

There should be a train system along the east bench near I-215 that services both Big and Little Cottonwood Canyons. Stops at park and rides (increase size of lots/build parking structures). Additionally we would need conditioned interior spaces with lockers at the resorts that are large enough for gear and also affordable (to replace the storage space taking your own vehicle provides). The trains would require avalanche tunnels/shelters along certain portions of the canyons, which would also serve to keep the canyon roads open without the continued and costly avalanche control.

Little Cottonwood We only need transportation help on the weekends for now. Weekdays there is plenty of space. Idea-What about giving \$5 dollars off a lift ticket if you take the bus? People go to grocery stores to get discounts on lift tickets.

I think there should be a trax line from the main Frontrunner, Trax Stations up the middle of I-215 to a transportation hub for both of the Cottonwood Canyons.

I also think maybe someone should actually enforce the no sitting in the middle of the road on snow days. If you did not have all of the cars sitting in the middle of the road waiting to go up the canyon, congestion would not be so bad.

I also think the speed limit should be 30 mph/ south of Bengal Blvd and the northbound side should not split into two lanes until after Bengal Blvd

I support any mass transit option that would help reduce the single car traffic up and down Little Cottonwood canyon. Is there a way to incentivize car-pooling, something like making sure all passenger seats are taken before the car goes up the canyon on busy days and times? Imagine standing in a ski lift line and letting singles ride with you ...

There is not enough reliable translation. I work up little cottonwood canyon and have to drive because I can not get a ride down when I am done at work late night. Also going up late morning is also difficult. I come from the 9400 side where there is more reliable parking and yet there is often an hour or two gap between buses if it is not early morning. Why not more buses twice an hour until 6pm and a bus every hour until 11pm. Make the drivers who want to drive up start paying to compensate for not taking public transport. The bus system does not work how it has been the last ten years

Carving a large highway through Little Cottonwood Canyon is an irrational waste of money and landscape.

October 10, 2017

Utah Department of Transportation  
Transportation Commission  
4501 S. Constitution Boulevard  
Taylorsville, UT 84129

Dear Members of the Transportation Commission,

I, along with my City Council Chair, Chris McCandless, wholeheartedly support transportation solutions for Little Cottonwood Canyon that reduce congestion and improve traffic flow in the canyon and in Sandy City's neighborhoods near the canyon. The current capacity of Highway 210 in Little Cottonwood Canyon and public transportation options no longer adequately handle the demand on most weekends, holidays and powder days. In addition, road restrictions for avalanche mitigation work and snow removal often result in periods of gridlock in neighborhoods near the mouth of the canyon. As the Mayor of Sandy City, I have always supported efforts to improve transportation in and around Little Cottonwood Canyon. I've enthusiastically supported initiatives such as the Mountain Accord and the Central Wasatch Commission and have made it a priority to work with groups such as Snowbird, Alta, UDOT, and UTA to reduce congestion and to facilitate better public transportation options in Little Cottonwood Canyon.

I encourage UDOT to implement transportation solutions in Little Cottonwood Canyon that will improve traffic flow, facilitate and encourage public transportation and improve avalanche mitigation systems. Several elements I believe have merit in solving the congestion issues include adding a Bus Rapid Transit Lane (BRT), adding a smart HOV lane, significantly increasing the Park-N-Ride lots at the mouth of the canyon, providing plow turnaround areas in the canyon and using more remote avalanche mitigation control systems. Adding a BRT lane would provide both quicker and increased access to the amenities in Little Cottonwood Canyon while encouraging the use of public transportation for canyon visitors. A smart HOV lane that allows reversal of the traffic flow would significantly improve congestion in the canyon and could also be used as a queue for vehicles in the lower canyon on mornings when the upper canyon road is restricted for avalanche mitigation and snow removal helping to alleviate gridlock in Sandy City neighborhoods near the mouth of the canyon.

I believe these solutions will increase economic development and tourism, increase the tourism tax base, improve safety by lowering the avalanche hazard index, and decrease congestion in Sandy City neighborhoods.

I applaud your efforts and as an elected representative for Sandy City residents I look forward to working with you in developing and implementing transportation solutions for Little Cottonwood Canyon.

Sincerely,

Mayor Dolan  
Sandy City

I support a more robust trail infrastructure in LCC between the mouth of the canyon and Snowbird. Specifically, a direct top to bottom trail for families, commuters, and casual hikers that could include interpretive opportunities. Second, a mountain bike specific trail that would accommodate the more advanced riders who already recreate there. Direction specific trail options and segments should be considered.

I fully support an extensive public transportation system in Little Cottonwood canyon. I think dedicated bus lanes with ample parking for riders is the cheapest and best solution there. Thank You

Please do all you can to reduce pollution and the impact on the canyon

Little Cottonwood Canyon is terrible in the winter. This canyon should be the #1 priority for funding to traffic relief

For the Cottonwood Canyons: make mass transit convenient and affordable. make the road a toll road. avoid any form of interconnecting the canyons

1. Charge an entry fee of \$5 per car.
2. Sell an annual pass for ~\$200.
3. Use the money to run a fleet of natural gas powered buses (probably smaller buses).
4. Have the buses be free and run AT LEAST every 10 minutes during busy times and every 20 minutes otherwise. The buses should be able to stop at all popular locations anywhere.

The idea is to have buses running so frequently and be so cheap (i.e., free) they would be more convenient than driving. They would be like a continuous train service but with a minimal capital investment. This would reduce traffic, reduce trailhead parking problems, provide cleaner air, and get close to paying for itself.

I would love to see a tollbooth put in place at the mouth of both Big and Little Cottonwood Canyon. The fee should be significant enough to act as a deterrent for solo drivers. We need a large parking structure at the gravel pit and frequent free buses (every three minutes). Ultimately, I believe a train is the solution to our transportation problems in Big and Little Cottonwood.

Thank you for talking about this. Both Cottonwood canyons have issues with this. I know this would be a huge undertaking, but I believe the ultimate answer for reducing traffic isn't more busses but rather installing tracks and a tram. It works amazingly in Europe and I think it would be perfect in the cottonwoods. Thank you.

The reason why bus service can't take a significant amount of people is because it takes too much time, there is a lack of parking and service is not regular. Here is my idea.....buses running the routes of both Big and Little canyons every 10-15 minutes from 6am - 10pm! It sounds crazy but hear me out....

- The buses leave from a dedicated bus terminal where the gravel pit will be developed in the near future.
- The bus sizes are electric and are tailored to the expected passengers based on historical trends. You use small vans (ideally electric) to run the shuttles in off peak hours and you run larger buses when demand is higher.
- The buses can recharge in the parking lot and you regain a substantial amount of electricity when the bus descends the canyon via regenerative braking.
- Next to the bus station, you have an uber / lyft drop-off (as autonomous driving will very affordable and used significantly in the future) and you also have other bus routes bring passengers to the departure point. It is not good running buses directly from Sandy to the mountains...it is demoralizing when you are waiting and a full bus shows up.
- The bus routes need to be fast, therefore the bus should drop off on the road and a connecting bus takes people the final way to the resorts.
- You can use the massive office parking lots in nearby cottonwood heights for auxiliary parking on the weekends.
- All ski resorts charge for parking - \$10 per car that only has one person, cars with 2 people pay \$5 and cars with 3 or more are free.
- You charge a fee to drive up the canyons, \$4 per day or a season pass of \$50. You tie it to license plates and put signs instructing how people can pay on-line or via the phone. You have a camera system that scans license plates (like the system on the golden gate bridge) and you don't have to have a toll booth, you can allow traffic to flow free. For those who don't pay, they pay settle up when they register their cars.
- With these fees, you make the ski buses ABSOLUTELY FREE. This will definitely shift the load to buses by creating a regular and predictable schedule and by disincentivizing people to drive their cars up to the mountain. Already Jackson and Aspen do this, it takes nothing away from the experience and in fact makes it better because there is no congestion.

You can sell this to Cottonwood Heights by making them the city that is the gateway to the cottonwoods.

The worst possible solution would be to expand the roads to another lane. I hope you are not considering this option. We can't keep building roads and parking in perpetuity...ask the continuously traffic-jammed Los Angeles.

Please let me know what you think of my plan and give me a call or schedule a meeting so we can talk further.

Thank you so much for considering my input!

Regards,  
Dan Barrell

I am greatly in favor of an extremely long term plan such as a train up little cottonwood canyon. My understanding is that the number of buses to deal with current demand would require one each 3 minutes. This is not feasible. Though more costly, the most feasible long term solution is a rail system. Rather than investing in a few buses or road widening that will never keep up with demand, at least start on a train project. A good start would be a large parking structure and perhaps a toll system to discourage individual vehicles. Thanks so much for your time and hard work.

I think making 2 lanes, both lanes go up in morning & 2 lanes coming down LCC. On busy days to get people up & down faster.

Plus if we can build a multi level garage, transit center at base over existing park & ride to accommodate more cars. Snowbirds only buses or ALTA busses. Would make it efficient to ride the bus.

As a professional ski patroller, guide, and avalanche educator in Little Cottonwood Canyon for the last 12 years, I have averaged 200 + days in this canyon per season. I depend on this magical place to make my living and look forward to its preservation for the future. I feel there is a need to vastly improve public transit, especially offering stops at prominent trailheads; year round. Trail access for hikers, climbers and BIKERS also needs to be improved. Avalanche control is also a huge part of this puzzle and the LCC avalanche team led by Bill Nalli and Matt McKee are doing a terrific job with the equipment and budget they have.

Little Cottonwood canyon would be an amazing asset to the trail options in the valley! It is one of our favorites, as it is right in our back yard!

LCC - I would support a toll, particularly for single drivers. I also support increasing shuttles rather than city busses and in the long term a dedicated bus lane if the environmental impact is determined to be minimal. I strongly support increased parking structures at the canyon base which is one of the biggest hurdles toward increased bus/shuttle use. If people can't park they won't use the bus/shuttle. I adamantly oppose a train or a tunnel on the grounds of expense and environmental impact. Shuttles that can stop at multiple trailheads is preferred - especially White Pine.

No extra lanes in Little Cottonwood Canyon! Turning the Canyon into a freeway, for the Ski Resorts is a corrupt concept.
The Canyon belongs to all the people. Not just Skiers and Resort owners. Restrict personal Automobiles and add more buses.
too many cars! low or no cost public transportation in all these areas, they need to be protected, we can preserve them best with no cars
More and better bus service means less air pollution in the Wasatch.
I think that the best way to eliminate traffic and pollution (noise, emissions, etc) in the Cottonwood Canyons would be to create a Zion-style, free or low-cost shuttle bus system and restrict recreational traffic during peak hours. With this system, I still think it would be important to allow recreational traffic when the shuttle is not running, and to allow the shuttle to stop anywhere. Obviously parking at the mouth of the canyons would be the biggest obstacle to this, but I think the reduction in traffic and pollution would be worth building 1-3 large park and ride lots.
I feel we definitely have a problem with transportation up little Cottonwood Canyon. To put a train or track system would completely tear up the sides of the canyon and would be irreversible. I think the Utah transit bus system , where people meet at the bottom of the canyon and are transported up the canyon leaving the car at the park-and-ride would be a superior option for this problem.
More Mtb trails in LCC. Bike friendly busses in summer and total transportation overhaul in winter. Alpine connections to BCC, AF and WMSP.
Comment from Salt Lake City Department of Public Utilities  Little Cottonwood Canyon is a very critical drinking water source for 350,000 residents of Salt Lake City and Salt Lake County. Transportation projects can have impacts to the watershed, water quality, and hydrology. Salt Lake City Department of Public Utilities holds the majority of the water rights in Little Cottonwood Creek, and operates a water treatment plant in coordination with the Metropolitan Water District of Salt Lake and Sandy at the mouth of the canyon.  Through state statute, Salt Lake City has regulatory jurisdiction to protect water from pollution and to maintain and protect waterworks in the entire canyon. This regulatory jurisdiction can be found in Chapter 17.04 of Salt Lake City Code and in Salt Lake County Health Department's Regulation 14.  Because of our legal jurisdiction and special expertise, Salt Lake City Department of Public Utilities should be involved as a steering member of any future NEPA work, including on issue identification and alternatives development. We have found that it is much more beneficial to the NEPA process and outcomes to include our department in the scoping, issues identification, and alternatives development/analysis at the front end of the NEPA process.  Thank you for your consideration. Please contact me for further coordination and discussion.
Little Cottonwood Canyon-- 1. NO LIGHT RAIL--too much surface disturbance to build, & extremely expensive. 2. Increased frequency and more dependable bus service to not only the resorts, but also to other trailheads--namely the White Pine parking lot. 3. More parking outside of the Canyon--so that people will have less incentive to keep driving. 4. Perhaps subsidized canyon bus fares--if they become too expensive, people will be less apt to ride the bus into the canyon. (Maybe the ski resorts themselves could offer reduced price ski passes for people taking the bus to their resort.--Also maybe reduced bus fares for those people who take mass transit to the canyon mouth.
Hi We desperately need better public transport in the canyons. Follow Park City's model. Since I moved from Olympus Cove to Pinebrook, I have found we drive much less because the public transport is so much better, both into PC and into SLC. I hope the people making these decisions actually try to use the existing public transportation so that they can see how it can be improved. I rarely go up little cottonwood in the winter anymore because the traffic is so bad. If we had a good transport station(s) at the base of BCC and LCC, and frequent busses that continued until evening hours, with discount passes available, and a toll on cars, it would work. We also need public transport up millcreek canyon. it is impossible to park up there and i found that i only went up there on my bike or on weekdays because of it. Please help keep the Wasatch great.
The Cottonwood Canyons need buses or shuttle that run 15 minutes or less apart during peak times. Buses need to be equipped with overhead racks for backpacks and equipment. More importantly, Udot needs to develop a "social training" campaign for public transit in general. More people would use public transit if riders acted like the Japanese: no loud talking and no cell phone use."
I would be in strong support of greater transportation options for LCC. Having a young child (5 yrs old) overcrowded busses are terrible to deal with. Furthermore, having expanded service allows us to have a more positive experience rather than waiting for delayed busses coming back down. When my child is done, we need to be able to go then. Lack of parking in the valley further exacerbates this problem.

<p>Ok.</p> <p>I have now read a lot of this BS. LCC &amp; BCC are both being loved to death.(summer and winter) Charging to enter the canyons or park is a stupid idea unless you goal is just to make money, Skiing costs are high ?? \$100.00 / day or there about. Will 5-10-20 dollar parking fee prevent- the 10,000 skiers / day from going up either canyon. NOT.</p> <p>Will UDOT ever be able to transport all users up and down at times they wish to go all day and every day.</p> <p>I do not have a Solution how they will accomplish this.</p> <p>But I do have a suggestion. First stop promoting the canyons / ski areas and recreation. People too many people know about it now . If they did not there would be no traffic problem.</p> <p>On the Park City side Deer Valley Limits the number of skiers. All of the other resorts seem to feel there is no end to how many they can handle.</p> <p>If LCC abd BCC resorts would figure out how many cars they can park with out major problems -estimate how may people are in each car and them use that number to limit ticket sales. (Do not sell more do not promote beyond that number.) This is all the mountain can handle as well as traffic is then maxed out.</p> <p>All I seem to be reading is get more and more people into the canyon-- but yet try to limit how may by an access fee.</p> <p>Millcreek is still the over crowded clustered canyon it has always been with a fee attached. Also Mirror Lake hwy. and American Fork.</p> <p>I am not in favor of limiting who can access the canyons- But there has to be a limit on given days.</p> <p>It starts with the resorts.</p>
<p>I feel that traffic in Little Cottonwood Canyon has become a huge issue in recent years, and it makes access to the canyon much more difficult to everyone in the Salt Lake valley. I'd like to see more buses, more shuttle options, and better strategies for parking at the bottom of the canyon. I would personally love to take public transportation to ski areas and popular backcountry skiing areas, but limited parking and bus routes make it unfeasible for me. I do not want to see a tunnel, a tram, or anything disruptive to the delicate ecosystem of Little Cottonwood Canyon implemented. I think it's extremely important to preserve the integrity of the canyon as much as possible as we explore solutions to the traffic issue. Air quality is a huge concern to me, and getting more cars off the road in the canyons is a good way to start addressing that. We need solutions that can be implemented now, not after years-long evaluations and disruptive installation processes.</p>
<p>Please decrease traffic by considering a pay system and having year round buses in the canyon</p>
<p>LCC: One thing that would improve the UTA ski bus service, and thus encourage ridership and decrease canyon traffic, would be to decrease the time spent servicing Snowbird. Snowbird should provide its own transit within the lower" resort (i.e. linear parking lot -- is excessive. I know because I ride the ski bus almost daily in the winter on my way to Alta. Snowbird costs me about 15 minutes each direction.</p>
<p>An alternative would be to have some peak travel time bus runs (i.e. the "Alta Express") that bypass Snowbird.</p>
<p>Oh and those ski rack things in the UTA buses are just plain stupid. We need to figure out something better than that!"</p>
<p>I support an increase in public transportation options (e.g., buses) serving Little Cottonwood Canyon. The more frequently they run, the easier they are to use, since riders don't sacrifice the flexibility of using a private vehicle. Furthermore, I support a fee system for single-occupancy vehicles. Economic incentives are powerful ways to shape behavior.</p>
<p>Concerning Little Cottonwood Canyon: UTA Busses are a double edged sword. One one hand they reduce the number of cars, which is great. But on the other hand, they travel so slowly in this canyon that they create more traffic congestion than they alleviate! Solution: Ditch the huge slow buses, and instead implement half-sized vehicles and schedule them twice as often! The traffic will flow dramatically better and more people will ride UTA because they won't have to wait as long for a bus.</p>
<p>Little Cottonwood Canyon</p> <p>I took the bus one day last year, and regretted it because of the long wait. If there was frequent service, I would use it.</p> <p>Also, being able to catch a bus from different areas in the canyon would be a huge plus as I ski in the backcountry regularly and start from many areas in the canyon.</p>
<p>We need to protect our canyons far better than we now do. 1) Protect watersheds from damage by development and overuse; 2) Reduce vehicle impact to air and land by limiting access; 3). Plan for and provide efficient public transportation to ski slopes and trailheads.</p>
<p>This matters and will certainly affect my vote.</p>
<p>Little Cottonwood Canyon: The canyons are indeed a mess with automobiles in transit, parking, or simply sight-seeing. An efficient shuttle system priced with an enticing ticket fee (utilizing express as well as shuttle options for backcountry access stops) is desperately needed in this canyon and Big Cottonwood Canyon. Perhaps shuttles combined with canyon fees for private vehicles to encourage mass transit usage. I note how well the Zion shuttle works and wonder whether something similar could be utilized. This would need to be paired with improved bus connections to the canyon and parking. I am not comfortable at all with a rail line: there is too much expense for infrastructure that would contribute to environmental impacts in the canyons. The concept of congestion pricing" as described by Save Our Canyons (I agree overall with their plan) is intriguing and combined with lowered shuttle pricing could encourage individuals or small groups to utilize mass transit.</p>
<p>The congestion on both Little Cottonwood and Big Cottonwood Canyon roads is overwhelming and is definitely worthy of attention and mitigation.</p> <p>I propose incentivizing the use of buses and developing ways to make the use of mass transit more efficient over driving (and parking). Adding a hefty parking price at the ski areas will increase car pooling and use of buses. This would need to be supported by buses that ran more frequently, later into the evening, and during peak summer visiting times as well. Buses would also need to have more convenient ways of storing both skis, boards, and bags, so that the ride up the canyon ride via bus was not uncomfortable nor unsafe. Lastly, access to the buses needs to be more convenient by offering more places to park and locations around the valley.</p>
<p>Little Cottonwood Canyon. Traffic is definitely a problem during two times in the year: ski season and during Snowbird's October Fest. Bus service would certainly help in both cases, but larger parking areas must be provided at the bus stops in the valley.</p>

more public transportaion. buses, train, whatever.

The peak winter powder day" traffic in Little Cottonwood is bad enough that I did not buy a Snowbird pass this year (!). To alleviate this which is miserable and discourages ridership. One idea I saw to reduce single-occupancy vehicles is for "congestion pricing" - charging a toll for private vehicles at peak times (weekends). That could help. If not creating a separate shuttle lane (maybe be closing one lane of traffic?) would be needed. The traffic is worst in Little Cottonwood after a storm when they don't open the road until 8. Building avalanche sheds over the road could help alleviate this issue

Little Cottonwood Canyon is in dire need of more buses, especially on weekends and holidays. Most of the buses I've ridden on the way up the canyon have been full, and could not fit everyone waiting at the loading area. The buses I've ridden down have not been as bad, however I'm sure they are really congested near closing time at the resorts.

For backcountry users it would be great to have more stops along the canyon. Most notably around White Pine, Superior, and the Alta summer road entrance. Providing more options for backcountry users would help cut down on traffic and relieve pressure from the parking areas.

Thank you for reviewing traffic in LCC.

I think there are a number of ways that we can improve the traffic in LCC:

1. Increased buses and shuttles, potentially with a dedicated lane for buses and shuttles only.
2. Forced carpooling - if you do not force people to carpool, then they will not. We need to make single-drivers pay a fee to access the canyon (ie. \$20/car), which would drop to \$10 if there are 2 people and be free if there are 3 or more. Or something like that, with the point being that we need to encourage carpooling.

Both buses and carpools will require additional parking that is convenient for people to use. I think we need to seriously look at put a large, multi-story parking garage somewhere near the base of BCC that will function as a place for people to park and to get on the bus or pick up people for carpools.

3. Create a toll system for all cars, and sell annual passes.

Things I do not think will help:

1. A tunnel or aerial connection from BCC to LCC - BCC is experience major traffic issues as well, and a connection between the canyons will only increase pressure on BCC. Plus each canyon is unique and connecting them will negatively impact that uniqueness.
2. A train up LCC - while this may work in Europe, this solution is so expensive and will take far too long to construct. Plus it does not help dispersed users (ie. backcountry skiers) who want to get off at various drop points in the canyon.

Re: Proposal to Help Skier Traffic in Little Cottonwood Canyon

Gentleman,

I ski the resorts in Little Cottonwood Canyon frequently and am well acquainted with the traffic jams that occur on many weekend mornings throughout the winter season.

Most proposals of how to solve or reduce this icarmagedon involve tens if not hundreds of millions of dollars. Below is affordable icheap partial fix which I believe could help solve the problem while the multimillion dollar solutions languish.

FACTS AND ASSUMPTIONS:

- 1) The problem seems to be on the roads leading to the mouth of the canyon, not in the canyon itself. However long I wait on the roads leading to the Canyon, traffic begins to flow about 1 mile up-canyon from where cars merge and alternate between those coming from Wasatch Blvd and those from 9400 South.
- 2) Car pooling only works if people have some incentive to car pool.
- 3) Busses are stuck in the same traffic with everyone else, so why take the bus.

PROPOSAL:

- 1) Build a dedicated bus lane between approximately 7200 South and the mouth of the canyon. There seems to be plenty of space in the right of way to do this. This would allow busses to pass all the cars that are not moving below the mouth of the canyon and over time result in more bus riders.
- 2) Once in the canyon the busses would travel at the same speed as the other traffic. Since the traffic in the canyon is not the problem there is no need to build an expensive dedicated bus lane in this environmental sensitive area.
- 3) Implementing some incentive for car pools would help to reduce the traffic jam, but the dedicated bus lane leading to the mouth of the canyon could be implemented separately from car pool incentives.

Thank you for giving this proposal serious consideration.

Eliminate all vehicles from LCC. Replace with a train. Deliveries to businesses can be done at night. Demand stops for all recreation access points. Mandatory pick ups at all access points. Parking will need to be expanded at canyon mouths, both BCC and LCC. Old Dean Concrete property would be ideal, need spaces for 10,000 - 20,000 vehicles. Train should also be the only option for BCC.

I am a frequent user of Little Cottonwood Canyon, most commonly by bicycling on the road. I am in favor of greatly increasing public transportation through buses and shuttles, and a per-vehicle charge for private vehicles.

Just a few things I would suggest:

Expand Cecret lake parking or run shuttles from alta parking lots to reduce cars/traffic on road.

Little Cottonwood Canyon needs a connected public mt bike trail that starts at the cecret lake lot, goes to the top of pass overlooking mineral basin next to bald mountain, the decent should then pass through Alta, solitude and the rest of the canyon and ultimately down through the quarry trail.

I recommend banning all automobile traffic in Little Cottonwood Canyon. Non-polluting transportation could be provided by an electric bus or tram system.

Utah has the greatest snow on Earth. Shuttles would allow so much more opportunity to see it. As population booms, let's make it easier instead of harder.

The frequency and availability of mass transit options into Big and Little Cottonwood Canyons needs to be dratically increased along with more parking options at the base areas leading to the canyons. We currently have a major safety issue with the number of vehicles parked on the road shoalders. Additionally, resorts (i.e. Snowbird) should be required to provide additional parking structures BEFORE being allowed to expand their operations and subsequent increase in vehicular traffic. Skiers are already forced to park on the shoulder of the canyon roads on most ski weekends and during speacial summer/fall events.

I've traveled both LCC and BCC for over 40 years... a lot has changed since the 4 way stop days when I'd hitch from the mouth cause I didn't have gas money... Both canyons are a mess. We need easy bus access from downtown, and much more frequent service up both canyons year round! Summers are becoming just as bad.. Many of us have no interest in standing up and jostling with adolescents, so we continue to drive (after 40 years, I know when to go and where to park, but that's not a community solution). More lockers at the resorts, and more park and rides in various locations; maybe structures are needed? We need ski busses" from all over the valley; people are simply not going to do a bunch of transfers and waits on a powder day. Yes on an HOV lane. Someday a train would be great... consider annual parking passes like are done in the Pacific NW ..and the Uintahs . NO on the interconnect and trams and tunnels; the DV/PC demographic is not the one jamming up the roads and we don't need those gimmicks."

Send every other bus to Alta first, then the snowbird stops on the way down, and vice versa. Alta riders must sit (or more likely stand) for all of the snowbird stops TWICE. What is the problem with only hitting each stop once per round trip?

More frequent bus service would be beneficial for little Cottonwood canyon, where I ski. I enjoy taking the bus except When there is a long wait.

The Transportation Commission should incentivize people to use public transportation by building more parking at the base of Little Cottonwood Canyon and making bus service affordable. It should also consider closing the canyon to private vehicles (with an exception for people who live and work in the canyon) during peak travel times, such as weekends and busy ski days. A shuttle service could replace private vehicles on those days.

Bus bus bus bus bus. Enough with everyone's private vehicles. It's time we all grew up and learned to share. Thanks!

Little Cottonwood Canyon is a potentially wonderful spot for hiking, rock climbing, picnicking and skiing, but that potential is getting harder and harder to realize because of incessant traffic and bumper-to-bumper parking lot congestion.

I go to Little Cottonwood Canyon to get away from the noise, traffic, pollution, and ugliness of the freeway-dominated sprawl in the valley only to find the same thing when I go up the canyon.

There needs to regular, reliable, cheap shuttle service from the near the mouth to various recreation jumping off points inside the canyon. Of course, shuttle riders need some place in the valley to park and take the shuttle.

Essentially the same comments and the same solution form Zion and Arches in high season.

UTA buses need to stop at the white pine trailhead, currently no public transport to that area (although this survey concerns LCC the buses should also stop at BCC trailheads)

There is a natural way we as humans queue up. When at the grocery store and there is a long line, we simply find a shorter alternative. We should let the natural way we select our ski destination to take precedence and NOT build trains, make busses mandatory, or build roads across the mountains to get ever more humans into a single location. This could only benefit the owners of the ski resorts, not the mountains, not the people in Utah, not even the tourists.

Please spare us from a government intervention to force us into a line at the grocery store or make us use absurd solutions to get to the slopes.

More ski busses!

Overuse is a danger to all of our natural areas. Increased frequency of buses will help alleviate traffic, improve air quality, and reduce accidents. Especially with canyon closures and avalanche danger, buses in Little Cottonwood would only help the area thrive year round.

I think Little Cottonwood Canyon needs more park and ride space and more bus service to resorts AND backcountry access points.

Please add Big Cottonwood Canyon to the list of congested areas.

Little was so crowded 2nd to last weekend of Octoberfest snowbird was a nightmare we went bouldering in white pine and were able to park in a turn out but even it filled up quickly! I know how beautifully little cottonwood is but it was like a stampede of cars and parade of people... wish I lived here in 1970 es we live in midway and it has a slow pace!! but little is like a race track! Limit the amount of cars

Carpool

Cars need to have all passenger seats full to allow car up Canyons

Promote riding motorcycles bicycles electric bikes

Drone bikes

I think both big and little cottonwood' canyons need to have a canyon fee pass like mlllcreek. That might lessen traffic and the money could be used to hire more forest service personnel to maintain our canyons and put a stop to the number of people disregarding the no dogs or pets in our watershed canyons.

Another wish would be to send a TRAX line up and down the canyons so no more cars and that would also open up more space for biking safely.

Mass transit should be the only public method of access to Little Cottonwood Canyon. Zions & Arches Must use shuttles. The congestion and air pollution is horrible.

Increase Shuttle service direct from park and rides with no stops in between. Also restrict the canyon road to buses during rush hours and cars only during mid day and evening. This would insure that powder seekers take the bus to get up early and help the buses move faster and more efficiently. would reduce traffic and eventually solution with the addition of electric buses.

Please provide more public transportation up little Cottonwood Canyon. We also need more parking at the base of the canyon. Traffic is horrible

If you can increase the number of buses on powder days with a ton going up first thing and getting priority to go up before cars when the road opens, and ideally buses that are express to pick people up at only one spot and go straight to only one area, a lot of people who would never consider a bus will suddenly start riding. Also, ban parking on the side of the road. If the ski areas won't be part of the solution by charging to park, at the very least charging solo drivers, they don't deserve to benefit from the capacity of the road shoulders, particularly because it is unbelievably dangerous to have skiers walking in the road with traffic. This goes for both BCC and LCC

I would like to see more parking at the bottom of the Cottonwood canyons, and more frequent and dependable bus service to incentivize skiers to take the bus.

I would like to see drivers in Little Cottonwood Canyon, and Big Cottonwood Canyon, pay a fee to drive up the canyon and have the money directed to a fund to develop recreation infrastructure in the Wasatch mountains. The fee can be assessed on the # of people in the car. The higher # of people, the less the fee. An annual pass should be available. I would like to see buses be free.

Little Cottonwood Canyon does not have room for the vehicles that are travelling up on a regular basis. This is both summer and winter. Frequent free bu service would be very helpful, coupled with a nominal (perhaps \$3 per vehicle) charge to drive a private auto up the canyon. There is clear research that shows that increasing frequency of buses makes them far more attractive to riders.

Traffic in the winter in the Cottonwood canyons has reached a critical point. Some sort of mass transit is needed!

In my opinion, the costly but correct solution to LCC transportation problems are: (1) a large free parking ramp at the bottom of BCC canyon and (2) a train going from there to Alta every few minutes with suitable avalanche protection over the track and (3) more bus service in BCC. Pay for this infrastructure with a large tax on ski tickets at resorts in BCC and LCC, a tax on Salt Lake County residents, and a small fee for the train. Do it now, before it gets more expensive.

To whom it may concern,

Save Our Canyons, a local non-profit idedicated to protecting the beauty and wildness of the Wasatch Mountains, canyons and foothillsi believes 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 shuttle system using vans and buses. This shuttle system would be operational year round, but would have higher capacity during peak use periods. For the shuttle system to be successful, additional park and ride lots need to be developed. These lots would be developed throughout the Salt Lake Valley. Existing and future transit hubs would also be used as boarding stations for the shuttle system . The shuttle system would be designed to provide service for all canyon visitors: resort skiers, dispersed users, hikers, resort employees, summer season visitors, and others. Current congestion problems in the Cottonwood Canyons are largely associated with ski resort operations, most notably on weekends and holidays . The shuttle system would provide express shuttle service to each ski resort from park and ride lots/transit hubs. Winter express shuttles for dispersed use would also be part of the system. These shuttles would provide transit to users from park and rides/transit hubs to winter trailheads. Similarly, in summer, shuttles would provide hikers express service from park and rides/transit hubs to trailheads. The proposed shuttle system is NOT a traditional multi-stop bus service. The proposed shuttle system is one that conveniently transports individuals from park and rides lots and transit hubs to mountain locations with iexpressi service. The shuttles would have a limited number of stops, and in many instances would provide nonstop transit service (most notably to ski resorts).

A key feature of the shuttle system would be short transfer times at park and rides lots/transit hubs and at mountain locations for return service back to the park and ride lots/transit hubs. Shuttles will need to be able to meet peak demand. The success of this system is dependent on convenience and short wait times for users. Low fares need to be a part of the system to encourage use. A shuttle system using vans and buses has the benefit of being highly flexible. The shuttle system could easily (and cheaply) be modified as demands change in the future.

There needs to be an evaluation as to whether this shuttle system is publicly or privately operated (or a combination of both). There should also be an evaluation of the feasibility of a system of vans for ihome to mountaini service that would augment the shuttle service described above. Such a home to mountain system would resemble an airport limousine service, with scheduled pick up and return times.

The vehicles used in the shuttle system would be vehicles appropriate for mountain travel, including travel through inclement weather. Ideally, these vehicles would utilize clean fuel systems (e.g. natural gas) to minimize impacts to air quality.

Coupled with the shuttle system, there should be consideration to implement icongestion pricingi for private vehicles in the Cottonwood Canyons. Congestion pricing is a market based approach to reducing congestion. Congestion pricing is utilized in power marketing, where users pay a higher price for power during ion-peaki hours. There are also many examples of congestion pricing in transportation. The adjustable rates for use of the HOV lanes on I-15 is an example of congestion pricing. Congestion pricing is being used in the European cities of London, Stockholm and Milan to reduce traffic. In these cities, private vehicles must pay a fee to enter the ihigh-usei area of city center during peak congestion periods. These systems have been successful in reducing traffic.

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Congestion pricing in the Cottonwood Canyons could be implemented during peak traffic periods to reduce the number of private vehicles during peak use periods. Private vehicles would be required to pay a congestion fee to drive up the Cottonwood Canyons during said peak periods. Initially, this congestion fee may only be collected on weekends and holidays during the winter season (consistent with current traffic patterns). The congestion fee could be collected using the EZ pass system or possibly by an online system where a user purchases the fee on a computer or smart phone . Consideration should be given for waiving the fee for vehicles with high occupancy (3 or more passengers). The revenue collected from the congestion fee could be used to offset costs of the shuttle system. The congestion fee should be considered for Big and Little Cottonwood Canyon, but not for Mill Creek Canyon where a fee system is already in place.

The success of the shuttle system depends upon a shift in attitudes and behaviors of residents in northern Utah. A public outreach program would need to be put in place prior to the implementation of the shuttle system. Current public outreach programs on water conservation and air quality have helped raise public awareness about these important resource/environmental issues in Utah. The outreach program for the shuttle system would be designed to raise awareness about transportation issues in the canyons, the importance of people changing their behavior, as well as providing specific information on how the system works.

The Wasatch Front rail system (TRAX, Frontrunner and the Sugar House Trolley) has improved the transportation system in the Salt Lake Valley. However, Save Our Canyons believes that rail based systems in the Cottonwood Canyons (or Mill Creek) would have unacceptable impacts to the environment and the wilderness character of these canyons. The construction of rail lines in the canyons would more than double the infrastructure footprint and likely impact sensitive riparian zones. Extensive cut and fill excavations would likely be required for rail construction resulting in widespread scarring of the landscape. An elevated rail system would have unacceptable visual impacts. Rail lines also restrict access: forming hard barriers for hikers, skiers and snow shoe travel. Save Our Canyons also believes a rail system in the Cottonwood Canyons is overkill, and that current and future transportation demand in the canyons can be met with a properly designed shuttle system.

The existing two-lane road configuration, coupled with a reliable shuttle system provides a good solution to current and forecasted travel demands in the Cottonwood Canyons and Mill Creek Canyon. A reliable shuttle system would reduce the number of vehicles in the canyons and reduce congestion. The shuttle system would also help alleviate the problem of limited parking in the canyons.

Additionally, we would like to submit data gathered through a collective effort by U.S Forest Service, Utah State University and Save Our Canyons which is collected and available for reference at: <https://saveourcanyons.org/campaigns/rec-survey/>

Thank you for taking the time to gather public comment and engage our community in this important issue.

Thank you.

Save Our Canyons

I want to see more frequent bus service up Little Cottonwood Canyon.

The parking lot at the Base of LCC is often full by 7am on weekends, which means you can't park and ride the bus. Same goes for Base of BCC. Can we turn these lots into a multi story parking lot so there's room to park? If you can't park, you can't ride the bus and are forced to drive.

I have a home in Big Cottonwood Canyon. I have been unable to imagine the traffic increase over the past few years. I favor more ski buses during winter to move skiers into the canyons without cars.

Traffic is a nightmare in Little Cottonwood Canyon. The canyon desperately needs more bus service, both in winter and summer. And more parking at the base of the canyon.

Dear UDOT, Little Cottonwood Canyon is in desperate need of more public transit up the canyon, with regular buses that run frequently and so are utilized instead of private vehicles. The traffic jams are ruining people's experience of the canyon and filling it with pollution that ruins the snow. Thanks for considering these comments!

I would fully support a fee or pass or both to level out the supply of parking and road space to the demand of skiing/touring in Little Cottonwood canyon during the winter and/or the summer too.

We need more busses up the canyon & more parking for cars to ride those busses.

More parking near the canyon mouth's to encourage carpooling and public transit. Also some kind of limit on single occupancy vehicles entering the canyon, encouraging something similar to slugging in SF.

Rail system up little and big cottonwood to park city. Avalanche proof and reduces traffic on a dangerous road. Get the resorts to pay for it. Seems pretty simple

We need more/bigger P&R lots and more/cheap shuttle or bus options going up Little Cottonwood Canyon.

I love the results of the Idealized Transportation Concept" that Save Our Canyons has produced. Hope you're checking that out!"

I would like to see

1. more frequent bus service
2. increased shuttle system
3. no private vehicles up the canyons during peak hours, say, 10 to 2. for the Big and Little Cottonwood Canyons in the Summer and the Winter.
4. a rail system from SLC to Park City with frequent service, into the night.

<p>Make a mountain bike trail go all the way from Alta to the Temple Quarry trail, and build a downhill trail that parallels Temple Quarry.</p>
<p>Thank you for the opportunity to comment. As far as Little Cottonwood Canyon (LCC), I've noticed the following two transportation related problems: (1) not enough parking during the summer hiking months; and (2) too much traffic during the powder snow days. I proposed the following solutions:</p> <ol style="list-style-type: none"><li>1) Provide additional parking at, or near, the mouth of the canyon.</li><li>2) Provide increased bus service during these peak use days. To be successful, the buses would need to transport the recreational users at a similar time as their vehicle. To achieve so in the winter, there would have to be some sort of disincentive for cars.</li></ol>
<p>Little Cottonwood should run summer buses, which should include plenty of space for bikes. Ski buses should run later in the day. If you are ski touring or having dinner at the resort after, it is challenging to get back to the ski buses before the last one leaves. More parking is needed to get on the buses near the base of the canyon. In the winter, and possibly in summer too, a fee should be charged to drive up the canyon, and the bus should be free for everyone. Ski buses should be the first vehicles allowed up the canyon after avalanche bombing is completed, that would probably get a lot more people on the bus and prevent the log lines of people waiting to drive up canyon. Unsafe no parking/stopping areas should be strictly enforced, especially in summer. So many people stop in the middle of the road, presenting a threat to cyclists and other drivers. A larger bike lane should be added on both sides of the canyon.</p>
<p>While I'm dreaming, the trax system should be expanded to run at least to the base of big and little cottonwood, and also provide service to Holladay and Mill Creek, two growing neighborhoods.</p>
<p>As far as Moab, a train should run from Salt Lake to Moab, at least on the weekends. Highway 6 should get a divider. Unsafe passing should be more strictly enforced. A bus system should run throughout Arches.</p>
<p>Traffic in the winter in big and little cottonwood canyons is unbearable. I love to recreate there but avoid it most times due to the traffic.</p>
<p>Please address traffic congestion issues in little cottonwood canyon</p>
<p>The traffic last winter in Little Cottonwood Canyon was unbearable. I actually turned around a couple of times because the lines were so long to get up the canyon.</p>
<p>Trips up the canyon were regularly taking 1.5-2 hours. It once took me 5 hours to get down the canyon from Alta and it wasn't snowing!</p>
<p>Parking around bus locations needs to be expanded and the buses need to be scheduled more often.</p>
<p>I'm writing about the traffic challenges on UT 210 up LCC.</p>
<p>I worked up LCC @ Snowbird for 10 years from 2004-2014 year round and drove the canyon 5-7 times a week. I've been doing the commute for 15 years total for ski purposes but I also take summer trips.</p>
<p>I've seen the growth explode and I've seen some interesting" human behavior. Waiting in 3 hours lines to enter or escape the canyon for a decade and a half I've had time to think about potential solutions. The only solution I can come up with is banning private vehicles from the canyon during heavy volume times (if not 100% of the time).</p>
<p>I envision dedicating one lane of traffic to a light rail and leaving the other open for large equipment emergency vehicles maintenance crews</p>
<p>The pollution parking and congestion are unbearable. Fatalities will rise.</p>
<p>People have proven themselves unworthy of and unable to handle the privilege of driving up an down the canyon. I personally won't stop driving myself until forced to lose that convenience. I bought a parking pass @ Snowbird for the upcoming season a first because of the parking issue alone.</p>
<p>That's my solution which I've been pondering for over a decade. Ban all cars from LCC."</p>
<p>UDOT should charge cars a small fee during peak times to discourage cars in little and big cottonwood canyons. There are too many cars in the canyons!! in addition there should be shuttles or more buses going up the canyons with lower fees to encourage use!</p>
<p>As an avid backcountry and resort skier in the Cottonwood canyons, and hiker, rock climber and runner during the warmer months, I'd like to see more frequent public transit options to reduce both pollution and congestion in the canyons.</p>
<p>Do the same as they have for Millcreek Canyon. I love that canyon and have enjoyed it all my life.</p>
<p>Frequent ski bus service allowed me to ride the bus more often. Buses were often full and that reduced traffic significantly.</p>
<p>Overwhelmingly, this is the sentiment concerning traffic congestion and impacts in Little Cottonwood Canyon. We need more parking outside the canyon, incentives for users to get out of their cars, and dependable service frequency not only to developed recreation areas, but also dispersed recreation sites as well.</p>
<p>Bus or shuttle services for LCC should be top priority. Busses or Shuttle vehicles should have large windows (like Zion Shuttle) to increase visitor experience.</p>
<p>Shuttle in Millcreek should also be high on the priority list.</p>

October 10, 2017

Utah Transportation Commission

Re: Recreation Hotspots Program

Dear,

It is my pleasure to write in support of the Utah Transportation Commission's recommendation to conduct further evaluation of transportation solutions in Little Cottonwood Canyon. Congestion on SR 210 produces negative economic impacts to Utah's vital ski industry; creates unacceptable risks to public safety in times of elevated avalanche hazard, as stand-still traffic lingers beneath the dozens of avalanche paths which cross SR 210; and affects the quality of life of Alta residents, local businesses and employees, visitors to the canyon, and residents of Salt Lake Valley neighborhoods adjacent to the mouth of Little Cottonwood Canyon, who sometimes struggle to access transportation corridors in their own communities due to congestion related to backups in the canyon.

As the only incorporated municipality wholly within the central Wasatch Front canyons, and as the entity with responsibility for public safety and local traffic management at the head of Little Cottonwood Canyon, it is absolutely critical that the Town of Alta be engaged closely as decisions are made in regards to how the Utah Department of Transportation (UDOT) determines the best course of action to addressing transportation issues in Little Cottonwood Canyon. SR 210 is a notoriously complex transportation corridor, with a wide range of stakeholders responsible for various aspects of corridor management. In 1990, the Town of Alta first convened the Little Cottonwood Canyon Road Committee, a working group of partners in managing transportation in and around the canyon, which continues to meet monthly throughout the winter season. The Town continues to lead this collaborative effort due to the critical importance of improving the function of SR 210 to Alta's residents, businesses, and visitors.

Thank you for the opportunity to comment on this important process, and I look forward to working with the Utah Transportation Commission and UDOT to identify and implement transportation solutions for SR 210 that will benefit the wide range of stakeholders with responsibility for managing traffic and transportation in Little Cottonwood Canyon.

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Tom Pollard, Mayor

run the buses A LOT more frequently. encourage alta and snowbird to make the parking lots to be 'pay only and expensive' (no free parking) and employees have to take public transport. if the buses were running more frequently and the parking was expensive, i believe more people would take public transport.

LCC is getting too crowded. Discourage single passenger cars by providing free parking to HOVs and paid parking to single passenger vehicles at resorts. Provide more buses with early/late schedules. Provide ride-share areas for folks to hook up, and ride share websites.

Tolls on vehicles with single passengers would be a huge incentive for people to carpool. It would allow for less congestion in the canyon and cut down on vehicle emission amounts.

I have been recreating in Little Cottonwood Canyon for 20 years. The most unbearable congestion occurs on powder days after the canyon has been closed for avalanche control or just because everyone in the valley has powder fever.

it takes an experienced knowledgeable person to predict and manage it. This is not a phenomenon that can be managed by computer algorithms.

I suggest that a position be created that employs personnel to monitor the canyon throughout the winter. When the "snake" happens ( a term locals use to refer to highway 210 backing up to the intersection with Big Cottonwood Canyon )

When "the snake" is predicted or occurring highway 210 should be traffic controlled for 2-3 lane one-way traffic either up or down the canyon.

Also when vehicles become disabled during congested times removing them from the highway should be delayed until the traffic rush is over. Nothing makes less sense than backing the canyon road up for miles because some yoyo slid off of the road and needs to be towed home.

Little Cottonwood clearly needs an effective mass-transit system--year round! A dedicated bus lane is probably the most effective way to make using the bus more attractive to potential users, and could be implemented in a relatively short period of time. Avalanche protection for the highway would also reduce the risk of numerous autos trapped between avalanche paths that threaten the road.

Little Cottonwood Canyon:

The ski busses that ran frequently last winter enabled me to ride the bus more often than driving up the canyon. The busses were often full and that reduced traffic significantly. Please continue the frequent ski busses and consider implementing busses on every weekend outside of the ski season, and perhaps every day of the year. Public transportation is far superior to charging people to enjoy the great outdoors. Those who most need to leave the challenges of the world behind and spend some time regenerating in nature may be the ones least able to pay a high price to get up the canyon.

Please increase the frequency of bus routes up little cotton wood canyon and expand hours to include evening. Make accessing the bus easier with parking options and frequent bus options from the city to the mouth of the canyon ie. express to the mouth of the canyon from sugarhouse/ downtown

Little Cottonwood Canyon:

As much as I don't want to see any more development in LCC, the transportation situation remains dire in the winter. There has been talk of carpooling or buses, however there is really no incentive to sit/stand on a crowded bus for hours at a time when I can take the same time and comfortably sit in my own car. Perhaps a bus express lane?

This would also require MUCH more parking at the bus stops as well as a thoroughfare for the buses to even get to the base of the canyon.

The busing system could also prevent backcountry skiers from getting off at their desired location as well. Just wanted to mention this as this is an important point to think about.

With regards to Little Cottonwood Canyon, the regular traffic has become more routine - growing every year. And its effects are starting to spill into BCC.

However, regarding LCC it needs to be tolled (and probably BCC as well, to avoid joy riders who clog the canyon). If LCC can't be tolled, then it needs to be closed and only allowed for buses and or a high speed rail that goes up and down the canyon - NOT ALL THE WAY TO PARK CITY.

LCC used to only be jammed on avy control days, but it's more prevalent now and it isn't only the winter. Both LCC and BCC are treated like high speed highways all year long, Bikers are hit, moose are run over, etc. There is a general lack of good citizenship with driving in these canyons, and it needs to stop by the regulation of traffic not silly speeding tickets.

Charge for Parking up the canyon.

Prohibit and Fine Inadequate Vehicles, e.g., 2-wheel drive, bad tires, weak motors unable to maintain posted speeds.

Limit chair lift ticket day sales.

We are very concerned about the High-T" intersection going in at Wasatch Blvd and Little Cottonwood Canyon. We are concerned about the safety of Bike Traffic -- and being able to safely turn into our neighborhood (Top of the World)

Where we turn is the intersection of Wasatch Blvd and Golden Hills Ave. The left turn there becomes like a "chicken lane" as drivers speed down that street."

Salt Lake County extends its support for the proposed \$2M in funding for Little Cottonwood Canyon.

I'm pleased UDOT is reviewing Little Cottonwood Canyon (along with other recreation hotspots around the state). Improving congestion and traffic flow in that canyon are VITAL for sustained recreation of the canyon, as well as improved environmental conditions due to reduced emissions. Snowbird, Alta, UDOT, UTA and Unified Police have already been working to implement free bus service, rideshare vans, Park-N-Ride lots for carpooling, and more.

This is great progress, but there is still urgent need. Things like a smart HOV lane, more Park-N-Ride lots at the mouth of the canyon, and turnaround areas for snow plows, could go a long way in relieving gridlock for the neighborhoods at the mouth of the canyon, and general congestion along the canyon.

We all want our canyons to be beautiful places of recreation, while still protecting the pristine environment that makes those areas so beautiful. I hope UDOT can take these steps to ensure that is the case for many years to come.

Salt Lake County Councilwoman Aimee Winder Newton

Re: Little Cottonwood Canyon ; require Ski resorts to charge for parking to encourage use of public transportation - increase bus service year-round

Dear Members of the Transportation Commission,

I wholeheartedly support transportation solutions for Little Cottonwood Canyon that reduce congestion and improve traffic flow in the canyon and in Sandy City's neighborhoods near the canyon. The current capacity of Highway 210 in Little Cottonwood Canyon and public transportation options no longer adequately handle the demand on most weekends, holidays and powder days. In addition, road restrictions for avalanche mitigation work and snow removal often result in periods of gridlock in neighborhoods near the mouth of the canyon.

As a Sandy City Councilman I have always supported efforts to improve transportation in and around Little Cottonwood Canyon. I've enthusiastically supported initiatives such as the Mountain Accord and the Central Wasatch Commission and have made it a priority to work with groups such as Snowbird, Alta, UDOT, and UTA to reduce congestion and to facilitate better public transportation options in Little Cottonwood Canyon.

I encourage UDOT to implement transportation solutions in Little Cottonwood Canyon that will improve traffic flow, facilitate and encourage public transportation and improve avalanche mitigation systems. Several elements I believe have merit in solving the congestion issues include adding a Bus Rapid Transit Lane (BRT), adding a smart HOV lane, significantly increasing the Park-N-Ride lots at the mouth of the canyon, providing plow turnaround areas in the canyon and using more remote avalanche mitigation control systems. Adding a BRT lane would provide both quicker and increased access to the amenities in Little Cottonwood Canyon while encouraging the use of public transportation for canyon visitors. A smart HOV lane that allows reversal of the traffic flow would significantly improve congestion in the canyon and could also be used as a queue for vehicles in the lower canyon on mornings when the upper canyon road is restricted for avalanche mitigation and snow removal helping to alleviate gridlock in Sandy City neighborhoods near the mouth of the canyon.

I believe these solutions will increase economic development and tourism, increase the tourism tax base, improve safety by lowering the avalanche hazard index, and decrease congestion in Sandy City neighborhoods.

I applaud your efforts and as an elected representative for Sandy City residents I look forward to working with you in developing and implementing transportation solutions for Little Cottonwood Canyon.

Sincerely,

Chris McCandless

City Council Chair

Sandy City

Little Cottonwood Canyon has a great bus system that is underutilized. By making it free to ride from the park and ride lot at the mouth of the canyon, you would alleviate tons of traffic, similar to tourism no fare downtown zones here in Salt Lake and other cities. The cost of adding buses is much cheaper than other proposed changes and the benefits could be realized immediately. The resorts would get MORE visitor and the traffic impacts would be immediately reduced. The resorts may be willing to partially subsidize this. Another way to defray free shuttle bus costs would be to use a discounted bus fare and/or start charging a toll for driving, like Millcreek Canyon.

As an avid hiker and snowshoer in Little Cttwnwd Cyn I feel that a year around bus system is needed to help alleviate the over crowded parking (lack of parking) at trail heads - especially in the Albion Basin area at the top of the canyon. Needs to be 15 to 20 minute intervals to accommodate various personal schedules.

Build more parking for the ski buses. It really is that simple. Make it easy and simple for parking and pickup, and people will use it. Also do flat rates for bus pricing.

Hello,

Thank you for considering transportation solutions for these areas. My comments pertain to Little Cottonwood Canyon, where there is a serious need for solutions to traffic and congestion problems, particularly in the winter on powder days. As a backcountry user, I am concerned that solutions designed to combat traffic and congestion in the canyon will unintentionally make it more difficult to access the backcountry. It's very important to me that I am able to access a variety of locations along the road up LCC in the winter, many of which are not necessarily recognized, established, or commonly used trailheads. It is also important to me that I'm able to access these locations at odd or irregular hours, so that I am able to fit in a quick ski lap before or after work. I urge the Commission to consider the needs of the (relatively small) number of backcountry users who care very much about being able to access LCC in these ways and find flexible solutions that recognize the needs of the many different user groups in the canyon. I am generally in support of solutions that will reduce traffic in the canyon as long as they do not make it more difficult for the relatively small number of backcountry users to access the backcountry in LCC. Backcountry users are not a significant cause of traffic in the canyon, which is largely due to resort traffic. For example, I would be in favor of increased parking fees as long as there is an affordable annual pass available to frequent canyon users, or restricting private cars in the canyons only during times when traffic is a problem (weekends from 8:30 - 10AM) as long as there is frequent bus service and the buses are able to stop at locations used by backcountry skiers. Solutions like this would mitigate traffic problems without seriously disadvantaging backcountry user groups. Thank you for your work on this important issue.

<p>I am fairly familiar with the first three areas, not so much with the fourth. The roads in these areas are fine. What's missing is alternatives. Active transportation networks, transit, shuttles, etc.</p> <p>People may need to get incentivized to not drive their cars in these congested areas. The best incentive is money - charge for the entry. This would be very easy to implement in LLC with a toll booth at the bottom (say \$5-10 per car), bus shuttle service that runs every 5 minutes (there could be a massive need for parking at the P&amp;R lot area at the bottom of LCC, but, perhaps those canyon entry fees could be high enough to help to pay for a parking garage), and a protected uphill bike lane all the way to Alta (biking downhill in the car lane is fine as one goes fast so being in a bike lane on a side of the road is more dangerous than in the car lane).</p> <p>A minor personal wish is to connect Alta with Brighton with a trail that would be better rideable on mountain bikes - there could even be a loop via Twin Lakes Pass and Catherine Pass.</p>
<p>LCC needs a two lane road the entire way, or a train up the canyon.</p>
<p>Bear Lake needs additional lanes in areas that are congested.</p>
<p>A temporary signal is desperately needed at the intersection of Little Cottonwood Canyon Road in little Cottonwood Road. Especially at rush-hour during this construction, that is a very dangerous intersection with traffic moving in three different directions.</p>
<p>Please ensure there is a safe way for cyclists to navigate turning left from Wasatch Blvd onto Little Cottonwood Road.</p>
<p>Years ago I used the bus to go up LCC, parked in the lower parking lot, because of fresh snow, I did not see a painted out section (that was NOT a parking spot). Later in the day when returning to my vehicle, I had a ticket. Ever since that day I drove up LCC and no longer took the bus. I was unaware of the crime taking place in parking lots until I read these comments. Personally, if there was room on a UTA bus, and by that, ALWAYS room on the weekend when I ski., after I park my vehicle, unload my equipment, wait for the bus, I'd take UTA. The parking lot is usually FULL and does not seem to meet my 10-11 am arrival at the parking lot. Which tells me there's not enough parking spots and the parking lot is too small. I cannot comment on the other 3 venues other than last summer there was a long line of cars entering Arches so I skipped it. Went to Zion 2 years ago and didn't make it on the bus.</p>
<p>Little Cottonwood Canyon has limited parking and too many cars. Charging for parking as is the case at JHMR in WY is one option of reducing the number of cars. Concurrent with the parking change would be an increase in the number of buses and areas for parking. To encourage bus use on high traffic days, buses should be allowed to travel uphill in the down lane from 8:00-9:00am which would restrict downhill traffic at that time.</p>
<p>Regarding Little Cottonwood Canyon: In the winter months, I would like to see buses running every 15 minutes running south Wasatch Boulevard (from Olympus Cove to the the mouth of the canyon and on up to the ski resorts) during peak morning periods (8 a.m. to noon) and then running down the canyon and north from 2:30 p.m. to 6 p.m. I would also like to see mandatory carpooling in LCC (2 or more people in a vehicle). I would also love to see wider bike lanes on either side of the road.</p>
<p>Little Cottonwood canyon on the weekends during ski season is a nightmare. Even without road closures for avalanche control, getting from 20th east to the ski resorts can take up to three hours on a powder day.</p> <p>The bottleneck is the light on Wasatch Blvd. and the intersection at the park and ride lot at the mouth of the canyon.</p> <p>A bigger park and ride lot would be helpful. Car pool lanes probably wouldn't do much good because on the weekends nearly everyone has at least two people in their cars.</p> <p>A train would be fantastic, but probably is not cost effective.</p>
<p>Something has to be done in LCC. It is being loved to death.</p>
<p>RE: Little Cottonwood Canyon. The goal should be to get the most people up the canyon with the least hassle. I believe that the future of Little Cottonwood is that of Zion's--restricted to buses--at least in the winter. In the meantime, however, something must be done to encourage more to take the bus. Currently, although a bus pass is included in my ski season pass, there isn't enough incentive for me to take the bus instead of my car to go skiing. Yes, I would save gas and some wear/tear on my car, but I get a lot of convenience with my own car, especially since I'm transporting my entire family. The bus doesn't get you up the mountain faster since it's subject to the same traffic; nor is the bus reliable since parking lots fill up. We need to make the bus more attractive or driving more of a pain. Some ideas: close down-mountain traffic in the morning and allow buses to use the left lane; add a third lane which is bus-only; expand parking lots; assess a meaningful toll on cars, especially with 2 or fewer passengers. The resorts would need to expand their locker space as well to accommodate bus-riders.</p>
<p>As a regular user of recreation options in Little Cottonwood Canyon for the past 14 years, I feel there is a need for a long term plan to reduce traffic and emissions in LCC. There is a need for more public transportation options to diminish the impact of vehicular traffic on LCC particularly during ski season. I have heard the idea of a train system which sounds like an interesting option but I am not sure how practical a solution that would be given the avalanche proneness of LCC. Solutions should be proposed by transportation experts and the public could weigh in.</p>
<p>The fact that UDOT is prioritizing Little Cottonwood Canyon is very much appreciated by those of us who live near the canyon as well as work and recreate in the canyon. Long-term transportation solutions that incent mass transit use in the canyon while improving the guest experience is critical with Utah's rapidly growing population.</p> <p>Delivering residents and visitors to recreation sites in the canyon will require a transportation system built not to meet today's demand but that of the next 20 or 30 years.</p> <p>UDOT has proven to be innovative in its use of technology, design and construction to provide the best and most efficient user experience. I'm hopeful this same thinking can be applied to the challenges faced in Little Cottonwood Canyon.</p>
<p>Install avalanche tunnels over the road in slide areas. It's done all over Europe. This would eliminate all of the early morning closures.</p>

October 9, 2017

Utah Department of Transportation  
Transportation Commission  
4501 S. Constitution Boulevard  
Taylorsville, UT 84129

Dear Members of the Transportation Commission,

We wholeheartedly support transportation solutions for Little Cottonwood Canyon that reduce congestion and improve traffic flow in the canyon and local neighborhoods near the canyon. The current capacity of Highway 210 in Little Cottonwood Canyon and public transportation options no longer adequately handle the demand on most weekends, holidays and powder days. In addition, road restrictions for avalanche mitigation work and snow removal often result in periods of gridlock in the neighborhoods near the mouth of the canyon.

Snowbird Resort has worked with Alta, UDOT, UTA and Unified Police to reduce congestion and facilitate public transportation in a variety of ways. Our efforts have included providing free bus service for employees and season passholders, using Rideshare vans, implementing the RIDE program, incentivizing employee and guest carpooling assisting with the construction of Park-N-Ride lots, participating in various transportation studies and working jointly with UDOT to complete avalanche mitigation and snow removal work in a timely manner. While these efforts have helped, they are not enough to handle the current demand, nor the expected increased demand as the population continues to grow along the Wasatch Front.

We encourage UDOT to implement transportation solutions in Little Cottonwood Canyon that will improve traffic flow, facilitate and encourage mass transit and improve avalanche mitigation systems. Several elements we believe have merit in solving the congestion issues include adding a smart HOV lane, significantly increasing the Park-N-Ride lots at the mouth of the canyon, providing plow turnaround areas in the canyon and using more remote avalanche mitigation control systems. A smart HOV lane that allows reversal of the traffic flow would significantly improve congestion in the canyon and could also be used as a queue for vehicles in the lower canyon on mornings when the upper canyon road is restricted for avalanche mitigation and snow removal helping to alleviate gridlock in neighborhoods near the mouth of the canyon.

We believe these solutions will increase economic development and tourism, increase the tourism tax base, improve safety by lowering the avalanche hazard index and decrease congestion in the Cottonwood Heights and Sandy communities. We would be glad to discuss our ideas with you in greater detail at your convenience.

We applaud your efforts and as significant stakeholders in the end result, we look forward to working with you in developing and implementing transportation solutions for Little Cottonwood Canyon.

Sincerely,  
Bob Bonar  
CEO/President  
Snowbird Ski Resort

Little Cottonwood Canyon

We need to do a better job restricting cars up the canyon on snow days. ONLY Trucks should be allowed on the road on these days. Even all wheel drive cars should be stopped they do not have the clearance to clear the snow and cause huge delays

Cottonwood Canyons need more bus service and more parking close to the mouth of each canyon. To increase ridership there should be a fee for parking in the canyons during peak periods.

Run continuous shuttle buses (every 10 minutes) throughout the day from large, secure lots near the mouth of Little Cottonwood Canyon to the ski areas. Resort bases would also need to add space for bus riders to store gear during the day. Charges should be minimal.

Current bus availability is not frequent enough to make it readily acceptable to visitors. It must also accommodate part-day skiers.

A continuous shuttle system would speed uphill and downhill traffic flow and plowing by eliminating the drivers inexperienced in driving in snow and on mountain roads.

Significant investment is needed to reduce congestion in Little cottonwood caynon. Believe group needs to think big with more mass public transportation solutions such as train. Bus service to inefficient and still get stuck in traffic on road

Please keep auto transportation up to Alta. We are in our 70's and now ski for just a couple hours a day, and want the convenience of going to a ski area in our car not a bus. But I think offering free ski buses in a location further from the canyon may relieve the traffic on the roads leading to the canyons. Also, the checking of 4wd or chains on the road holds up traffic. Perhaps find a better place/way to check for 4wd/chains be found.

Make the road into LCW Canyon one way to all but busses during certain hours. Busses with radio control could use the other lane. When the other traffic is congested and stops, but busses could keep going. Install signs, lights, and other controls as needed.

Little Cottonwood needs to have a protected bike lane. I've seen way to many close calls and even fatal accidents by careless drivers crashing into cyclists. Electric buses to the slopes during the winter would also be a nice addition.

<p>Please increase the frequency of bus service up and down the canyon during the winter and spring. Perhaps introduce a fee for solo drivers that wish to use private cars to encourage carpooling and minimize traffic.</p>
<p>Also, minimizing development in the canyon is important to preserve the wilderness experience that this canyon provides to those that visit. It is already being pushed to limit in this regard.</p>
<p>Two suggestions for Little Cottonwood.</p> <p>Alta 1) Offer a midday pass at discounted rate that begins at 11:00 and ends at 3, to help relieve traffic congestion in canyon.</p> <p>2) Build a bus rider's lounge with large lockers. I don't ride the bus because I don't like skiing with a backpack, and I like to bring comfortable snowboots to change into after skiing. The locker areas available at Alta are not sufficient.</p>
<p>Thank you for offering to open this up to public comment. I would like to make the suggestion that we should offer a HYBRID solution to vehicular traffic in LCC. Cars carrying 3 or more persons should be able to travel up the canyon (this includes resort Employees!). Vehicles carrying fewer than 3 individuals must turn around and carpool. We need to have a carpool location" that drivers can pick up skiers/snowboarders and also drop them off (Cowboy Partners Parking Lot? 6200 So and Wasatch Blvd Parking Lots)? UDOT MUST have a better and faster solution to getting more buses up and down LCC. The schedules now are abysmal; very little flexibility. If there were more buses more people would ride them. Who wants to stand out in the freezing cold waiting 20+ minutes for a UDOT bus? Maybe instead of full-sized buses we have smaller NOTE TO UDOT: NO ONE WANTS TO STAND GOING UP OR DOWN THE CANYON!!! Your "maximum capacity" number is baloney! A buscommuter sized buses that hold only 20 riders. Also with gear should be considered FULL when all the seats are taken. All of this data - people who need rides people who can offer rides bus schedules parking availability etc should be offered via a web app. AND: UDOT should alternate destinations between ALTA and SB. The uphill bus shouldn't always go to SB first! What a drag! Thanks again."</p>
<p>It looks like getting up LCC from southbound Wasatch B.lvd is going to very difficult, as well as turning left onto Wasatch south of Ft Union?</p>
<p>more Little Cottonwood UTA service during ski season.</p>
<p>A light rail system up Little Cottonwood would be fantastic</p>
<p>I have always thought a light rail system up Little Cottonwood canyon would be great. That was way before Trax ever came to the valley. The current road is on the old mining rail system. The mining rail system had avalanche sheds at Tanners, Lisa Falls, Hell Gate, etc. It would definitely have a great impact of the traffic problem in the canyon.</p>
<p>Improve road width, drainage and require more ski area parking in Little Cottonwood.</p>
<p>A designated walking lane above Gate C through Alta to Albion lot should be a priority.</p>
<p>Little Cottonwood Canyon considerations:</p> <ol style="list-style-type: none"> <li>1. Improve the road surface (for bikes and cars)</li> <li>2. Consider snow sheds/bridge/fence in high risk areas. This could reduce frequent closures during the winter.</li> <li>3. Review/eliminate on-road parking around White Pine and Snowbird.</li> <li>4. Provide a safe shoulder for cyclists going uphill.</li> <li>5. Install signs "Share the Road".</li> </ol>
<p>Little and Big Cottonwood canyons traffic can be significantly mitigated by moving forward with the Lift-Interconnect concept and linking the Park City/Kimball Junction area to the Cottonwood Canyons areas by one lift system. Thousands of outdoor enthusiasts travel from the Greater Park City area down I 80 then up Big and Little Cottonwood Canyons. Unfortunately, my family and I must take this route and would welcome the opportunity to park our car on the other side of the canyons" and ride over. In addition to reducing congestion in the canyons</p>
<p>The Little Cottonwood Canyon traffic could be significantly reduced in the Alta and Snowbird could be accessed from American Fork Canyon. I am sure Udot has studies this option. I would like to see the results of their study.</p> <p>Also, when I look down into Midway and Heber City from the top of Alta's Supreme lift. It is a shame that those people who are so close can't access Alta directly rather than driving around the mountain and coming up Little Cottonwood Canyon.</p>
<p>In Little Cottonwood Canyon please consider adding 1 contra flow lane for transit and Shuttle vehicles to provide an alternative to single occupancy vehicle gridlock (Up hill in the morning and downhill in the afternoon). When the lane exits the canyon it could join other traffic but given the back-ups on control mornings it might be better to run down the center of Wasatch/210 (this may require some widening) to 7200 South or down 9200 S/209 to the park &amp; ride at Highland.</p> <p>Also please consider acquiring parking at the gravel pit at the mouth of Big Cottonwood before the zoning is changed from industrial to commercial.. This would serve the needs of both canyons.</p>
<p>Thanks</p>
<p>Regarding LCC, we need a solution that incentivizes and encourages public transportation. Priority lanes for the UTA buses that allowed them to by pass the traffic, it would encourage people to ride the bus as it would be faster and easier. Similarly, more frequent buses would help. During parts of the day there is an hour gap between buses.</p>

My interest is specific to Little Cottonwood Canyon (although anything done to reduce traffic congestion in Arches and Zion would also be awesome) . . .

My dream is to see the Little Cottonwood Canyon area turned into a train system with direct connections to the city's trax line(s) and downtown. The Snowbird-Alta area is a world class destination with a traffic problem that is worse than embarrassing (recent ski magazines have literally dropped their rankings for the two mountains based on traffic issues). In lieu of an actual train system a rapid fire shuttle system based on the Zion model would/could also make sense. In the very least there should be direct ski buses from downtown (not only one a day) and expresses both bypassing Snowbird for Alta and buses that start at Snowbird for Bird passengers. I try to take the ski bus to Alta/Bird from downtown but by the time you ride trax, make the switch, and then get stuck in snowbird for 10-15 minutes on your way to Alta it's just not time/stress rewarding enough for the little bit I'm doing to help reduce the traffic-pollution problem. Imagine how cool it would be as a tourist to get into SLC airport and hop on a train that takes you to the mountain. Think how cool it would be as a local to even just get on trax early enough on a saturday/sunday (it's insane how late trains from downtown start running on the weekends - again pushing me toward my car) to catch the first ski bus so you can make first chair.

Dear Members of the Transportation Commission,

We wholeheartedly support transportation solutions for Little Cottonwood Canyon that reduce congestion and improve traffic flow in the canyon and local neighborhoods near the canyon. The current capacity of Highway 210 in Little Cottonwood Canyon and public transportation options no longer adequately handle the demand on most weekends, holidays and powder days. In addition, road restrictions for avalanche mitigation work and snow removal often result in periods of grid lock in the neighborhoods near the mouth of the canyon.

Alta Ski Area has worked with Snowbird, UDOT, UTA and Unified Police to reduce congestion and facilitate public transportation in a variety of ways. Our efforts have included providing free bus service for employees and season passholders, using ride share vans, assisting with the construction of Park-N-Ride lots, participating in various transportation studies and working jointly with UDOT to complete avalanche mitigation and snow removal work in a timely manner. While these efforts have helped, they are not enough to handle the current demand, nor the expected increased demand as the population continues to grow along the Wasatch Front.

We encourage UDOT to implement transportation solutions in Little Cottonwood Canyon that will improve traffic flow, facilitate and encourage mass transit and improve avalanche mitigation systems. Several elements we believe have merit in solving the congestion issues include adding a smart HOV lane, significantly increasing the Park-N-Ride lots at the mouth of the canyon, providing plow turnaround areas in the canyon and using more remote avalanche mitigation control systems. A smart HOV lane that allows reversal of the traffic flow would significantly improve congestion in the canyon and could also be used as a queue for vehicles in the lower canyon on mornings when the upper canyon road is restricted for avalanche mitigation and snow removal helping to alleviate gridlock in neighborhoods near the mouth of the canyon. Development of park and ride lots on both the North and South sides at the mouth of the canyon that can accommodate 500 plus cars each with a pedestrian bridge between them would allow UTA buses to stay on the mainline for dropping off and picking up riders and facilitate and encourage the use of mass transit. These lots could also be used on road restriction mornings to queue up vehicles waiting to go up the canyon helping to reduce gridlock in the neighborhoods around the mouth of the Canyon. Using more efficient and remote avalanche mitigation systems to reduce the number and duration of road closures will reduce congestion and gridlock in the neighborhoods near the mouth of the canyon.

We believe these solutions will increase economic development and tourism, increase the tourism tax base, improve safety by lowering the avalanche hazard index and decrease congestion in the Cottonwood Heights and Sandy communities. We would be glad to discuss our ideas with you in greater detail at your convenience.

We applaud your efforts and as significant stakeholders in the end result, we look forward to working with you in developing and implementing transportation solutions for Little Cottonwood Canyon.

Sincerely,

Michael R Maughan

President and General Manager

Alta Ski Area

I have been an active user of Little Cottonwood Canyon for 35 years, mostly bicycling on the canyon road in the warm months and skiing at Alta in the cold months. In the past year, I skied 83 days (rode UTA bus the vast majority of those) and bicycled into the canyon 160 times.

Over the years, I have seen the traffic in the canyon grow to what we have now: choking, deafening masses of mostly private vehicles, dominated by almost-empty (1 or 2 people inside) large SUVs and pickup trucks. I now completely avoid the canyon road after noon on summer weekends, especially during Snowbird's Oktoberfest."

With the growing local population we are rapidly degrading both the canyon environment and the recreation experience. In my opinion we should be moving toward closing the canyon to MOST motor vehicle traffic. I suggest that as a first step the present park-and-ride lot at Highland and 9400 South be used for year-round bus transport into the canyon at a modest fare and that a rather large toll be instituted on the canyon road for those who choose not to use the bus to supplement the modest bus fares. Eventually if this succeeds a parking structure could be built at the park-and-ride lot to support a greater number of vehicles."

I appreciate UDOT recognizing the need for congestion improvement in all the approved corridors. However, I think the most pressing issue is LCC. Whatever solution is eventually implemented, it needs to have minimal impact on the recreation opportunities available in the canyon, as that is the ultimate goal of these proposed congestion improvements.

LCC is a very unique system in the number of people who use the canyon and the infrastructure/real estate available to make said improvements. A few thoughts regarding potential changes:

1) Timing of up and down canyon travel needs to match the convenience of a personal vehicle. The reasons so many people drive personal vehicles, especially in the winter, are essentially twofold: a) convenience of travel time (individuals are free to arrive or leave at any time) b) no viable public alternative which matches frequency or convenience. Whichever solution is implemented, it needs to begin early in the day and end late in the day. It needs to run AT LEAST every 15 minutes. I am unfamiliar with these numbers but feel a new system needs to have the capacity to load at least 1800 people per hour (triple the Jackson Hole Tram capacity) to prevent the phenomenon of simply moving recreational congestion from the resort base (as currently stands) to the mouth of the canyon.

2) Public transportation must be mandatory for all users except canyon residents and employees during high usage times. If public transportation is not mandatory, it will be unlikely to make a large enough impact on congestion to solve the current issues.

3) High usage times should be defined as mid-November through mid-April. This is necessary to allow individual freedom of movement during low usage times (summer). This freedom of movement is valuable and not as big an issue in the summer and so should not be infringed upon.

4) Parking at the bottom of the canyon needs to be plentiful and with excellent security patrols. Abundant parking at or near the mouth of the canyon needs to be large enough to handle ski crowds on the busiest of weekend powder days without resorting to street parking. Additionally, vehicles parked in designated park and ride lots are especially vulnerable to smash and grab crimes, this needs to be combatted with excellent ACTIVE security. Not simply cameras.

5) Ideally, bus routes and parking areas should be separated by resort (one Alta-specific lot and line, one Snowbird-specific lot and line). This will reduce wait times for transportation at the mouth of the canyon and make public transportation more convenient and therefore viable.

6) Cost to the individual needs to be exceedingly low. Resort pass prices are already very expensive, adding a iCanyon Transportation Pass while likely necessary, cannot significantly add to an individual's winter recreation budget. Anything more than \$3.00 per day would likely prove to be too prohibitive to the general public.

If nothing else, please read this: **WHATEVER SOLUTION IS IMPLEMENTED, IT NEEDS TO BE CONVENIENT FROM A TIMING STAND POINT. ANY SOLUTION WHICH ADDS TO TRAVEL TIME AND CONVENIENCE IS UNACCEPTABLE.**

I urge you to find a solution to the traffic congestion problem in Little Cottonwood canyon. In my opinion, the canyon needs a shuttle system similar to what is operating now in Zion National Park. To do this a large staging/parking area would need to be created somewhere near the bottom of the canyon and the lodges at Snowbird and Alta would need to provide locker areas.

Issue stiff fines for drivers who drive up the Little Cottonwood Canyon without 4 wheel drive or chains on restricted days. Require tour buses to drop passengers at access points to catch UTA buses up canyon. Expand Park/Ride lots. Establish lanes that can have a directional change from morning to evening. Up in the morning and switch it to down in the evening.

More seasonal rental lockers at reasonable prices at the Ski Resorts. This would promote more use of mass transit. It's a pain carrying your equipment on the bus and trax.

I agree completely that there needs to be some alternatives developed for the current transportation plan in Little Cottonwood Canyon. However, just throwing more city buses at the problem is not the answer. Riders will want more autonomy (and frequency) and easier access than the current bus system provides. Perhaps smaller, but more frequent electric/hybrid bus transportation should be considered, including service that reaches out to hubs beyond the mouth of the canyon. It would have to be as fast and more reliable than commuting by car and be able to handle the am/pm rush hours. I also wouldn't give up on the idea of a train loop that could serve the canyons for many generations.

The issue in Little Cottonwood is tough to crack. Congestion from traffic to the ski areas is the problem. In some ways they should have to foot the bill to solve it ... but ... we know that won't happen! ( I realize they already spend money on bus subsidy etc ). The problems with public transport in the past have been that the time to ride the bus is exponentially longer than driving, especially if you are going to Alta. There should be no stops. Most routes need to be direct, and there have to be tons of them if it is going to work. Until bus service is as convenient as driving, most people will drive. ( Even after, many people will still drive ) i think you have to charge heavily for parking - that's the only incentive that will work. ski areas will not go for it, but most of Colorado already works that way. \$50 a car, something like that. A tram or train would be cool, but no one expects that to happen...too hard/expensive - but if everything is on the table, a train under the road seems like the best option. make that free or very low cost, make driving expensive, and problems solved. ( Except paying for extremely expensive train project ;)

Little cottonwood may have congestion but this can be mitigated personally by utilizing an off hour for ingress and egress. Bus service up the canyon is excellent, encouraging more use with larger parking areas more frequent dedicated bus runs and payment free days would limit congestion. However, additional development in the canyon cannot be handled by its fragile infrastructure. If the infrastructure is expanded the canyon will be damaged severely

AS for Little Cottonwood Cyn, it is FAR more important to turn away ALL vehicles without snow (NOT ALL-SEASON) tires. Too many times the traffic problem is due to the driver who thinks his all seasons are sufficient to get up the hill.

Build avalanche tunnels in Little Cottonwood Canyon Canyon. This will prevent having to close the road down for avalanche clearing. Another possible solution would be to have a flex lane that can be used in the up or down direction depending on traffic flow, and can even be restricted to HOVs to encourage carpooling.
More outlandish ideas would include a light rail train that would connect with the trax system. This would reduce traffic up the canyon as well as be safer in the winter and the summer for those that recreate along the road.
Little Cottonwood Canyon needs three locations where people could get on a shuttle vehicle (10-12 passenger van). Tourists could get their luggage on them, locals could just ride. Anyone taking a car up needs to pay a fee, including hotels, taxis etc. A gate would have to be placed at the mouth of the canyon. The shuttles should run often at peak periods, less often later in the day. A parking lot would have to be built on Wasatch north of the canyon mouth. The lot on 9400 s and 20th east is adequate and another might be an expansion of the existing parking at the canyon mouth. This is the best snow on Earth, people can be mildly inconvenienced to ski on it.
Little Cottonwood needs more buses and parking areas at the base of the canyon down as far as Highland Blvd at Smiths. There should also be a restriction that is ENFORCED for cars with only 1 person unless they live in Alta and they have a pass
I have been driving LCC on a daily basis both winter and summer for almost 30 years. I am a ski area employee. Highway 210 needs to be three traffic lanes wide with a full width uphill bike lane from bottom to top. The road needs to be realigned from Tanners to Snowbird or snow sheds installed to relieve the avalanche hazards. Alta and Snowbird need to be permitted to develop more parking. All mass transport is welcome by me, but is not the solution. The reality is that people in the western USA drive cars because it is convenient and time efficient. Does anyone see this fact changing without some mass cultural shift in behavior? Action on Highway 210 is 20 years overdue. In the interest of public safety and the quality of experience for the multiple millions of visitors to LCC, please take action now.
I use the LCC mid week week when traffic is light. Please allow for solutions that can limit but not restrict individual car traffic. A toll system or HOV would be a good idea on high use days. The bus is not convenient nor efficient. It takes me an extra 30-45 min to take the bus between parking and waiting for the next bus and if it (the bus or parking lot) is full even longer. It has been very frustrating to take the bus up the canyon, especially if I'm only going up for an hour or two to hike, ski, or bike. I like the idea of access from American fork canyon as well. I live in Utah county and would love this option. It already has a toll system in place.
train up like there was in the mining days. and a very restricted road
The UDOT bus service accessing the Little Cottonwood Canyon ski resorts was much improved last ski season. It is not perfect as those crowded afternoon return trips will attest. However, I believe that offering more buses and perhaps even a couple of express" buses to Alta and Snowbird might be the most practical transportation solution. Additionally
No development. Less humans. Less advertising for tourists to come to these fragile environments. No ski resort expansion. Heavily regulate against litter. No leasing lands for oil gas or mining.
The efforts of the Unified police directing traffic down LCC after a day of skiing has helped a lot.  Suggest traffic lights leaving all parking lots onto LCC highway so they empty at the same rate. Most of the time only the lower Snowbird lot gets to empty with any speed. Lights would only be activated when needed on busy times.  Also suggest only season pass holders be allowed to buy a permit pass to drive up LCC on weekends and holidays. Everyone else takes a much improved mass transit system or gondola. LCC is the reason many of us live here.  The current bus service is horrible and takes way too long. I'll never use it again or send my kids on it.  The local UDOT team does an excellent job maintaining the LCC road.
We live west of wasatch blvd at 8350 s the only way in and out is wasatch blvd. The traffic going up little cottonwood in any day it snowed last year made it so we could not leave our house or get home if by chance we got out, the school bus could not pick up if we had a powder day during the week. With the new design at the bottom of the canyon with no stop light to give any small break in the traffic we will now never be able to turn left we will be forced to go right and down through daneborg to danish and around just a small 4 mile detour. In the past skiers were not allowed to park and wait for the canyon to open but that rule seemed to go by the wayside there were days when traffic was stopped all the way to 215, udot needs to fix wasatch blvd and remember that we live here we are not tourists and we need access to our homes, we at times have had to park at the smiths and walk home and this is not acceptable.
Bus service needs to be expanded and a toll booth should be placed at the bottom of Little Cottonwood. We need support what is good and tax what is badbad
Make LCC uphill only for an hour on weekends & the same downhill at the end of the day, doubling capacity.
I am writing in regards to Little Cottonwood Canyon. There is a huge need to lessen the amount of traffic in the Canyon. It would seem the most feasible solution is to (1) establish increased parking facilities somewhere before the entrance to the canyon; (2) implement regular and frequent bus transportation (such as has been established in many National parks) = all day and year-round reliable shuttles service; (3) allow employees & lodge guests the option of car transportation to canyon destinations (although encouraging both to use alternative modes); and (4) link canyon shuttle service more actively with TRAX stations access
Combination of better high-capacity vehicles (something other than UTA which is too expensive) and metering for number of individual cars (metering could start after 12 pm, which seems to be the time that puts too many cars parking on the canyon road). Is there a way to make an express lane just for mass transit? Probably not. I just don't see many viable options that don't require huge excavation in the canyon, which would be terrible. I hope there is a good solution to the overuse of the canyon.
Please consider more public transportation options, summer and winter. More buses up the summer road on all days, not just weekends.
I highly recommend adding a 3rd lane in Little Cottonwood Canyon. A middle lane would allow 2 lanes up in morning and 2 lanes down in the evening to address severe traffic congestion.

The traffic problem in LCC is a peak loading problem in one direction only, up in morning, and down in afternoon, during peak ski season. Either of two solutions would work. Add a third lane open to only public buses and authorized private van services. OR, drastically reduce the number of private vehicles using Highway 210 during peak periods through a permit or significant toll entry charge. Either of these solutions would dramatically increase the convenience and speed of the bus and private van services and allow greater number of people to access the canyon in relative comfort and speed

Little Cottonwood Canyon, based on climate change we should do nothing because there will be no snow in twenty years.

RE: Little Cottonwood Canyon. We live at Alta during the winter ; we see the traffic congestion and choke on the fumes. PROVIDE INCENTIVES TO ARRIVE LATE AND LEAVE EARLY (you figure that out) and look at some of the European mass-transportation systems like high capacity lifts----FROM THE BOTTOM OF THE CANYON.

Little Cottonwood canyon traffic can be significantly mitigated by moving forward with the Lift-Interconnect concept and linking the Park City/Kimball Junction area to the Cottonwood Canyons areas by one lift system. Thousands of outdoor enthusiasts travel from the Greater Park City area down I 80 then up Big and Little Cottonwood Canyons. Unfortunately, my family and I must take this route and would welcome the opportunity to park our car on the other side of the canyons" and ride over. In addition to reducing congestion in the canyons

I think a shuttle system in little cottonwood canyon similar to Zion national park would be the best option. residents could receive a permit so they can drive to their home, and certain activities tied to the ski resort's operations (delivery trucks etc.) can be issued a permit for driving a car, but other than that I think from November to April the canyon should be closed to traffic other than the shuttle system. Perhaps permits could be sold to those who want to drive which could help offset the cost of expanded shuttle service. expanded Park and rides would be expensive, but necessary. I think to avoid to avoid congestion near the mouth of the canyon, UTA service that extends down the valley would have to be expanded.

Little Cottonwood Canyon.,

More park and ride parking lots.

Also; at Snowbird and Alta increase parking space for cars with 3 or more people. If you want people to drive less you have to make single person driving more inconvenient .

make Snowbird build another parking lot and eliminate parking on the canyon road.

As a frequent hiker, biker, and skier in LCC these are my suggestions that I think would work if all were implemented together: 1) Enlarge the parking lot at the mouth of the canyon; 2) charge a toll for cars that wish to drive up the canyon, with a locals annual pass available for purchase; 3) make a bus or van system free and frequent and make it work for people who wish to get on or off at the trailheads, perhaps with an app that alerts the driver where to make a pick-up. 4) widen the road to include a safe bike and pedestrian lane.

Looking at the various suggestions, we'd do well to think about a. Not compounding the problems of congestion (e.g., building new, 100 room hotels), of safety (encouraging more cyclist up the canyon), encouraging premature, costly administrative-heavy regulations (parking fees and fines to pay for ???? That would engage additional public or company employees to enforce), or bizarrely expensive and risky engineering efforts (tunnels between the canyons). How about first going for the lowest cost options that focus on the primary problems created by occasional weekend super congestion and powder (generally half-day). insanity? First, you might reserve most desirable parking for those that have at least two or more skiers in the car. This could encourage slug lines to reduce car transit during peak hours. Second, consider closing and opening Alta or snowbird 30 mins earlier or later to reduce the twin rushes up and down that come to get to Alta and snowbird openings and to leave these resorts at closing. Third, stop reducing bus service from places like the swamp lot across from the Oaks at Wasatch along the Wasatch Blvd. the service cuts last year were draconian. Fourth, given the Alta Ski company amoratized its costs some several decades ago, consider announcing a marketing moratorium , which has driven up demand (as have paying commission bonuses for certain key management posts based roughly on ticket sales). Once such low to no public cost options have been tried, then, and only then, should more costly, administratively intense, environmentally risky and costly ideas be put into play. Rushing to solve problems" with money and manpower should be resisted initially as they are almost always a prescription for get stuck with less that optimal solutions. After all the more you spend and employ folks to "implement" what you propose the less likely it will be for anyone to admit they may have made a mistake on the more than even chance that they might have. Again I would urge caution. Someone has been eager to create a head of steam to solving problems in the canyons. Let's just make sure we don't get burned by their solutions."

The traffic in Little Cottonwood Canyon during the winter has increased dramatically over the past 10 years, particularly on Saturdays. Shuttles on busy days like those in Zion National Park or an electric train/Trax line would be relatively environmentally friendly options to address the congestion. Preparing a suitable path for a train line would possibly be prohibitively expensive. Shuttles would require a very large parking lot or garage somewhere near the base of the canyon. If shuttles are used, it would be nice to have shuttles that are specific for both Snowbird and Alta to cut down on the stops for the Alta skiers.

For Little Cottonwood:

1-Restrict autos w 1 passenger

2-Enforce a No Idling law

3-Make iExpress Alta buses w few stops. Now it takes a full 60 minutes one way to ride the bus. (Yuk!) Ridership would increase w this option.

LCC needs a permanent transportation solution that will reduce the number of cars in the canyon - especially in the wintertime. I am opposed to putting a train in because of the environmental disruption that would cause. A designated bus lane (and HOV 4?) coupled with more frequent buses and shuttles to access trail heads would cut down on the number of cars. Charging for parking at the ski resorts would also encourage carpooling and the use of public transportation. Sadly, people will not change their habits until you make it expensive and/or offer them a time saving alternative.

The traffic going up LCC (and consequently on Wasatch Blvd) in the winter is awful and getting worse. I'd be supportive of anything to improve it. Maybe a toll that was waived for vehicles with 3+ occupants, or after 10am?

<p>I have personally experienced the congestion and overcrowding problems affecting the Arches, Zion, and Little Cottonwood areas. I feel that reducing congestion should be the number one priority. Economic development and tourism can't grow without a sustainable approach to transportation.</p>
<p>The key needs to be getting more cars off the roads. People in Utah are very overly-reliant on personal auto transportation, though, so encouraging mass transit needs to be done in a way that makes mass transit MORE convenient and more affordable than driving a car. Until that is done, people will drive their cars even if they know it isn't good for congestion or the environment. So, public transit options need to increase in availability, frequency, and speed. They need to be subsidized so that they are free. Simultaneously, driving cars needs to be discouraged by charging higher fees for entry with a car, AND fees for parking. Both sides of this need to be enacted--actively discourage driving while making public transit more appealing. Otherwise you'll spend millions on improving transit options only to see them unused because driving a car is still cheap, or you'll enact fees for driving/parking but leave people frustrated if no better alternative is available through mass transit.</p>
<p>During high traffic times:</p> <ol style="list-style-type: none"> <li>1-Restrict autos w only one person.</li> <li>2-Make idling illegal and enforce it.</li> <li>3-Increase buses directly to Alta with no stops. As of now it takes a full 60 minutes to ride the bus one way. With all the stops. If it took less time, ridership would increase.</li> </ol>
<p>Re: Little Cottonwood</p> <p>Ski bus needs a better ski carrying system than a corral inside. It is too hard to get your skis or snowboards out when you get off the bus- especially when they are behind many others. Go back to the outside racks? or ??</p>
<p>I am a frequent skier at Alta. I would be in favor of mandatory use of public transportation up and down Little Cottonwood Canyon. To make that feasible from my perspective, the parking at the base of the Canyon would need to be at least tripled or more. Buses would need to run more frequently, also. Alternatively, parking could go from the current free parking to pay lots at all the resorts. Again, the bus system would have to increase to cover some new demand.</p>
<p>Thanks for taking comments! LCC is super congested in the winter - increasing carpool requirements could help. Making public transit more accessible and frequent, especially running later in the day. Maybe working with the mountain resorts to offer lockers to those taking public transportation - I know that not having a place to put your items and shoes can be a barrier to taking public transport. Parking has also become a problem at Alta and Snowbird, and probably contributing to the congestion. Perhaps requiring cars to pay for a canyon pass to drive up the canyon would be a piece of the solution. Thanks for all you're doing to support recreation.</p>
<p>Improving traffic flow in Little cottonwood canyon is critical and will have significant economic benefits and improve safety.</p> <ol style="list-style-type: none"> <li>1. Expand road to have reversible third lane full canyon. USE of reversible lane to busses and toll fee holders with automatic toll collection.</li> <li>2. Install avalanche sheds, tunnels and avalanche barriers in most critical areas.</li> <li>3. Install avalaunchers so that critical slide paths can be mitigated remotely at night and not effect traffic during the day.</li> </ol>
<p>I think Little Cottonwood Canyon should be made downhill traffic only from 3:00-4:30 or 5:00 during peak days.</p>
<p>I would like to see additional resources go towards summer recreation in Little Cottonwood Canyon. Specifically mountain biking, this is a rapidly growing past time in the Salt Lake Valley. There is a vast amount of terrain in the canyon and only one, relatively short segment of trail at the bottom of the canyon that allows bicycles. There is an incredible opportunity to create a trail top to bottom of the canyon, as well as others. Additional trails will reduce user conflict and expand opportunities for all user groups.</p> <p>I would strongly suggest looking at the partnership with the Forest Service and the group Teton Freedom Riders. <a href="http://tetonfreedomriders.org/">http://tetonfreedomriders.org/</a></p> <p>They are a model for multiagency partnerships, and have created a truly world class trail system that has benefitted all parties involved.</p> <p>Little Cottonwood Canyons provides similar opportunities if the right effort and partnerships are applied.</p>
<p>UTA should have bus routes in the canyons during the summer, not just ski season. Add more mountain bike specific trails in Cottonwood canyons.</p>
<p>On the lcc trail make it odd even days for bikers and hikers or make a alternative down hill so it could be ridden as a loop</p>
<p>We need better transoirtation in the Cottonwood Canyons of Salt Lake City. With all the skiers this area attracts, there needs to be a more effective mode of public transportation to safely move patrons up the canyon. There is already a bus that takes people up Zion, I think a similar solution could be effective in LCC. I know there are buses, but a train would be able to move large groups of people quickly and would have less of an impact on the environment than a fleet of gasoline powered buses.</p>
<p>Would love to have something done about the traffic in LCC. Additionally, with the High T intersection being put in at Wasatch and LCC road, speeds going north on Wasatch are going to be extreme. It is already extremely dangerous and impossible to turn out of Kings Hill Dr. on to Wasatch to go north or south. Recommend dropping the speed limit to 40 or even 35. Also building a couple mountain bike trails along the current Quarry trail would be wonderful to split the bikers from the hikers and at the very least have some signs to educate walkers that there are bikers and to stay to one side.</p>
<p>The trail heads up in Little Cottonwood need enlarged to incorporate the large use of these trails.</p>

I would like to see a designated bike/walk path up LCC, whether gravel or paved, that is as far separated from the road as possible. Greater use over the years is increasing the risk of fatalities as we have seen in MillCreek canyon over the years where a number of cyclists have been killed by cars.
Little Cottonwood Canyon is a great candidate for a trail extension all the way to Alta. Existing trails could be enabled as transportation by adding subtle grading and smoother secondary routes. Side routes to skill areas would enhance recreation.
Little Cottonwood Canyon is a mess on powder days, and barely tolerable on non powder weekends. My suggestion is to provide access via a lift in American Fork Canyon. North Utah County is the fastest growing part of Utah and is sending significant traffic up Little Cottonwood on weekends. By providing access via American Fork Canyon congestion is relieved. I am sure Snowbird would support a lift and small base operation in American Fork Canyon.
The traffic situation in LCC in the winter is terrible and getting worse. I would like to see a reliable form of dispersed transportation throughout the canyon. Maybe vans or smaller buses. The current bus situation does not work for people going into the backcountry. Maybe an uberlike app where you could ping a bus and request a pickup. Or maybe a ride sharing app that helps people coordinate with other people headed up the canyon. Additionally the current bus system does not run early enough and is not reliable enough. I like to be at snowbird early and leave by 11 or noon. And the last time I tried to take a bus up the canyon to get to snowbird I watched two full buses drive by us. I ended up hitchhiking up. I would also be in favor of paying a marginal toll to help fund improvements. I would want to be able to get an annual pass. It should be minimal to not harm the less fortunate but it could help encourage carpooling and reduce the crime and break-ins that have been happening. Maybe an HOV like toll where it is free or reduced if you have more people in the car.
Allow mountain biking trail from Tanners to Temple Quarry.
Connect trail from White Pine to Tanners.
Address security and break-in issues in LCC.
I would love to have Little Cottonwood Canyon receive the support!
There should be a maximum vehicle allowance for both Big and Little Cottonwood Canyons. Or, at the very least, improved parking facilities and increased enforcement of illegal parkers. UDOT should explore working with transit providers to increase shuttle services up and down the canyon.
In regards to Little Cottonwood Canyon, a continuous train or shuttle system, as can be seen with the Zion national park, would need to be put in place. Although it would be quite expensive, if the train option was exercised, it would be best used underground, as an alternative to road. To encourage canyon users to use the train/shuttle system, driving up the canyon by car could come with a small charge, while going up via train/shuttle could be free.
No comments regarding the three other mentioned sites, as I don't have enough time spent in them to fully understand what should be implemented to solve the crowding problems. On the other hand, I spend roughly 50 days out of the year in Little Cottonwood for skiing, hiking and mountain biking, and feel quite confident as to what the canyon needs to fix its transportation issues.
I routinely use Little and Big Cottonwood Canyons for recreation. I almost always go mid-week, low congestion times. My suggestion is that whatever congestion relief efforts that are imposed apply only during peak congestion periods. Whether it is bus access, paid access, access by permit, etc., please do not enforce that access requirement on low usage times, same as high congestion periods.
Please consider studying LCC . The trail access issues have reached a challenging level. The mountain bike community is vastly underserved in LCC for various reasons. This leads to trail conflict, inadequate trail maintenance and upkeep and increased road traffic. We all want to be part of the solution so please ask for feedback and/or help if necessary!
More bike friendly trails/trail heads in Little Cottonwood would be awesome.
We need an uphill biking/ hiking route all the way up Lcc, and also a designated downhill biking trail from alta to mouth. Larger park and ride at mouth would help lessen the winter congestion on the road as well, there are way more busses running than parking available. Due to snow on sidewalks and road ways it is often dangerous to try to walk or bike to park and rides during winter months and often no parking available at park and ride lots.

The growing problem with traffic attempting to get up LCC on a powder day is a real problem that I loathe all winter long.

I live at 9675 Ruskin Circle in Sandy and leaving my no outlet street on a powder day is very challenging - returning home on a powder day during morning school dropoffs for my kids is literally impossible. I have to wait in a most of the time slow or non moving line just to get to my street after dropping the kids off at their school a few blocks away (no bus service for us because we are 'within safe walking distance' but that 'safe' walking zone is down Old Wasatch, which is narrow, windy with blind corners, no sidewalks and is lined with snow piles and cars waiting to go up LCC trying to avoid the traffic on 9400. The traffic on Old Wasatch on a powder day between 8am and whenever they decide to open the canyon creates a line of cars that backs all the way from the Old Wasatch/9400 South turn to Granite Elementary where my kids go. It's a horrible traffic situation and is dangerous - it's no safe walk zone, especially in winter. This forces me to have to be available for school dropoffs in the mornings - which impacts my ability to have a normal 9-5 job in an office because the kids don't qualify for bussing since we are so close to Granite Elementary.

Two solutions:

1. Widen 9400 and create a 'canyon traffic lane' and a 'local access only, no canyon traffic' lane. There's room, especially heading east past 2100 east and up through the light at Wasatch and 9400 S.. there are two lanes until they merge into one lane right at Quail Hollow/9400 Intersection. they've done a ton of construction but added no sidewalks further East of 3100 East and the shoulder is wide, junky looking and needs to be updated to represent Utahs beautiful canyons. I'd be disappointed as a tourist that one of the main corridors up to a world class ski resort is lined with weeds, debris, gravel, overgrown trees, no sidewalks and eye sore sound barriers from Quail Hollow road up the hill there towards the canyon. A beautification project with a street widening would add a second lane for through traffic while those 'waiting in line' would have a designated canyon line to wait in. Old Wasatch would be 'closed to canyon traffic' or even be 'left turn only, no right turn permitted, and that would eliminate cars lining that narrow road attempting to sneak into an excessively long line onto 9400 heading east into the canyon.

This solution can also help with congestion on Little Cottonwood Road - having two lanes, one designated for Canyon traffic would be a smart, scalable construction project that would lend to the relief of congestion in all areas leading to Little Cottonwood Canyon. Even traffic coming from Draper using Wasatch gets backed up, again, a second, canyon traffic only lane would ease this burden immensely.

I'd love to be able to participate in this process if any assistance is needed.

Jessica Singer

VP eCommerce

Sumato Coffee Co.

This is obviously a good start, regarding little cottonwood canyon. The bus system implemented last year worked well, but the issue is lack of parking at the mouth. I suggest a loop bus from mouth of big instead to Alta and back, there is more parking there. In short, there is a need for better flow management, not to me too a fix for the line up during powder days. It looks like they are widening the road, so we shall see. I am against tolls and restrictions. The resorts should be responsible for the cost of transportation IMHO. This page is not mobile friendly.

I believe Little Cottonwood Canyon could use a dedicated paved biking lane that is separated from traffic some way.

The light rail solution poses the question of where do you park everyone. The only place I see for a hub is the gravel quarry south of the mouth of BCC. That dusty mess should be capped w/ a multi level parking structure to help eliminate 2 sources of pollution at once. Sand can be dug elsewhere. Thank you!"