a billion or so in aerial tram construction. Who knows what the weather will be in ten or twenty years?), and reduces the need for extensive parking construction at canyon mouths. Buses can stage at valley schools on weekends and contract for excess parking in mall parking lots midweek. More frequent buses will mean more capital outlay, but that can be shared with southern Utah's parks that can also reduce private vehicle access and use the buses in the winter resort oriented north's off season. Andy mrandywhite@msn.com 801-859-8766 <folktalefare.com> "</p>	<p>Transportation Modes and Management</p>	<p>For Buses</p>
<p>Scott Weber</p>	<p>"Hi, I live in South Salt Lake and I work in West Valley City. By car it is approximately 7.5 point five miles from home to work and vice versa. It is a 10 to 15 minute commute tops, and it is very easy. I have looked into trying to take any form of public transportation and it is virtually impossible to get here. 2 to 3 transfers and walking almost a mile which would take a little over an hour one-way. I 15 seems to be the great divide when it comes to public transportation to interconnect into these two cities. Can't something be done such as smaller vans to help get people open over the bridges. Thanks, Scott Weber -- Confidentiality Notice: The information contained in this e-mail is for the intended recipient(s) alone. It may contain privileged and confidential information that is legally protected. &#160;If you are not an intended recipient, you must not copy, distribute or take any action in reliance on it. If you have received this e-mail in error, please notify the sender immediately by reply to this email and delete the material from your computer. "</p>	<p>Transportation Modes and Management</p>	<p>General comment</p>

Paul Hooper	The concept of a tunnel is ludicrous. Put in a tunnel and the lines will look like the overcrowding at Vail Alta & Snowbird are already overburdened.	Transportation Modes and Management	Tunnel
Paul Hooper	As Joni Mitchell's lyrics in Big Yellow Taxi mention- ""please don't pave paradise and put up parking lot.""	Transportation Modes and Management	Parking in the canyons
Jeff Bertot	TRAIN! Bus - car free canyon Express Buses from downtown Things need to change	Transportation Modes and Management	For Rail
Jeff Bertot	TRAIN! Bus - car free canyon Express Buses from downtown Things need to change	Transportation Modes and Management	For Buses
Jeff Bertot	TRAIN! Bus - car free canyon Express Buses from downtown Things need to change	Transportation Modes and Management	Express bus to resorts
Robert Gurss	"I would take the bus up the Cottonwood canyons more often if there was better parking at the base and more frequent buses. Have you considered public acquisition of at least part of the quarry/cement plant on Wasatch Blvd and building a parking garage with frequent bus service up the canyons? Bob Gurss robert.gurss@gmail.com "	Transportation Modes and Management	Parking in the valleys

Heidi Schubert	<p>I favor Bus Rapid Transit for its flexibility and instantaneous usage. But I wish someone had the resources to right now, next week, start a better information system for traffic in the canyon. A car counter at the base of the canyon could give a % potential parking spaces. This is a wishy-washy number, I know. But as a driver, when I see this hit 0, I can turn around now and make other plans. I would think that entering the canyon at 5-10% probably means the Brighton lot is full. It wouldn't take many weekends to know how to adjust this count to the "average" experience. Or if there were apps that gave you quarter hour updates of ski lot capacity. Or if you had speed monitors at a few crucial spots and could have those monitors report to drivers lower down. When I see a stand still between solitude and Brighton, I can turn around. I have driven to the top of BCC and been turned around with a lot full - after being in the line for 30 minutes waiting to be turned around. This wasted lots of time and energy, not to mention pissed off a mother with small children in the car. Simple car counters at the base would be a start. More complex counters or resort specific info can come later. The base of both LCC and BCC appear to me to be able to accommodate a third uphill entrance lane for a small distance. This could be a lane which would be bus, resident, transit, or even HOV4 only. Other cars would enter through a second lane. When the car count reaches some point, then the second lane of individual cars just closes. Bus, transit and resident become the only way to enter. These can be run off barcode pass systems similar to east coast freeways. The second lane of "everybody else" can also have a pass system and the cost of passes can be minimal with actual costs being associated with actual usage in the canyon. Billed weekly or</p>	Transportation Modes and Management	Improve bus system
Phyllis Anderson	"In the short term, the only answer is better bussing systems.	Transportation Modes and Management	Improve bus system

Phyllis Anderson	Much like Zion Park, I think the Cottonwood Canyons should be closed to all private vehicles on ski weekends, except for people who live in the canyons, vehicle services for the lodges, etc. This would need to be fine tuned. Hopefully, this would allow for nearly continuously running busses.	Transportation Modes and Management	Restrict vehicles
Phyllis Anderson	Parking is another issue. Suggestions of using school parking lots seems to be a good idea. I would hope that summer months could still accommodate local traffic.	Transportation Modes and Management	Parking in the valleys
Shannon Gordon	"Hello: Busses are the only way to improve access to Big and Little Cottonwood Canyons.	Transportation Modes and Management	Improve bus system
Shannon Gordon	Please do not consider a tram, a gondola or trains. These will be extremely expensive and destroy much of the landscape that makes the Canyons the special places on earth that they are. Thank you, Shannon Gordon Sent from my iPad "	Transportation Modes and Management	Against Aerial
Shannon Gordon	Please do not consider a tram, a gondola or trains. These will be extremely expensive and destroy much of the landscape that makes the Canyons the special places on earth that they are. Thank you, Shannon Gordon Sent from my iPad "	Transportation Modes and Management	Against Rail

<p>Kevin McCarthy</p>	<p>"My comments on the current CWC plan. First my wife and I are 45+ years residents of Park City, we moved here for the recreation and the hospitable engaging community. We have both been involved extensively in volunteer and business activities in Summit County. I was extremely involved in the 2002 Olympic Winter Games from before the bid was awarded, this included becoming an international judge for the sports of bobsled and skeleton racing. For over five years I was instrumental in building women's bobsled and skeleton into new or returning Olympic sports and was an Olympic judge for all the bobsled and skeleton events. Beginning with the first steps by what would later become SLOC we heard loud and clear from the Wasatch Front, Save Our Canyons organization and their constituents that they wanted nothing to impinge on their sacred locations. With that commitment implemented the bid went forward with the full embrace of the Wasatch Back and was fantastically successful. Now a generation later the Cottonwood Canyons are deluged by traffic and are the victims of their own parochialism. They have essentially no community or business enterprises except drive in day trippers. This is exactly what they wanted and given rapid growth of the Salt Lake valley the day trippers are overwhelming the Saved Canyons. An alternative community architecture for development on the Wasatch Back was crafted or evolved over the same time frame, it was articulated in the 2002 Games slogan; The World is Welcome Here. An international destination of world renown evolved focused on recreation, business, clean air, and community. People come from worldwide to enjoy everything Summit County has to offer; the best ski resorts, spectacular scenery, welcoming community. Many</p>	<p>Transportation Modes and Management</p>	<p>Avalanche shed</p>
<p>Andy Beard</p>	<p>"CWC Representatives, I suggest you look at how Telluride, Colorado ski area has set up gondolas to transport people throughout the area. To encourage people to use alternatives to vehicles requires it to be low cost and efficient in providing quick access without long wait lines.</p>	<p>Transportation Modes and Management</p>	<p>For Aerial</p>

Andy Beard	Another futuristic option would be a subway type system that is enclosed in a tube from the mouth of the canyons to the ski resorts at the top of the canyons. Thank you for your efforts to create improved access to the Cottonwood Canyons. Andy Beard"	Transportation Modes and Management	For Rail
Kyle Maynard	we believe that enhanced bus travel in the canyon is the quickest and most cost-efficient way to improve traffic, grant access, and manage growth. Buses also provided the most flexibility when it comes to dropping visitors at locations representative of the varying activities in Little Cottonwood Canyon.	Transportation Modes and Management	Improve bus system
Kyle Maynard	The implementation of some suggested alternatives, such as a train or gondola system up the canyon would result in the necessity of creating an entirely new and expensive infrastructure in areas currently pristine. Additionally, the sheer cost of this "new" venture would be in the billions and a decade, at minimum, lost before real results can be seen. This is something most taxpayers would find seriously flawed and objectionable.	Transportation Modes and Management	Against Aerial
Kyle Maynard	The implementation of some suggested alternatives, such as a train or gondola system up the canyon would result in the necessity of creating an entirely new and expensive infrastructure in areas currently pristine. Additionally, the sheer cost of this "new" venture would be in the billions and a decade, at minimum, lost before real results can be seen. This is something most taxpayers would find seriously flawed and objectionable.	Transportation Modes and Management	Against Rail
Richard Layman	I would argue that long term it's reasonable to consider cog rail, in part as a tourism measure, given the success of this technology in serving mountain communities in Switzerland. (Unless with climate change, the ski resorts won't have much snow to justify winter visitation.)	Transportation Modes and Management	For Rail

Richard Layman	I do think it's reasonable to institute capacity controls on automobiles, based on parking capacity, weather conditions, and time of day, comparable to how Zurich meters traffic entrance into the city, based on road and parking capacity and the number of vehicles already entered, and those exiting.	Transportation Modes and Management	Restrict vehicles
Richard Layman	I thought the SOC discussion on congestion pricing was a bit too limited, and should have been discussed more broadly in terms of transportation demand management policy and practice. But yes, tolling is an economic signal that should be applied in this case, along with more bus service, park and ride lots, etc. it is unfortunate that the Mountain Transportation System Plan didn't reference the Carmel Tunnels in Haifa, Israel. Travel to the city is impeded by mountains. To ease congestion, tolled tunnels were constructed through the mountain, cutting trip time by 80%. Seeing practical results from such interventions helps people accept tolling, which is still tends to face significant opposition in the US, especially in those states where application is uncommon.	Transportation Modes and Management	Tolling

Tom Kessler	<p>Phase I: Begin with monorail lines up both Big and Little Cottonwood Canyon Advantages: Solid bedrock for stanchions (good enough for detachable quad ski lift chairs) Few on-grade excavations that would environmentally affect the canyon floors Elevated rails can be located away from avalanche sites by crossing sides over the highways without the need for protective sheds It is all elevated, a necessity for low cost investment No need for rail switching crossovers: boarding platforms at Solitude, Brighton, Snow Bird, Alta. Phase II: Connect the two canyons beginning around the LDS records vault travelling north behind the Top of the World. The actual forest service line is well above the houses. Drop down the hillside to join the BCC line at the mouth of Big Cottonwood. Phase III: Continue north along the edge of the gravel pit, above Wasatch Blvd., dropping down to the empty space in front of Olympus Cove shopping center with a stop at Millcreek, then to the north side of Parley's Canyon and station. Phase IV: Build a line to Park City! Crazy? No. Same bedrock issues, elevated all the way. You'll never run a TRAX line up the middle of I-80. Phase V: Continue the East Bench Line to Emigration, up behind Fort Douglas and the University. Join to the TRAX line station at the University. Phase VI: From the Little Cottonwood stop, continue west 98th S. and down to 94th and the Highland Drive intersection shopping centers (no stop unless warranted by locals), then on down to the TRAX line in Sandy. What you have now, is access to the canyons, complete transportation from Park City to Salt Lake International, and from the University to skiing and to the Soccer stadium in Sandy! Disadvantages: Cost The ADA. However, regulations say there can be exceptions for</p>	Transportation Modes and Management	For Rail
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Tom Kessler	<p>Close the Canyons to automobile traffic when the ski season begins. Camouflage the rail cars, no noise, little impact on the population, complete connection to all other transportation in the valley. The best part? You will have people traveling the world around to come and ride this! Imagine the view coming down from Park City, along the foothills to the university, the views coming down the canyons! They would be magnificent! Sure, I am overzealous here, but I have vision for a time when I will be gone, population will be crazy, and there won't be a possibility for a do-over. It can be paid for. Ladies and gentlemen, this is the future. Do not consider this a mass transit line. This is a Destination Rapid Transit - airport to the monorail, to the ski resorts, Sandy, and soccer. Forgive the length of this letter. I just wanted you all to know that I am invested in this, that I do care, and that if we don't do this right the first time, there will never be funding later to fuss over it for corrections and piecemeal additions. Will there be objections? Of course. Nevertheless, you wanted suggestions. I believe that this plan satisfies most of the deliverables and modes in the Development Plan. I am a moderate by nature... there is a time to spend money and a time to save. There are many who can tell you what is wrong with what you want to do and never tell you how they would do it. As an Operations Officer, I have spent most of my working life solving problems and organizing labor. I have learned that any obstacle can be overcome, and the results here would be world class, if not Disney class.</p>	Transportation Modes and Management	Eliminate personal vehicles
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Carl Fisher	<p>Study after study, of which this will now join the ranks, has said to simply improve buses. This is unquestionably a first step, but possibly a good long-term strategy as well. The desire to chase glitzy marketing schemes (gondolas, interconnects, trains, tunnels, etc), which could exceed the watershed's carrying capacity, will also bring more people than we can clearly not handle. Buses certainly could do that as well, albeit to a lesser degree. Many of the glitzy options force mode transfers, require parking garages, place undue burden on communities to become the parking lot for the canyons, and again, threaten the watershed and environment of the Wasatch, because of the visitation they draw, but also because of the development footprint the system and associated amenities/appurtenances.</p>	Transportation Modes and Management	For Buses
Mark Levin	<p>2) Any mass transportation system into the Wasatch mountains needs to consider adequate parking facilities at the terminals, which is currently a significant problem with the bus system. 3) The only large open area near the Cottonwood canyons for a potential transit hub appears to be the rock quarry to the north of Big Cottonwood Canyon. This could potentially be acquired from its private owners and be developed as a mountain recreation transportation hub, together with lots of parking, outdoor oriented shops, hotels, restaurants, night time entertainment, etc. , so that much of the tax revenue for ski visitors remains in the SLC area. This would be viable whether rail, bus or gondola is ultimately selected as the mass transit system.</p>	Transportation Modes and Management	Parking in the valleys

Mark Levin	7) A good short-term solution for both of the Cottonwood canyons is to widen and straighten the roads as needed in places, to accommodate a reversible center lane that is continuous from top to bottom in both LCC and BCC. This is relatively straightforward highway work that can be quickly accomplished.	Transportation Modes and Management	Add travel lanes
Mark Levin	8) Rail systems will be much more costly than a gondola based system and are more susceptible to disruption by avalanches.	Transportation Modes and Management	Against Rail
Mark Levin	9) Tunnels are very expensive and will result in generation of a large amount of waste rock. While some of that material could potentially be used as fill to create more flat ground near the bases of the ski areas, most of it would have to be hauled by truck out of the canyons, with significant adverse impacts during construction.	Transportation Modes and Management	Tunnel
Mark Levin	10) Gondola type systems offer the advantage of dual use in some areas, by increasing potential lift served ski terrain.	Transportation Modes and Management	Against Aerial
Mark Levin	11) Financial disincentives for driving and parking would fall disproportionately on local families that have a tough time affording skiing in the first place. Additionally, canyon residents, employees, delivery drivers and service providers will reasonably need special exemptions from proposed tolls.	Transportation Modes and Management	Tolling

Mark Levin	<p>12) Parking structures with multiple levels are a good, readily constructible option to increase ski area parking. Where needed, land use code height restrictions should be adjusted as reasonably necessary to facilitate construction of additional parking. With some good design and a willingness to spend a little more money, these can also be made attractive in appearance. 13) Excavation of underground parking facilities into the mountains adjacent to the base areas is a technically feasible option, using standard drill/blast tunnel construction methods, at greater expense.</p>	Transportation Modes and Management	Parking in the canyons
Mark Levin	<p>14) Brighton has a lot of open undeveloped relatively flat area in the "loop" which could be potentially developed for a transit hub, hotels or for additional skier parking. (Some wetlands issues would likely have to be mitigated.)</p>	Transportation Modes and Management	Transportation hubs
Richard Jirik	<p>The two most important actions that can be taken in the near future, i.e., within the next few years, to address the issue of traffic congestion and parking within Big and Little Cottonwood Canyons are 1) implement a tolling system for private passenger vehicles going up the Canyons to recreate, and 2) an expansion of the current UTA bus service to year-round bus transit serving both canyons. These measures, if implemented effectively and hopefully concurrently, would decrease the number of cars traveling within the Canyons and would also mitigate the parking problem along the road, primarily with respect to dispersed recreation such as hiking, snowshoeing and backcountry skiing.</p>	Transportation Modes and Management	Tolling

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Wasatch Backcountry Alliance	we do not support using an aerial or rail system in the Central Wasatch at this time.	Transportation Modes and Management	Against Aerial
Wasatch Backcountry Alliance	we do not support using an aerial or rail system in the Central Wasatch at this time.	Transportation Modes and Management	Against Rail
Wasatch Backcountry Alliance	Bicycle safety should be an integral part of this transportation system.	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure

Eric Kraan	<p>On behalf of the 851 individuals that have signed our petition at http://chnng.it/tmmYKXWz We would like to comment on the efforts of the Central Wasatch Commission. We certainly appreciate any and all efforts to improve efficiency along the corridor that feeds onto the canyons. For this reason we would like to ask the commission to ask their members if their cities have adopted a complete street policy which accommodates active and mass transit transportation within their municipal borders. And have these entities not only adopted a resolution but made fundamental changes in their ordinances that reflect such new priorities for transit, cycling, walking as valid and necessary means of transportation for people that live in their communities. It is a FACT that the communities at the foot of both little and big cottonwood canyons are car dependent. The lack of service of bus routes; and what few bus stops are available lack safe, viable, last mile solutions that do not require an automobile. Millcreek, Sandy, Cottonwood Heights have NOT adopted any such resolution for complete streets. we are unsure about Summit County, Alta. And while Salt Lake County has a resolution signed in 2010, their code of ordinance still lacks verbiage that would reflect any commitment to the stated goal. It is a systemic failure embedded in these communities transportation municipal codes that perpetuate car dependence, and will prevent any lasting solutions that will take hold and alleviate the congestion that grapples the canyons as well as the communities adjacent to them. Our suggestion is for all participating CWC members adopt NACTO guidelines and Vision Zero initiative and work together to wean our communities from car-centric policies.</p>	Transportation Modes and Management	Improve bicycle/pedestrian infrastructure
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Roger Borgenicht	establishing a large parking facility on the southern portion of the gravel pit on Wasatch Drive north of Big Cottonwood to serve as an expandable bus and shared-ride facility with express rides to each of the four ski areas and provide shared-ride areas where passengers can fill the seating capacity in the automobiles going up the Cottonwood Canyons	Transportation Modes and Management	Parking in the valleys
Derek Thomas	and since rail is not a short term option, this means bus and shuttle services. These should be Zero Emission, which means either battery electric (BEV) or hydrogen fuel cell electric (FCEV). Both are viable at this time and should be considered based on operating parameters of routes. Renewably produced hydrogen fuelcells offer much longer range and faster refueling times.	Transportation Modes and Management	For Buses

