

07:42:12 From Julianna Christie, Crafted Leadership : Just stepping away for a minute... brb

08:02:17 From Lindsey Nielsen : Meeting agenda here: https://cwc.utah.gov/wp-content/uploads/2015/12/CWC_Summit_Agenda_11.20-_v2.pdf

08:04:40 From David Stein : I agree with Dan, we need mass transit. Unfortunately the Wasatch is a totally different scale and geography than the Alps. Much smaller scale.

08:05:04 From Ralph Becker : Good point, David.

08:06:28 From David Stein : Besides, technology advances and there are better options now. If we build the Cottonwoods Express it will become world famous. It will be copied where appropriate world-wide.

08:07:46 From David Stein : We will have visitors from around the world wanting to experience it. The same cannot be said for buses or gondolas.

08:09:52 From KIRK NICHOLS, BCCC, Univ.Utah : David, We are here because of the overcrowding that we already have

08:09:59 From Cttnwds Exprs - David Stein : Personally I'd like to make roadside parking a thing of the past, totally not done. UDOT would really appreciate that.

08:10:08 From Mike Peterson : Good media coverage last night on local media.

08:10:49 From Cttnwds Exprs - David Stein : Just because they want to experience it doesn't mean they will be regulars. The media storm always subsides relatively quickly after something new comes along.

08:11:31 From Harris Sondak-CWC(Alta) : given what Blake said, it seems like BCC methods may very well be tied to those for LCC

08:12:36 From Cttnwds Exprs - David Stein : One of the big questions about top of the canyon is what do we do during Interlodge Restrictions? This could actually be handled by the Cottonwoods Express, see the proposal.

08:13:10 From Cttnwds Exprs - David Stein : Is that time from the Mobility Hub?

08:13:34 From Ralph Becker, CWC : Good points, David. In considering alternatives and their consequences and impacts, these elements were considered.

08:14:39 From Randy Doyle : Is the 60 M Capital investment just for Busses?

08:14:40 From Cttnwds Exprs - David Stein : It would also enable accessing the ski resorts during Interlodge Restrictions as well as during avy control and when SR-210 is closed by avalanche(s).

08:14:50 From Mike Peterson : How do we incentivize people to get out of their cars and into a bus?

08:15:14 From michael allegra : would these buses stop mid canyon?

08:15:47 From Carl Fisher, Save Our Canyons : Explain what the demand we are trying to meet is... in the short and long term?

08:16:05 From Ashley Burr-MIDA : the incentive is a disincentive

08:16:25 From Ashley Burr-MIDA : if you have to pay to drive up there you'll be less likely to

08:16:33 From Cttnwds Exprs - David Stein : The Cottonwoods Express AEVs (Autonomous EVs) will be able to have individual parties pick their destinations including all trailheads. This will not have any affect on through traffic AEVs since there will be exits like I-15.

08:16:46 From Carl Fisher, Save Our Canyons : NO, What is the demand?

08:16:47 From Wayne Niederhauser : Where is the \$60 Million coming from?

08:16:57 From Jenny Wilson : Are electric buses scoped?

08:17:04 From William McCarvill : The math says 6 busses per hour with 40 passengers equals 240 visitors per hour is this s significant reduction in vehicles up canyon

08:17:47 From Randy Doyle : As a minimum some passing lanes would be needed.

08:18:22 From Cttnwds Exprs - David Stein : The Cottonwoods Express initially capacity is 4,000 vehicles per hour with 5 people per vehicle = 20,000 per hour. There is no practical limit to the number of tunnels that can be stacked underground, so this capacity could be doubled or tripled in the future as needed.

08:18:46 From Cttnwds Exprs - David Stein : That info is per The Boring Company's information.

08:19:09 From Mike Christensen, Utah Rail Passengers Association to Lindsey Nielsen(Privately) : Is it possible to get David Stein to stop spamming the chat?

08:19:36 From Mike Marker-LCC res : Carl asks the big question: Capacity of there canyons.

08:20:07 From Laura Hanson : Carl may be asking for someone like the have defined in the EIS, Xth busiest day in the year XXXX.

08:20:11 From Laura Hanson : something

08:20:16 From Barbara Cameron-BCCA : Would expanded passing lanes at Moss Ledge and Reynolds Flat be adequate, Randy?

08:20:20 From Ashley Burr-MIDA : right. I understand what he's saying. Are you going to keep meeting increased demand? Or will you have a ceiling?

08:20:53 From Mike Marker-LCC res : Are there limits to how many people these box canyons can sustain?

08:20:58 From Jenny Wilson : I agree with Karl. We should know the goal.

08:21:20 From Jenny Wilson : Carl, I mean :-)

08:21:38 From Ashley Burr-MIDA : Exactly. I don't think it works to say we just meet demand, assuming it just keeps expanding forever.

08:22:46 From Chris Cushing - SE Group : There is a finite number of guests the ski resorts can host on a peak day. Those numbers need to be accounted for in establishing canyon peak capacity in the winter

08:23:03 From William McCarvill : We need to determine what is the carrying capacity of the Wasatch for recreation visitation

08:23:28 From Lindsey Nielsen to Mike Christensen, Utah Rail Passengers Association(Privately) : Not unless we directly ask him. You and other meeting participants are able to send 1:1 messages to other participants, as I changed the chat settings yesterday.

08:23:37 From Mike Peterson : I also agree with Carl. We need a number, though it may change each year, that we are planning to accept.

08:23:41 From Carl Fisher, Save Our Canyons : @Chris Cushing... But resorts have the ability to build things to increase that # so it is conceivably infinite.

08:23:55 From Mike Christensen, Utah Rail Passengers Association to Lindsey Nielsen(Privately) : Thanks, Lindsey.

08:24:29 From Future Generations Shea : When I was with the Department of Interior, the Park Service was faced with a similar problem of "carrying capacity" for certain Parks - Zion, North Rim of Grand Canyon. The solution which would work with our Canyons is to limit access and that access was not in private cards.

08:24:29 From Shawn Marquardt - Doppelmayr : The goal is simple, provide access to our fantastic recreational venues and eliminate what has become an unsustainable transportation situation

08:24:44 From Chris Cushing - SE Group : They have a finite area so can only grow as much as their permit area allows, so there IS a max. May not be there yet but it is there.

08:24:45 From UTA-Carlton Christensen : We are currently building a new facility that will handle more electric busses but today, we have limited capacity. It's certainly something we are looking how to best manage and service.

08:25:06 From Randy Doyle : We need some type of bus priority between Silverfork and the top.

08:25:14 From Friends of Alta - Kyle Maynard : Right, but the Forest Service's control over visitation is largely based on parking spaces and facilities. How does that strategy change with increases in bus use or other mass transit. This is why the CWC's support of visitor use management - to understand our impacts - is important

08:25:16 From Laura Briefer (Salt Lake City) : There is also a limitation to the capacity of water and sewer infrastructure, which provides a ceiling to expansion of use.

08:25:50 From Jenny Wilson : There is an ecological and "visitor experience" maximum. I don't know exactly what it is but it needs to be pursued so that we know which system meets that community driven limit.

08:26:46 From Friends of Alta - Kyle Maynard : Part of the move to any mass transit option should be required ridership. One flaw of the EIS that worries us is the incentivized travel. It sets the precedent for optimized use of both cars and mass transit, which is the worst possible scenario for the canyons.

08:27:00 From Mike Marker-LCC res : Yesterday we set as one of the desired outcomes , "protect the outdoor experience". That is different from the the forest service welcoming unlimited users.

08:27:07 From Friends of Alta - Kyle Maynard : But none of this Blake accounts for Latent Demand

08:27:10 From Chris Cushing - SE Group : Bottom line, it seems like establishing a max "carrying capacity" for the canyons is fundamental to this exercise.

08:27:43 From Laura Briefer (Salt Lake City) : That is right Chris. I agree.

08:27:43 From Carolyn Keigley brighton town council : Agree with Chris Cushing

08:27:55 From Cttnwds Exprs - David Stein : That 20,000 can handle 17,000 on a peak day in less than one hour. People don't all hit at once, some don't show up until noon like my brother. He's a late sleeper.

08:28:16 From Cttnwds Exprs - David Stein : If the ski resorts implement ticket limits, the Cottonwoods Express will be able to tie into that and inform riders that no tickets are available and they can switch their destination enroute.

08:29:53 From Cttnwds Exprs - David Stein : If the ski resorts implement ticket limits, the Cottonwoods Express will be able to tie into that and inform riders that no tickets are available and they can switch their destination enroute.

08:30:09 From George Vargyas - Wasatch Backcountry Allainace : Resort skiing is already an affluent activity. Having less congestion on ski slopes is a better experience

08:30:23 From Mike Marker-LCC res : this is not just a winter capacity issue.

08:30:24 From Shawn Marquardt - Doppelmayr : Great point Mike, setting a capacity can set indirectly eliminate equitable access.

08:30:46 From Cttnwds Exprs - David Stein : The Cottonwoods Express has designed in a solar farm with Big Battery (like Australia's Hornsdale Power Reserve) tied into the Cottonwoods Express tunnel network. The charging will be done autonomously using either Tesla's "snake" or inductive undercar, near the solar farm/big battery. This solar farm will generate approximately 113 GWh/yr with 8 GWh/yr used to charge the AEVs. The other 105 GWh will be either sold at wholesale or sold at discounted retail to the ski areas to run their lifts with renewable energy. The power services income plus power sales will pay back the loans for the system and fund future expansion (Mill Creek canyon, Wasatch Back regional transit, SLC, The U).

The solar farm and big battery will make it so the transit will be free to ride.

08:30:57 From Dan Knopp : I agree with mike 100%

08:31:02 From Lorin Simpson-UTA : Electric buses would need charging facilities at or near the canyon. And, as Blake said, additional testing is needed in winter conditions and assessing long term impact of the steep grade on regenerative braking systems. Still, it is a promising technology.

08:31:04 From Cttnwds Exprs - David Stein : Since the system will pay for itself.

08:32:01 From Cttnwds Exprs - David Stein : Express buses as a stop-gap measure are my preference. They are quick to implement and easily removed if and when they are no longer needed.

08:32:55 From Julianna Christie, Crafted Leadership : 4b. BCC Bike/pedestrian improvements

08:32:55 From Carolyn Keigley brighton town council : Express bus in BCC I put I agree only if we take a deep look at overuse of our environmental recreational areas

08:32:57 From Future Generations Shea : 2nd day, 1st question - In favor if there is a capacity or carrying capacity for BCC and it is updated and enforced.

08:33:20 From Cttnwds Exprs - David Stein : During spring/summer/fall the Cottonwoods Express AEVs will all have 5-bicycle racks accommodating their 5 passengers.

08:33:34 From Kerry Doane - UTA Planning : Are the bike lanes in both directions?

08:34:02 From Cttnwds Exprs - David Stein : It also enables situations like mine. My wife is a huge hill-climber. I'm not. She can ride up, I'll take the Cottonwoods Express up, we can ride down together.

08:34:03 From Mike Peterson : Will these improvements include restrooms specifically?

08:34:13 From UTA-Carlton Christensen : While not directly transportation, restroom facilities have to be considered with expansion

08:34:14 From Dave Fields - Snowbird : I'm curious what "pedestrian" means when talking about a state highway? Is that crosswalks?

08:34:15 From KIRK NICHOLS, BCCC, Univ.Utah : A start is to take the parking of cars off the roadway

08:34:26 From Laura Briefer (Salt Lake City) : Good question Mayor Peterson!

08:34:37 From michael allegra : would these lanes be completely separate from the road?

08:35:11 From Cttnwds Exprs - David Stein : Concerning restrooms. Since the time from a trailhead to Alta is < 3 minutes, most people can hold it that long.

08:35:25 From Cttnwds Exprs - David Stein : Alpenboch to Alta in 3.1 minutes.

08:35:47 From Cttnwds Exprs - David Stein : Lisa Falls to Alta in 2.1 minutes.

08:35:54 From Dennis Goreham, WMC : It may not be enough to know where trailheads are, we need to know where people are going - creekside, peaks, lakes, etc

08:36:02 From Dan Knopp : we have a lot of runners

08:36:40 From Chris McCandless CW Management : I agree with Charlton, restrooms and pedestrian safety should be part of the planning process AND who is that get to maintain them?

08:36:55 From Cttnwds Exprs - David Stein : Proper corridor along the avy paths? Not likely.

08:36:57 From Carolyn Keigley brighton town council : Who will pay for bathroom maintenance? Will they be all year?

08:37:32 From Carl Fisher, Save Our Canyons : Would have a hand full or scheduled pedestrian days on the roadway help? Rather than looking at adding infrastructure, repurposing or sharing existing infrastructure?

08:37:50 From Harris Sondak-CWC(Alta) : Bike racks —> bike theft?

08:38:04 From KIRK NICHOLS, BCCC, Univ.Utah : Another low cost start is to curve the highway to put the parking for picnic areas on the same side as the picnic site. Reducing speed limit will help cyclists and pedestrians.

08:38:15 From Carl Fisher, Save Our Canyons : Right!

08:39:09 From Cttnwds Exprs - David Stein : Note that the current UDOT snowshed design is totally impractical for the bike path. A 50' wide 12% grade roof emptying directly over the middle of the bike path with a 16' drop (waterfall). After the very first rain storm that path will be totally unusable, forever. With a Jersey barrier and it's 4' width, no way to sweep it.

08:39:37 From Future Generations Shea : When the SLC closed City Creek Canyon the first major problem was the mix of pedestrians and bicycles. There were several serious injuries of pedestrians. The solution was to go to alternating days (odd/even).

08:39:38 From Carl Fisher, Save Our Canyons : If bike racks = theft. Crosswalks = targets

08:39:45 From Barbara Cameron-BCCA : Really like Kirk's suggestion to put parking adjacent to trailhead, specifically at Ledgemere and Willow Heights!

08:39:46 From Ellen Birrell Save Not Pave : The more incentivizing through aesthetics, comfort and safety we give to bicyclists and peds, like Blake says, is important.

08:40:18 From Cttnwds Exprs - David Stein : 5-11% grade on a gravel and sand covered bike path with concrete columns on one side and a steep rocky drop to Little Cottonwood Creek on the other? Really?!?

08:41:20 From Julianna Christie, Crafted Leadership : 4c. Variable tolling...

08:41:38 From Cttnwds Exprs - David Stein : Tolling is a "stick" approach and NOT equitable. The Cottonwoods Express is a "carrot" approach.

08:41:48 From KIRK NICHOLS, BCCC, Univ.Utah : Pat, pedestrians are always in city creek. Alternating days were bike v cars

08:42:44 From David Carroll : Tolling is regressive taxation putting a more significant burden on those less able to pay

08:43:04 From Cttnwds Exprs - David Stein : It also encourages people to ski elsewhere.

08:43:14 From Cttnwds Exprs - David Stein : Especially regulars.

08:43:22 From Mike Peterson : Has the quasi tolling in Millcreek Canyon over the past 30 years been deemed successful?

08:43:47 From Lorin Simpson-UTA : Does the cost include added transit to accommodate the increase in transit use due to the disincentive to drive?

08:43:49 From Cttnwds Exprs - David Stein : It really discourages people from going up "after classes for a few runs".

08:43:59 From Barbara Cameron-BCCA : Sounds right, Blake

08:44:02 From Chris Cushing - SE Group : Are those costs per canyon or for both?

08:44:28 From David Carroll : Mill Creek tolling is a revenue generating measure not a behavior modification measure.

08:44:37 From Chris McCandless CW Management : In the UDOT EIS Study comments, tolling was widely supported by a large number of the 6500 comments.

08:44:38 From Laura Briefer (Salt Lake City) : I am remembering that SOC, SLC, and others commissioned a visitor use study recently. I think the data from this study would be really helpful in the context of this effort.

08:44:49 From Carl Fisher, Save Our Canyons : Is this a fee based toll or an occupancy based toll?

08:45:03 From Cttnwds Exprs - David Stein : It will have a small affect, but won't affect anybody who can easily afford it.

08:45:37 From Carl Fisher, Save Our Canyons : It seems if you offer financial relief based on doing the thing that the toll is trying to do (increase occupancy) there is not economic hardship

08:46:03 From Future Generations Shea : The tolling revenue should stay in the Canyon from which it was generated.

08:46:13 From Cttnwds Exprs - David Stein : How do you enforce occupancy? Really tough. I've heard of blow-up dolls being used.

08:46:14 From William McCarvill : How will toll be collected without stopping the flow of traffic?

08:46:23 From Dennis Goreham, WMC : will bus riders pay toll?

08:46:35 From Friends of Alta - Kyle Maynard : @Pat, I agree. That is the crucial element to tolls. We need to know that our toll fee benefits the canyons we visit

08:46:42 From Cttnwds Exprs - David Stein : Like EZ Pass

08:46:57 From Cttnwds Exprs - David Stein : Less of a restriction.

08:47:01 From Carolyn Keigley brighton town council : For residents who work daily out of the canyon, how would fees be adjusted or would they be adjusted?

08:47:02 From Dan Knopp : it all comes down o who you want to exclude.

08:47:08 From Ellen Birrell Save Not Pave : Equity concerns can be mitigated by basing tolling on vehicle not occupancy of vehicle.

08:47:19 From Cttnwds Exprs - David Stein : But still tons of cars, so still red snake.

08:47:32 From Chris McCandless CW Management : How do you make allowances for those who are financially impaired?

08:47:38 From Chris Cushing - SE Group : Or annual pass that is less expensive

08:47:46 From Megan Anderson : Would the toll be seasonal or year round?

08:47:59 From Randy Doyle : Is there any data other than the 3T study that speaks to potential revenues and costs?

08:48:14 From Cttnwds Exprs - David Stein : The Cottonwoods Express will be free to ride and on-demand, 24 hours per day. So employees who need to go up early or leave late will be completely supported.

08:48:30 From Chris Cushing - SE Group : Clearly a good option, the devil is in the detaqils

08:48:30 From Harris Sondak-CWC(Alta) : Residents who go between NY and NJ, or from SF to Berkeley, pay the tolls. In my experience, canyon residents haven't really considered that they may have to, too.

08:48:36 From Cttnwds Exprs - David Stein : 365 days a year.

08:48:37 From Ellen Birrell Save Not Pave : Incent car pooling. Also, design the roadway base for car poolers to collect into fewer vehicles with Pick up Lanes (there is a better name for this and utilized extensively in Washington DC and other metro areas.

08:49:09 From Dave Fields - Snowbird : Carpooling requires parking lots somewhere.

08:49:25 From Ralph Becker, CWC : Lots of details, as reflected in the comments would have to be worked out in tolling implementation.

08:50:14 From Shawn Marquardt - Doppelmayr : Can we toll the user type?
Do we know the % split between resort users and dispersed recreation users?
(e.g. 80/20, 90/10, 95/5, ...)
A possible solution would be to toll resort users and not dispersed users, thus incentivizing the majority to use mass transit. Solving the problem for the majority will by nature eliminate the problem for the minority.

08:51:05 From Friends of Alta - Kyle Maynard : @Dave - I think you hit at one of my questions over this process. We need to understand whether these mass transit options entail full ridership of mass transit and minimal use of the road (therefore less need for lots) or go off of the EIS which suggests use of both the road and mass transit and we will still need the lots.

08:51:24 From Carolyn Keigley brighton town council : Shawn how would that be enforced

08:51:31 From Cttnwds Exprs - David Stein : By destination doesn't handle employees.

08:51:48 From UTA-Carlton Christensen : I think you have to use universal tolling. If you've tried UDOT's express pass, it works well and is nominal over time.

08:51:57 From Steve Van Maren, Sandy Resident : Resorts could provide selective toll subsidies.

08:52:26 From Tamara Prue (Salt Lake City) : Could tolling potentially cover the costs to use any mass transit option, there by making it low cost or free?

08:52:29 From Julianna Christie, Crafted Leadership : 4d. Year-round local bus

08:52:52 From Kerry Doane - UTA Planning : FYI, the DC carpooling is called Slug Lining, I believe.

08:53:13 From Cttnwds Exprs - David Stein : Considering \$1.5M estimated income and the bus option's O&M cost is much larger than that, it would not cover expenses.

08:53:17 From Shawn Marquardt - Doppelmayr : @Carolyn, for example: pay to park at the resorts but no toll to park at the trailheads

08:53:35 From David Carroll : I support tolling as a way to modify behavior, but it will disproportionately impact those who can't afford to pay creating a privileged group who will still keep using their cars.

08:53:35 From Ralph Becker, CWC : Tolling cost covering cost of transit: initial studies have indicated that there could be a contribution, but that it would not cover anywhere near the full costs of transit.

08:53:36 From Ellen Birrell Save Not Pave : Smaller (vans) especially on lower demand times equals fast, frequent, free. They should be agile and able to stop on demand (to closest stop).

08:53:40 From Cttnwds Exprs - David Stein : If you charge at resort parking lots, people will park more on the road.

08:54:03 From Lorin Simpson-UTA : Does the cost include stop improvements at the trailheads?

08:54:07 From Carolyn Keigley brighton town council : Access to several trailheads is important if we want to disperse heavy impacts on the environment during the summer

08:54:32 From Cttnwds Exprs - David Stein : @Ellen, exactly! The 5-passenger Cottonwoods Express AEVs allow for fine granularity.

08:55:06 From Dennis Goreham, WMC : will there be stop and pickup on demand to accommodate Creekside users?

08:55:31 From Cttnwds Exprs - David Stein : The Cottonwoods Express being underground will be totally unaffected by snow. No accidents or traffic issues either.

08:56:13 From Cttnwds Exprs - David Stein : Cottonwoods Express is completely on-demand.

08:56:29 From Carolyn Keigley brighton town council : On demand would be great.

08:56:33 From Ashley Burr-MIDA : on demand microtransit should definitely be considered

08:56:34 From Cttnwds Exprs - David Stein : It will also have a smartphone app for calling ahead.

08:56:44 From Bob Paxton : the resorts up LLC have recently increased peak says 25-30%. adding a toll will greatly disincentive local residents. also, the resorts don't have capacity to accommodate gear.

08:56:50 From Carl Fisher, Save Our Canyons : Con - could be resource damage if capacity/visitation is unmanaged... which means consideration of policy change to aid visitor management may be needed (transitioning from parking space limits to visitor limits)

08:57:20 From Ellen Birrell Save Not Pave : Use of technology paramount. Emphasis on this designed for 2050 capabilities (real time tech capabilities) — “beam me up, Scottie”

08:57:23 From Cttnwds Exprs - David Stein : Given smartphone knowing where you are at all times, you will be able to have a Cottonwoods Express AEV meet you when you get to the trailhead.

08:57:24 From UTA-Carlton Christensen : Any on demand would simply be to connect them to the broader system, it isn't a substitute for Lyft or Uber and is limited to a certain geo fenced area.

08:59:15 From Laura Hanson : Regarding small vs. big bus. The majority of the cost to any bus service is the driver labor. A smaller bus essentially costs the same, and has the capacity to carry fewer people. If the goal is reducing cost, smaller vehicles don't accomplish that very well. The benefit of smaller vehicles is that they can navigate tighter roadway conditions (narrow streets), and they may fit into the character of a residential neighborhood better.

08:59:35 From Cttnwds Exprs - David Stein : The Cottonwoods Express will tie in with local hospitals and police departments with customized AEVs for their purposes. In an emergency you could call for an ambulance to meet you at the trailhead.

08:59:58 From Julianna Christie, Crafted Leadership : 4.e. Reduced on-road parking...

09:00:15 From Future Generations Shea : Julianna and Ralph, what is the intended use of these polls?

09:00:16 From Cttnwds Exprs - David Stein : AEVs have no driver, so much lower labor costs and 24-hour availability without scheduling issues.

09:00:52 From Cttnwds Exprs - David Stein : They also don't call in sick or hungover.

09:01:15 From Ralph Becker, CWC : Polls are to help us capture the participants views. Not everyone comments on each topic and this gives the CWC an opportunity to have a sense of the group. Note: only one way to get input.

09:01:43 From Julianna Christie, Crafted Leadership : Thanks Pat. Saw your question. Thx Ralph. Yes.

09:01:52 From Nate Furman to Lindsey Nielsen CWC(Privately) : Hi Lindsey—Sorry I'm not in the meeting. I bopped in to let you know and I have to leave now. I'm dealing with contact tracing for an exposure to COVID from a student in a class. I hope to join later this morning but this is not a quick process. I'm sending this message to Blake as well.

09:02:18 From Future Generations Shea : Ralph, Will the polling data be used in Lobbying the Legislature or Congress?

09:02:27 From KIRK NICHOLS, BCCC, Univ.Utah : Pro, gives road shoulders behind the fog line back cyclists and runners

09:02:36 From Del Draper -Alta Community : Roadside parking may be more problematic in the winter because of the need to remove snow, but it doesn't cause that much of a problem in the summer. The safety concern can be partly met by reducing speed limits in popular areas. without good transit to trail heads on road parking is needed.

09:02:40 From Carl Fisher, Save Our Canyons : Is being tied to other transit solutions really a con?

09:03:02 From Cttnwds Exprs - David Stein : Most everyone that uses a trailhead would use the Cottonwoods Express instead. We know parking is often a pain,, so we would avoid that pain while having faster and more fun transit.

09:03:18 From Carl Fisher, Save Our Canyons : I just thought we were looking for transit solutions...

09:03:40 From Dave Fields - Snowbird : I haven't seen a transit proposal that addresses all of the trailheads I saw in use this summer, especially in BCC.

09:03:47 From George Vargyas - Wasatch Backcountry Allainace : Will roadside parking be eliminated away from resorts and trailheads?

09:03:58 From Cttnwds Exprs - David Stein : I'd like to eliminate roadside parking totally by having it totally unneeded.

09:04:10 From Ralph Becker, CWC : The poll questions will be incorporated in the Facilitator's report and provided to the Commission.

09:04:18 From Christopher Robinson, CWC Chair : If roadside parking is eliminated, what will fill the breach?

09:05:23 From Cttnwds Exprs - David Stein : A Cottonwoods Express station at each place where it happens now. Do we have a comprehensive list of where people park now?

09:05:45 From William McCarvill : so what happens when the boulderers bring their crash pads on a bus?

09:06:27 From Shawn Marquardt - Doppelmayr : Simple signage at the canyon mouth could announce the available parking in real-time. If a driver sees that a lot is full then they won't drive to that lot.

09:06:50 From Cttnwds Exprs - David Stein : @William The Cottonwoods Express AEVs (Tesla Model X and Y, 5-passenger) have good cargo carrying capacity.

09:07:35 From Ralph Becker, CWC : We are capturing all of these comments and it will help shape our and any other entity's implementation. It will also be part of our public record.

09:08:09 From Julianna Christie, Crafted Leadership : 4f. Paid parking at resorts...

09:08:29 From Ashley Burr-MIDA : ANY transit mode would need to be able to accommodate all kinds of equipment- bikes, climbing/ski gear, etc

09:08:39 From Cttnwds Exprs - David Stein : Cottonwoods Express proposal:
<https://www.dropbox.com/s/1kfsbonyy4dqr04/Cottonwoods%20Express%20proposal%20V3.2.pdf?dl=0>

09:08:49 From Future Generations Shea : We still need to know how the revenue generated by these suggested modification will be spent, and who controls the use of these funds.

09:09:29 From Carl Fisher, Save Our Canyons : Can Kim talk about if this actually changed behaviors?

09:09:33 From Holly Lopez : My dad is very concerned about a transit/parking plan's impact on hunters. Are exceptions for parking being considered for that use?

09:09:33 From Del Draper -Alta Community : Paid parking works. It encourages car pooling and encourages transit

09:10:09 From Shawn Marquardt - Doppelmayr : Solitude did an amazing job. The difference was night and day between the 18/19 and 19/20 ski seasons.

09:10:09 From Dave Fields - Snowbird : Kim has meetings this morning. She has told me the program increased vehicle occupancy.

09:10:24 From Randy Doyle : Blake is this in conjunction with tolling?

09:10:56 From Carl Fisher, Save Our Canyons : I agree Del, it changed my behavior too, but I feel like I'm a bit of an anomaly these days :)

09:11:06 From Carolyn Keigley brighton town council : I saw an increase of parking on the road and I watched these people walking into the resort more than backcountry trails

09:11:20 From Lorin Simpson-UTA : Solitudes paid parking and great snow last year overwhelmed park and ride lots at 6200 south. Additional park and ride lots needed.

09:11:43 From Chris Cushing - SE Group : Would resorts be asked to contribute parking revenue to improvements in the canyon?

09:12:41 From Ellen Birrell Save Not Pave : Sock it to 'em — vehicular drivers need to start understanding the extreme impact their singular vehicle puts on society's resources — air, soil, particulate matter coming off tires as well as exhaust, cost of maintaining the parking lots, etc.

09:12:47 From Carl Fisher, Save Our Canyons : I think with any REVENUE based system, a special district should be set up to ensure that monies benefit the canyons

09:13:17 From Carl Fisher, Save Our Canyons : OH boy!

09:13:47 From Mike Marker-LCC res : Ellen - agree

09:14:13 From Cttnwds Exprs - David Stein : @Ellen, amen! Another advantage of the Cottonwoods Express is that all the tire residue is contained in the tunnel where it can be periodically swept.

09:14:18 From Julianna Christie, Crafted Leadership : 4.g. No action...

09:14:50 From Dan Knopp : no action is what we have now. not working very well.

09:15:11 From Ralph Becker, CWC : Pat, please help us with what you mean by "modifications."

09:15:33 From Megan Anderson : No action could give time for better technology and improved solutions though.

09:15:33 From Cttnwds Exprs - David Stein : @Ellen, also no emissions and totally solar-powered.

09:15:51 From Cttnwds Exprs - David Stein : Cheap.

09:16:02 From Harris Sondak-CWC(Alta) : No action sort of limits the number of people in the canyons.

09:16:02 From Ellen Birrell Save Not Pave : A pro would be if we do something that will soon be antiquated...

09:16:07 From Cttnwds Exprs - David Stein : That Cheap comment was about no action.

09:16:08 From Bob Pruitt-LCC resident/property owner : Crowding is a deterrent

09:16:17 From Megan Anderson : I agree with Ellen.

09:16:33 From Megan Anderson : No action is only no action for now.

09:17:23 From Cttnwds Exprs - David Stein : The Cottonwoods Express tunnel system should last forever and be expandable effectively infinitely (mainly in coverage area).

09:17:37 From Norm Henderson : No Action could include tolling, resort parking fees, increased bus service etc.

09:18:09 From Cttnwds Exprs - David Stein : The Las Vegas Loop is being expanded to the Las Vegas airport and along the whole strip and eventually all the way to LA.

09:18:39 From Ralph Becker, CWC : The way we've described No Action, no new actions would be taken. We wanted to include this option with each element.

09:19:42 From Future Generations Shea to Lindsey Nielsen CWC(Privately) : Lindsey, My raise your hand is not working. Could you allow me access?

09:20:23 From Julianna Christie, Crafted Leadership : 5.a. Showsheds

09:20:26 From George Vargyas - Wasatch Backcountry Allainace : Why are the design tool results being represented without the public comments which seemed to have differing results?

09:20:44 From Del Draper -Alta Community : Is it true that these snowsheds would only have prevented about 40

09:20:58 From Future Generations Shea to Lindsey Nielsen CWC(Privately) : It is now working.

09:21:21 From Del Draper -Alta Community : % of last years slides from blocking the road

09:21:34 From Lindsey Nielsen CWC to Future Generations Shea(Privately) : Hey Pat -- let me see what I can do

09:21:43 From Lindsey Nielsen CWC to Future Generations Shea(Privately) : great!

09:21:56 From Friends of Alta - Kyle Maynard : Del, according to the EIS, snowshoes would change our road closure days from 11 to 6 per year

09:22:26 From Norm Henderson : No action is most definitely a viable alternative. It could include bicycle and pedestrian improvements, variable tolling, enhanced bus, reduced on-road parking, year round bus, paid parking at resorts

09:23:25 From Cttnwds Exprs - David Stein : Concerning snowsheds, totally against. Expensive, limited improvement in mobility. Ugly. 16' drop of waterfalls during gully washer rain storm and melt water. The bike path will be totally unusable after the first snowstorm and/or spring. The water sheeting off that roof with a 16' drop will cause major roadside damage.

09:23:27 From Carl Fisher, Save Our Canyons : UDOT's study said a shed would only reduce about 4 or 5 days of snow closure.

09:24:04 From Joan Degiorgio : Please include visual impacts!!

09:24:06 From Dave Fields - Snowbird : During the Feb. 5-8 storm last winter there were 29 class 3-4 avalanches and the road was hit by slides 27 times. 48 total avalanches during that event, according to UDOT. I can't say how many of these were in these three paths. These are the biggest "offenders" but I believe there are 64 avalanche paths in the canyon. Construction impacts and cost of snow sheds are massive. Doesn't address the other 61 slide paths and traction issues.

09:24:14 From Carl Fisher, Save Our Canyons : ... so is this really a benefit of reliability?

09:24:39 From Christopher Robinson, CWC Chair : Jules, Pat has his hand up.

09:24:58 From Cttnwds Exprs - David Stein : The earthen berm is totally unconstructable and after the first rainstorms erosion would deposit them in the stream.

09:25:38 From Cttnwds Exprs - David Stein : Snowsheds when they get blocked by an avalanche can take much longer to get open than an open road.

09:26:50 From Carl Fisher, Save Our Canyons : Here is the crash data for SR210. About 1/4 are related to snow.

09:27:35 From Cttnwds Exprs - David Stein : To visualize a 16' drop, look at your 8' ceiling and double it. Imagine thousands of gallons of water flowing quickly over a 12% pitch roof then dropping that height onto a gravel and sand road embankment. Major erosion.

09:28:00 From Ned Hacker-WFRC : Would snowsheds reduce the cost of current avalanche control measures?

09:28:20 From Chris McCandless CW Management : Does the crash data show where the accidents occur and how many are located in the snow shed locations?

09:28:31 From Mike Maughan - Alta Ski Area : Snow sheds will reduce road closures for avalanche mitigation which is a good thing, however, they will not reduce the congestion issues relating to a slippery road surface in the rest of the canyon. Weather is the #1 issue that impact traffic congestion in the canyon. Alta has days with 5,500 skiers and full parking lot and no red snake at the end of the day - dry roads and sunshine - likewise we have days with less than 4,000 skiers and 2 hours delays due to weather.

09:30:08 From Carl Fisher, Save Our Canyons : It does

09:30:30 From Blake Perez CWC : Thanks Carl for being our fact checker!

09:31:01 From Dan Knopp : snow sheds will encourage more cars

09:31:52 From Marci Houseman to Lindsey Nielsen CWC(Privately) : I had to step away to get some breakfast. Was were the poll results for the snowsheds?

09:31:52 From Julianna Christie, Crafted Leadership : 5.b. LCC Bike and pedestrian improvements...

09:32:05 From David Carroll - Wasatch Backcountry Alliance : Active avalanche mitigation isn't exactly an exact science. Sheds do a better job of hazard mitigation for slide paths that frequently reach the road.

09:32:30 From Mike Marker-LCC res : snow sheds would reduce delays for buses

09:33:02 From Dave Fields - Snowbird : Could we extend the Quarry Trail up LCC and pave it to get cyclists of the highway?

09:33:10 From Dave Fields - Snowbird : I wish I had those calves!

09:33:56 From Andrew Neilson : Dedicated bike lanes would be great to protect against auto-bike accidents since the road is narrow. Especially during early and late hours where bikes are easily lost in the glare.

09:33:57 From Megan Anderson : Many cyclists love the Quarry Trail for mountain biking. I paving it would be tragic.

09:34:00 From Nate Furman : What is the role of UHP in enforcing traction devices, AWD/4WD, and rated tires? Sorry if y'all had addressed this before; I'm having to bop in and out of the meeting. But in my experience in other areas of the nation is that the highway patrol has much more of a role in turning around cars that aren't ready to travel in storms. And my walking-around heuristic is that 50% of delays are caused by vehicles that aren't prepared to be in the canyons.

09:34:10 From Del Draper -Alta Community : (Snowsheds) How do you value reliability? I don't put a high value on the private resorts in LCC being open an extra 3 days. The need for emergency evaluation may have a higher value and help support the cost of snowsheds.

09:35:12 From Harris Sondak-CWC(Alta) : To improve bikers' experiences, water and restrooms would be helpful

09:35:17 From Norm Henderson : Snow sheds and the other issues that are being discussed in this CWC summit for Little Cottonwood Canyon will be reviewed and evaluated in the UDOT LCC EIS. Isn't the CWC mts process preempting and potentially conflicting with ongoing UDOT EIS process.

09:35:40 From Mike Peterson : The Quarry Trail is a high priority biking venue.and may need special attention to ensure its continued availability.

09:35:46 From Cttnwds Exprs - David Stein : @Del, the Cottonwoods Express would be totally unaffected by avalanches and also support ambulances and police use in customized AEVs. There are already police departments using Tesla Model X and Y vehicles.

09:35:58 From Del Draper -Alta Community : The bike path in LCC stills works with road side parking around White Pine. From a safety standpoint lowerthe speed limit, but you don't need to ban roadside parking for the sake of bikers.

09:36:00 From Future Generations Shea : Julianna, With customized comments for LCC, if other comments were made for BCC, the person making the comment should put an asterisk * so staff would incorporate them in the summaries by cross referencing them.

09:36:08 From Kerry Doane - UTA Planning : For those of us who can't make it without stopping, can there be pull-outs included?

09:36:42 From Chris McCandless CW Management : Enjoyed the resting stops comment by Kerry.

09:37:51 From Cttnwds Exprs - David Stein : If you can't make it, you could call a Cottonwoods Express AEV to meet you at the next (or last) trailhead station. Or you could ride the CE up and bike down if you're REALLY lazy (like me).

09:43:18 From Marci Houseman to Lindsey Nielsen CWC(Privately) : Thank you! Interesting results...

09:44:08 From KIRK NICHOLS, BCCC, Univ.Utah : Julianna I hope you are okay - hope this does not become a super spreader event

09:44:14 From Julianna Christie, Crafted Leadership : 5c.Rail...

09:45:06 From Julianna Christie, Crafted Leadership : Thanks Kirk :)

09:45:28 From Cttnwds Exprs - David Stein : This is a Stadler rail locomotive fact sheet:
<https://www.dropbox.com/s/0dvwz53bt1b0gva/Stadler%20Rail%20Cog%20locomotive%20specs.pdf?dl=0>

09:46:02 From michael allegra : current COG proposal would start near La Caille

09:46:57 From Megan Anderson : I have spoken to several engineers and for the cog rail to be effective it would need a straighter path than the side of the road meaning through the forest. That would cut off lots of hiking, climbing, and mountain biking. It would also leave a large environmental footprint.

09:46:57 From Future Generations Shea : Construction would depend totally on funding.

09:47:08 From michael allegra : Travel time from La Caille to Snowbird is 19 min and to Alta is 25 min

09:47:29 From Harris Sondak-CWC(Alta) : What, precisely, is the route of tracks, including east of Snowbird's Entry 4?

09:47:31 From Cttnwds Exprs - David Stein : The uphill speed of a HGem2/2 is 60 kph in traction mode and 25 kph in cog mode. Downhill is 17.5 - 12 kph.

09:47:34 From Chris McCandless CW Management : What would be the cost of ridership per person?

09:47:43 From Megan Anderson : There are multiple possible routes.

09:47:54 From KIRK NICHOLS, BCCC, Univ.Utah : This is a huge investment if snow is gone in 30 years due to accelerating climate change.

09:47:55 From Dave Fields - Snowbird : Mike, is "whistlestop" realistic? Can people really get off anywhere they want?

09:48:20 From michael allegra : whistle stops are realistic

09:48:36 From Megan Anderson : According to the engineers I have spoken to whistle stops are not feasible for keeping with the desired speed.

09:48:53 From John Knoblock : con- large on the ground footprint

09:48:56 From Carl Fisher, Save Our Canyons : Con - significantly displaces dispersed recreation

09:49:15 From Martin Ritter - Stadler : @Megan, Construction can really be done in an environmental friendly way. Pikes Peak was demonstrating it very nicely

09:49:19 From michael allegra : footprint impact is smaller than an additional lane

09:49:23 From John Knoblock : con- rail noise

09:49:25 From Megan Anderson : What about the wildlife? A train going through their home is not going to be good.

09:49:39 From Nate Furman : Agree @Carl.

09:50:01 From Future Generations Shea : I am not sure "potential" is an appropriate adjective. "Actual impacts" is more accurate.

09:50:21 From Andrew Neilson : Overall, Cog seems very intrusive on a number of fronts.

09:50:30 From Dan Knopp : cars are not very good for wildlife

09:50:32 From Lindsey Nielsen CWC to Nate Furman(Privately) : Hope you're feeling okay, Nate! Leaving and rejoining the meeting is okay

09:50:50 From Mike Marker-LCC res : How would construction at mouth of canyon impact existing existing quarry park area? Land was donated by Whitmore family with expectations that that site would be preserved.

09:51:03 From Cttnwds Exprs - David Stein : Many of the rail "pros" are debatable. Tunnel boring is invisible and undetectable on the surface, even directly over the TBM.

09:51:20 From Megan Anderson : True Dan, but the rail would most likely go over the Little Cottonwood Trail. I think that's worse than cars for wildlife.

09:51:22 From Nate Furman to Lindsey Nielsen CWC(Privately) : Yeah, I am feeling okay. It's not an exposure I experienced; it comes from a class that I supervise....so I'm just helping the instructor and students determine next steps.

09:51:23 From Cttnwds Exprs - David Stein : MUCH less of a construction impact.

09:51:44 From Megan Anderson : That's the 'historic' or 'original' path.

09:51:46 From Nate Furman to Lindsey Nielsen CWC(Privately) : Thank you for your concern.

09:51:47 From John Knoblock : can that size train actually make the curves on the existing road footprint?

09:51:50 From Martin Ritter - Stadler : Stops are possible and feasible. however, it wouldn't be everywhere but specific areas where the train can stop but doesn't have to stop

09:51:54 From Konrad Brynda : Jumping in from across the ocean (Switzerland) ... we have a very dense narrow gauge mountain railway here which is much loved by the population. Snow is literally no concern when managed properly.

09:51:56 From michael allegra : Wildlife can cross the tracks

09:51:57 From Harris Sondak-CWC(Alta) : I think the pros and especially cons will depend on the specific route

09:52:11 From David Carroll - Wasatch Backcountry Alliance : I don't think Pikes Peak is analogous to a route along a stream coridor that is also critical to the watershed. You can dress up a pig, but it's still a pig.

09:52:19 From Cttnwds Exprs - David Stein : Con: SLOW. 12-17.5 kph vs 240 kph for Cottonwoods Express descending.

09:52:21 From Christopher Robinson, CWC Chair : If the old railroad grade (current trail) were chosen, what impacts would rail have LCC creek and water quality? A corollary question might be what is the impact on water quality of more buses or the status quo of lots of cars?

09:52:31 From Carl Fisher, Save Our Canyons : I'm not sure the impact to water/hydrology/ecology is POTENTIAL. Its very real.

09:52:50 From Megan Anderson : I agree with Carl.

09:52:52 From Dave Fields - Snowbird : An unknown right now is how a rail line would interface with resort base areas. We've been looking at that and will continue to do so.

09:53:09 From Cttnwds Exprs - David Stein : The Cottonwoods Express will be almost invisible. Zero impact on wildlife except a lot less cars to hit them.

09:53:14 From Martin Ritter - Stadler : from an operations perspective, it is an interesting option: visual impact is minimized, not many trains per hour, snow removal without salt etc.

09:53:40 From Mike Marker-LCC res : How much noise does a cog train create and how will it impact objective of "not impacting outdoor experience"?

09:53:50 From Ellen Birrell Save Not Pave : To clear avalanche debris off cog rail would be Herculean.

09:54:04 From David Carroll - Wasatch Backcountry Alliance : How about impartial expertise?

09:54:45 From Megan Anderson : I agree with Elle

09:54:48 From Megan Anderson : Ellen

09:54:52 From Mike Marker-LCC res : Whistle stop locations would add to costs not currently specified

09:54:59 From Cttnwds Exprs - David Stein : Cottonwoods Express trailhead stops will have zero effect on through AEV travel.

09:55:23 From MARK WALTON : Where would the money come from to pay for this?

09:55:26 From Cttnwds Exprs - David Stein : Cottonwoods Express will be absolutely silent on the surface. 0 decibels.

09:55:51 From Konrad Brynda : How long can the train compositions be? That impacts max. throughput.

09:55:51 From Chris McCandless CW Management : Is there a budget that defines the costs to make the train capacity reach 3000 passengers per hour?

09:55:55 From Future Generations Shea : The new Salt Lake International Airport went from \$1.2 billion at the beginning of the project and ended with an actual cost of \$4.2 billion. Can we expect a similar escalation of costs with the Rail?

09:56:04 From Kelli Anderson : the train will run closer to houses and a diesel electric train will be very loud.

09:56:04 From michael allegra : financing could partially come from a public-private partnership

09:56:30 From MARK WALTON : Also, could the train cars have "sunroofs" so you could see the canyon more easily?

09:56:36 From Carl Fisher, Save Our Canyons : Blake... BUTT remember the difference in timing of use patterns. That's at the difference

09:56:37 From michael allegra : Train noise is no different than bus

09:56:38 From Megan Anderson : Financing comes mostly from the legislature, which means tax payers.

09:56:40 From Autumn Hu - UTA : Are we asking if rail is preferred over other transit options, or are we asking if rail should be considered as one transit alternative?

09:57:00 From KIRK NICHOLS, BCCC, Univ.Utah : Ski resorts make money during the ski season, not in the summer.

09:57:03 From John Knoblock : Can someone respond to how passenger capacity is calculated? How many people per car seated? How many cars per train?

09:57:11 From Nate Furman : Con = Disruption to dispersed use, parking areas, the elimination of climbing assets.

09:57:32 From Megan Anderson : The projected rail cost in 2015 was over a billion dollars. Why is it less now?

09:57:44 From Megan Anderson : I agree with Nate.

09:57:45 From Cttnwds Exprs - David Stein : Note that for homeowners, AWD AEVs with snow tires will be available to deliver people to and pick them up from their homes.

09:57:48 From Dan Knopp : mike can you speak about pikes peak/ watershed.

09:58:33 From michael allegra : The current cost estimate is based on real experiences from construction of COG rail at Pikes Peak, CO

09:59:01 From Konrad Brynda : John have a look here as a reference:
<https://www.jungfrau.ch/en-gb/corporate/jungfrau-railways/berner-oberland-bahnen-ag/berner-oberland-bahn/> I will try to get some more data in a second.

09:59:28 From Ellen Birrell Save Not Pave : Cost of fare should be discussed for the metric of Equitable Access.

09:59:39 From Christopher Robinson, CWC Chair : Can you elaborate on the big disparity in rail cost estimates between UDOT's EIS and Stadler?

10:00:11 From michael allegra : Pike's Peak is constructed next to their creek. There has been no impact to the water based on the newest construction techniques

10:00:34 From John Knoblock : Are the rail wheels rubber or is it steel on steel, which is of course noisy on corners?

10:01:12 From Martin Ritter - Stadler : Capacity is calculated 4 trains per hour, 3 car Trainset with 250 People Capacity

10:01:14 From Laura Briefer (Salt Lake City) : Transportation infrastructure so close to the stream and water intakes is concerning given our hydrology and soils. The major concern is ongoing erosion during and post construction, and whether riparian restoration could be successfully completed. Riparian corridor protection and health should be prioritized to avoid water quality issues.

10:01:16 From Ed Marshall : What is the opinion of the Granite Community Council on the cog railway option?

10:01:30 From Friends of Alta - Kyle Maynard : Thank you Laura

10:01:50 From Cttnwds Exprs - David Stein : One of the big things about snow in the Cottonwoods Canyons. We get snow from water evaporated from the Great Salt Lake. Snow crystals form around a particle. Typically these are dust or airborne bacteria from trees. In any case they need to be hydrophilic (miscible with water). Air pollution is mainly hydrocarbon particles that are hydrophobic (they repel water). Our air pollution affects our snowfall. We really need to attack the Salt Lake Valley air pollution. Converting a large portion of our vehicles to EVs will go a long way in that direction.

10:01:56 From michael allegra : Steel wheels are the common. Rail wheel noise is a function of how well one maintains the track.

10:02:06 From Christopher Robinson, CWC Chair : If cars and buses are still plying SR 210 and the rail is located in old railroad grade, won't snow sheds still be needed?

10:02:56 From Norm Henderson : SLCo has jurisdiction by law for transportation planning, watershed protection, and public safety. As such it should be a cooperating agency on the LCC EIS. As a cooperating agency SLCo can ensure that many of the needed LCC improvements being discussed today by CWC are incorporated into the EIS alternatives and help select the preferred alternative. Why hasn't Jenny Wilson pursued cooperating agency status on the EIS so that CWC recommendations can be included into the EIS alternatives. As it stands, SLC Public Utilities is leading on the EIS regarding transportation needs, and public safety. Why is the county ducking its responsibilities to provide direct input to UDOT on these very important matters?

10:03:00 From Martin Ritter - Stadler : locating it on the old railroad could reduce the investment in snow sheds

10:03:09 From Cttnwds Exprs - David Stein : Getting rid of the majority of the internal combustion engines idling up our canyons will have a positive impact on winter air pollution.

10:03:13 From Kelli Anderson : agree with Laura

10:03:22 From MARK WALTON : “Significantly displaces dispersed recreation” - what does that mean?

10:03:31 From michael allegra : A rail/pedestrian/bike trail using the old RR corridor would avoid most all of the avalanche paths and would assume no sheds are required

10:03:58 From Friends of Alta - Kyle Maynard : But the old RR corridor is along our crucial waterway

10:04:41 From Patrick Nelson : Does anyone know the risk a railway poses for potential wildfire starts?

10:05:21 From Andrew Neilson : Is the RR ROW on the same path as the existing canyon road? Is it adjacent? Some other path?

10:05:26 From Friends of Alta - Kyle Maynard : Metal wheels on metal rails - I’d imagine sparks are likely

10:05:40 From Laura Briefer (Salt Lake City) : Mike Allegra, avoiding avalanche sheds would also be a benefit to watershed and water quality given the construction and operations and maintenance footprint of sheds. So much of this would need to be vetted through engineering and design and balanced.

10:05:43 From Martin Ritter - Stadler : including Rail into the EIS as an option, would allow to further discuss alignment and also mitigation plans for Water quality concerns

10:06:10 From Laura Briefer (Salt Lake City) : I agree Martin.

10:06:11 From Nate Furman, SLCA : @Mark, I can respond. I can only imagine that a train will disrupt parking areas (e.g., Gate Buttress) and trails (e.g., Grit Mill) in lower canyon. It seems overly optimistic to think that it will not. Specifically, any sort of roadway widening is likely to eliminate some of the climbing areas adjacent to the highway.

10:06:30 From David Carroll - Wasatch Backcountry Alliance : “Pikes Peak, known as America’s Mountain, is the star attraction, but the journey along the way is full of show-stopping moments. You never forget your first glimpse of the Summit.” ..from Pikes Peak website. It’s a tourist attraction not a transportation solution.

10:07:02 From Cttnwds Exprs - David Stein : Concerning cost: The Las Vegas Loop that The Boring Company constructed was completed within budget and on time. I expect the Cottonwoods Express to be the same.

10:07:54 From UTA-Carlton Christensen : It should be noted that in the Airport construction, Delta opted to go forward with another phase, which was north of a billion dollars, that was never part of the original number due to the passengers they were carrying. Price has definitely gone up, and that original estimate was about 10 years ago.

10:08:01 From Ralph Becker, CWC : Having been involved in the SLC Airport development, the cost comparisons aren't relevant. The SLC Airport more than doubled in size, and the numbers from the time of design went from \$3.2 billion to \$4+ Billion.

10:08:39 From Ralph Becker, CWC : Thank you, Carlton. Agreed.

10:08:57 From Cttnwds Exprs - David Stein : For the number of trains needed, a middle double-track area is insufficient. That works if you have one ascending and one descending and they pass each other in the middle. Otherwise you need a double track configuration.

10:09:43 From Cttnwds Exprs - David Stein : Being diesel-electric the tunnels would need to be larger diameter with extensive ventilation.

10:10:41 From William McCarvill : Where would people get on the train in the valley?

10:10:45 From Christopher Robinson, CWC Chair : To Carl's verbal question of whether rail is a viable option if it doesn't tunnel to other areas, Summit County and Park City are extremely opposed to any tunnel connection from BCC to Park City.

10:11:30 From Cttnwds Exprs - David Stein : Also a single-track with double passing area means the trains are limited in speed to the descent speed, roughly 15 kph which is slower than a bicycle.

10:11:42 From Norm Henderson : Rail only up LCC still needs parking which will attract cars to the base of LCC. Need to consider train from Summit County (Kimball Jct) through the mountains to the top of LCC. This will attract the cars to an area where more cars can be accommodated.

10:11:47 From Martin Ritter - Stadler : one of the big plus of rail, it could pick up people on multiple stations in the valley and therefore spread out the car / bus traffic for Park and Ride purposes

10:12:40 From Ralph Becker, CWC : The cost developed for rail was from the mouth of LCC to Alta. (Just trying to help keep up with the questions. Rail experts can clarify or correct.)

10:12:45 From Lorin Simpson-UTA : Mike, do the costs assume a connection to UTA's current rail line?

10:12:57 From Megan Anderson : On parking, the base of the Temple Quarry Trail was donated by Whitmore Oxygen company to be preserved. From what I understand this would become a parking lot.

10:13:14 From Megan Anderson : *for the rail

10:13:29 From Carl Fisher, Save Our Canyons : Is there a bar car?

10:13:38 From Mike Marker-LCC res : Same concern here as Megan

10:13:41 From Future Generations Shea : The old phrase, "if you are a hammer, everything is a nail". If you build railroads, then all transportation option solutions are rail based. Same with the Gondola.

10:13:59 From MARK WALTON : Man, I love the idea of taking a train up the canyon, not having to worry about the twists, turns, deer, moose, etc. while driving, and minimizing the car traffic. Even if

the service was limited, I'd be willing to schedule my departures. Particularly if the windows were nice and big

10:14:05 From Chris McCandless CW Management : To eliminate more cars out of the canyon, don't we need to plan for a higher displacement of personal vehicles and a higher seating capacity in excess of 1,000 people per hour?

10:14:38 From Christopher Robinson, CWC Chair : Carl, if there were a bar car, I would have to be your designated coachman :).

10:14:48 From Dan Knopp : pikes peak train was built with private money at a cost of 100 million dollars

10:14:50 From Ralph Becker, CWC : Costs were developed, consistent with the UDOT EIS, for all mode options from mouth of LCC to Alta so that an apples to apples comparison could be made.

10:15:47 From Martin Ritter - Stadler : @ Chris, rail is a high capacity option. the good thing is, that it can easily been operated on a lower capacity but we could run 2 trains combined / connected as well as increase the capacity of 4 trains a hour to 8 or 12 per hour during peaks

10:17:04 From Cttnwds Exprs - David Stein : Why is the Stadler Cog rail being given a more in-depth treatment than the Cottonwoods Express. The Boring Company may not have as long a track record (no pun intended), but it has been successfully constructing this infrastructure and is a spin-off of SpaceX which supplies the ISS and sends astronauts to orbit. The vehicles are currently available. The solar is totally doable. The tunneling is well understood and TBC has been revolutionizing the cost of tunneling. The hard rock tunneling is a one-time expense. It is well understood. We really should be sending a delegation to speak with The Boring Company, First Solar, and Tesla.

10:17:16 From John Knoblock : What percent of normal powder day passenger capacity is 1,000 people per hour? $1000 \times 2 \text{ hours} / 8000 = 25\%$?

10:17:17 From Ashley Burr-MIDA : I don't think pikes peak is a useful comparison. The mountain peak itself is the main attraction. The connecting canyon is more equivalent to I80. The pikes peak cog is the primary tourist attraction in and of itself, not a useful multipurpose transit mode.

10:18:01 From Mike Marker-LCC res : Cost data presented needs to be independently vetted prior to decisions.

10:18:16 From Cttnwds Exprs - David Stein : @Ashley, slow is also not a problem with Pikes Peak as you're a sight-seer so slow gives you more time to sight see.

10:18:18 From Megan Anderson : I agree with Mike.

10:19:01 From Norm Henderson : Rail up LCC is counter productive. It will attract a huge amount of cars to the base of the canyon clogging roads in Cottonwood Heights and Sandy city. Need a rail alternative that will pull cars away from the base of the canyon.

10:19:57 From Megan Anderson : I agree with Norm, especially if parking is at the base of the Temple Quarry Trail.

10:19:59 From Christopher Robinson, CWC Chair : Since there are so many rail alignments and “devils in the details” associated with each, I wonder if one outcome from today’s polling and Summit should be whether the consensus is that UDOT should at least consider rail in the LCC EIS (which now has ruled it out from consideration).

10:20:12 From Carl Fisher, Save Our Canyons : One of SOC’s concerns with rail, other high capacity options, is that it still leaves the road open as a compounding visitor option. A benefit, of rail is it *could* serve all interests. Of course this is not without some costs/impact. So in the event of a rail, is having carless canyons a reality? We’d like to see a commitment to no cars accompanying the rail option.

10:20:47 From Laura Briefer (Salt Lake City) : Great point Carl.

10:21:19 From Carolyn Keigley brighton town council : I agree with Carl's thought of rail but no cars

10:21:29 From Future Generations Shea : Pikes Peak is composed of Smoky Quartz crystals and topaz. LCC is made of Intrusiv igneous rock. As a result, pollution from rail would move more quickly into the stream.

10:22:15 From Cttnwds Exprs - David Stein : Multiple mode changes decrease usage.

10:22:28 From Cttnwds Exprs - David Stein : Rail has very limited number of stations.

10:22:31 From Dan Knopp : I would like to see rail replace cars in lcc

10:22:41 From Cttnwds Exprs - David Stein : Rail cannot run out through a wildfire.

10:23:13 From Cttnwds Exprs - David Stein : The gravel rail grade is non-flammable.

10:23:58 From michael allegra : the advantage of rail is its ability to easily expand its capacity in the event the road is closed

10:24:08 From Future Generations Shea : Department of Alcohol Beverage Control would not allow, sorry Car.

10:25:02 From Friends of Alta - Kyle Maynard : It should be a requirement. We should be dreaming bigger. If the benefit of a train is remove cars, we should aim to remove cars completely because trains have that ability.

10:25:21 From Dan Knopp : agree

10:25:40 From Friends of Alta - Kyle Maynard : Allowing both cars (visitor cars, not residents) and rail sets a dangerous precedent to maximize the road and rail

10:26:15 From Martin Ritter - Stadler : the beauty of the rail system is that it could run in parallel to cars or would have enough capacity too to run a system with cars removed.

10:26:20 From Norm Henderson : Rail up LCC doesn't provide emergency egress out of LCC in case of catastrophic fire sweeping up the canyon or a massive slide in the canyon. Spending billions and

not accommodating this problem. Salt Lake County should be insisting on this problem being addressed in all alternatives.

10:26:36 From Megan Anderson : Snowbird in 2015 stated they would never force anyone to take public transit. Do they have that ability or level of influence to continue to insist on that point?

10:27:11 From Cottonwoods Express - David Stein : @Norm Henderson, the Cottonwoods Express will be unaffected by wildfires or landslides.

10:27:28 From Mike Peterson : Agree with Carl! If rail or gondola is the chosen mode, it must include the a clear and measurable decrease in use of cars.

10:27:53 From George Vargyas - Wasatch Backcountry Allainace : Emergency egress is over-hyped

10:28:05 From Chris McCandless CW Management : Would the unintended consequences of rail only move lots more people into BCC? This should be analyzed.

10:28:10 From Laura Briefer (Salt Lake City) : I agree with Carl and others regarding the use of transit and significantly limiting vehicles on the road.

10:28:13 From Cottonwoods Express - David Stein : Unless you're the one trapped .

10:28:17 From Megan Anderson : Agree with Norm

10:28:27 From Andy Beerman : I like Chris' idea of asking a question of rail with road limits.

10:28:29 From Konrad Brynda : "no cars" can be a selling point for tourism (as in Zermatt)

10:29:51 From Norm Henderson : Not over hyped for the people who live there and might be roasted. Talk to the people of Paradise CA about the need for emergency egress being over-hyped.

10:30:13 From Chris Cushing - SE Group : Should we include a poll that includes taking cars off the road?

10:30:23 From Harris Sondak-CWC(Alta) : Egress is an issue that affects welfare of many people.

10:30:24 From Chris Cushing - SE Group : With rail, or gondola

10:30:40 From Cottonwoods Express - David Stein : Big problem with diesel (either rail or buses) is it is not sustainable. 100 years from now neither will be around.

10:30:56 From George Vargyas - Wasatch Backcountry Allainace : Then don't live there. Risk is part of life.

10:31:11 From Carl Fisher, Save Our Canyons : Gondola and no cars is trickier than rail because you can't have a whistle stop (without a parachute)

10:31:22 From Norm Henderson : Need to consider rail or aerial from the top of the canyon to provide emergency egress and take cars off the road at the base of LCC

10:32:01 From Caroline Rodriguez : Yes, I agree with Chris. There is complexity and I would be in favor of further consideration of rail, with specific conditions.

10:32:41 From KIRK NICHOLS, BCCC, Univ.Utah : Does the no change option cover Robinson's question?

10:33:04 From Future Generations Shea : If UDOT eliminated the rail option, why is CWC rehashing the issue?

10:33:40 From Carolyn Keigley brighton town council : Rail question - yes if no cars except residents/delivery and the elimination of as many sheds.

10:33:58 From Future Generations Shea : On the rail question - there will be litigation.

10:34:11 From Ashley Burr-MIDA : fair. why would we continue to consider something to which UDOT said no ?

10:34:19 From Steve Van Maren, Sandy Resident : Can't rail be used to ship freight (supplies) to the businesses in the canyon?

10:34:41 From Martin Ritter - Stadler : Steve: yes it can

10:34:43 From Carolyn Keigley brighton town council : Rail question 2 - yes if no cars except residents/delivery and the elimination of as many sheds.

10:34:51 From Marci Houseman to Lindsey Nielsen CWC(Privately) : I wasn't fast enough and missed the results of that first poll. Could you share when you have a moment?

10:35:30 From Carl Fisher, Save Our Canyons : There are way too many unknowns that we've failed to reign in

10:35:58 From George Vargyas - Wasatch Backcountry Allainace : Yes, agree with too many unknowns

10:36:09 From Chris Cushing - SE Group : Agreed

10:36:25 From Chris Cawley - Town of Alta : I'm pretty certain UDOT is developing a rail alternative for analysis in the EIS

10:36:28 From Friends of Alta - Kyle Maynard : To Carl's point, this is the danger of this process that it is preference based and in the realm of daydreams. Regardless of your thoughts on the EIS, it is science based

10:36:49 From Martin Ritter - Stadler : I think the EIS would give the opportunity to answer those unknowns

10:37:21 From Norm Henderson : Aerial and rail from the top of LCC (one Wasatch) will eliminate need for major blasting and environmental damage in LCC.

10:37:48 From Carolyn Keigley brighton town council : Rail question 3 Rail question - yes if no cars except residents/delivery and the elimination of as many sheds.

10:37:56 From Carl Fisher, Save Our Canyons : Not when the implementer of the EIS has completely betrayed the public trust

10:38:32 From Cottonwoods Express - David Stein : @Carl yup.

10:38:44 From Caroline Rodriguez : Favor with no general public vehicle access

10:38:45 From Chris Cushing - SE Group : Norm, what do you mean by aerial/rail "from the top"?

10:38:53 From Ralph Becker, CWC : We are preparing a question for the end of the modes elements of LCC on how people feel about removing cars from the LCC road.

10:39:29 From Norm Henderson : Salt Lake County should be a Cooperating Agency in the LCC EIS to ensure that the public needs are protected.

10:40:08 From Julianna Christie, Crafted Leadership : 5.d. Aerial...

10:40:15 From MARK WALTON : I think that limiting the parking in the canyon will eventually drastically curb car traffic. Prohibiting most through traffic will be incredibly unpopular and incendiary, even if you make allowances for property owners like me.

10:41:25 From Norm Henderson : Limiting parking in the canyon will transfer it to the base of LCC clogging roads in Cottonwood Heights and Sandy City. I wouldn't want that if I lived there.

10:41:44 From Ashley Burr-MIDA : Agreed. Wealthy people will inevitably pay to park exacerbating inequity.

10:42:50 From John Knoblock : Of course gondola capacity going to the Recreation Node ski resorts with normal full gondola car capacity is 4,000 people per hour.

10:42:55 From Cottonwoods Express - David Stein : The Cottonwoods Express estimated time from the Gravel Pit station to Alta is 4.6 minutes with no modal change.

10:42:57 From Norm Henderson : Pull cars away from the base of LCC. That concept is integrated into the purpose and need of the LCC EIS.

10:43:03 From Dennis Goreham, WMC : When will CWC, or other entity complete a GIS viewshed analysis for this option so we can see the impact to the visual quality in the canyon?

10:43:06 From Megan Anderson : The La Callie Base Station would have over 2,000 parking stalls correct? If that is the case I don't know that it will help with traffic.

10:43:14 From MARK WALTON : Please expand upon "Impacts to view shed and view quality"?

10:43:18 From Chris McCandless CW Management : Is there a comparison sheet on the different modes and air pollution reduction - Gondola decrease it by 56%

10:43:33 From Friends of Alta - Kyle Maynard : It should be a con that the stops are limited

10:43:56 From Martin Ritter - Stadler : would there be an option for year around service? or would this impact to costs per rider too much?

10:44:15 From Chris McCandless CW Management : Year round service is preferred.

10:44:38 From Megan Anderson : I also understand there might be a hotel at the LC base station. Is that correct?

10:44:44 From Ralph Becker, CWC : Chris, I don't think we have AQ info for each option at this point. Hopefully, UDOT is developing as part of LCC EIS.

10:44:55 From Cottonwoods Express - David Stein : If the gondola is built and the Cottonwoods Express is eventually built, the Gondola will become a hardly-used relic and be considered a boondoggle. Who would pay to have it removed at that time?

10:45:07 From Konrad Brynda : Two points to consider with gondola: maximum wind speed for safe operation? how well can it serve emergency evacuation?

10:45:23 From Chris McCandless CW Management : A hotel has been planned at LaCaille for several years and is located on property already zoned for that use. The plan is a 75 room boutique hotel.

10:45:32 From Dan Knopp : laCaille station would also work with rail, or bus

10:45:33 From John Knoblock : pros- quiet gondola

10:45:34 From Cottonwoods Express - David Stein : 1000 people per hour vs. 20,000 per hour with the Cottonwoods Express. One station at the bottom vs. 25 stations spread out using existing parking lots.

10:45:44 From George Vargyas - Wasatch Backcountry Allainace : What is cost to user estimate (park, bus, gondola ride)?

10:45:45 From Ellen Birrell Save Not Pave : According to LCC EIS, ONLY articulated bus service from BCC new hub will be allowed. No bus service for gondola riders from 9400 S Highland.

10:45:46 From Megan Anderson : What about emergency egress for the gondola? Are there plans in place?

10:45:46 From Mike Marker-LCC res : How would excluding access to "kiss n ride" drops offs be enforced? (private cars dropping off riders at mouth of canyon would create congestion)

10:45:53 From Norm Henderson : I wouldn't want to live anywhere near the new parking lots planned for Sandy City and Cottonwood Heights. The solution of expanding Wasatch Blvd to accommodate all those cars is horrifying.

10:46:16 From Harris Sondak-CWC(Alta) : Lightning requires evacuation of lifts at ski resorts. What

10:46:25 From Ashley Burr-MIDA : Look at the Glenwood Springs hotel base/ gondola to a theme park.

10:46:27 From Dave Fields - Snowbird : Construction and operating impacts on watershed and canyon are much smaller with gondola. Gondola is the mode that is best suited to the user demands - everyone wants to arrive at the same time and leave at the same time and gondola can accommodate large numbers of people. It also functions without snowsheds.

10:46:33 From Val Oveson - SkyRidge Development : Have there been discussions of extending the gondola into Summit and/or Wasatch County?

10:46:37 From Harris Sondak-CWC(Alta) : What is the weather resilience of the gondola?

10:46:47 From Del Draper -Alta Community : If there is not parking at the base of the Gondola and you have to take a bus there, what is the time to transfer from bus to Gondola. Seems more efficient just to stay on the bus and let the bus drive up the canyon on the existing roadway..

10:46:48 From Cottonwoods Express - David Stein : With 1000 per hour, I don't think they have seats.

10:46:53 From Chris McCandless CW Management : In the LaCaille option, kiss and ride is planned for and encouraged. Gets more cars out of the canyon.

10:46:59 From KIRK NICHOLS, BCCC, Univ.Utah : Is the La Caille option a private for profit option or will taxes support the private profit?

10:47:14 From Ralph Becker, CWC : The aerial connection to Summit County will come up when we get to that portion of this Summit. Stay tuned.

10:47:26 From David Carroll - Wasatch Backcountry Alliance : Are there risk implications to the watershed both during construction and ongoing for maintenance?

10:47:31 From Megan Anderson : In one of the meetings I attended it was stated that maintenance cost for the gondola will sky rocket over time. Is there a way to combat that?

10:47:40 From Carl Fisher, Save Our Canyons : Would this option accompany a prohibition on resort patrons using cars?

10:48:21 From Chris McCandless CW Management : The ski areas would provide free fares to the Gondola for those season ticket holders and employees.

10:48:33 From George Vargyas - Wasatch Backcountry Allainace : That makes sense - a no car consideration

10:48:36 From Norm Henderson : Just like the train, a gondola up LCC attracts cars to the base of the canyon (requiring expansion of Wasatch Blvd) and doesn't provide emergency egress.

10:48:47 From Megan Anderson : If there is a LC base station does that pose a privacy concern for residents?

10:49:30 From Kelli Anderson : I was asking the same question megan

10:49:43 From Chris McCandless CW Management : The residents will be based upon new developments planned and they will have to sign a disclosure prior to purchasing a home.

10:50:05 From Megan Anderson : Similar to Carl's concern with the rail, if the cost is invested to build a gondola would this lead to connections to Park City?

10:51:01 From KIRK NICHOLS, BCCC, Univ.Utah : Thanks Chris

10:51:11 From George Vargyas - Wasatch Backcountry Allainace : Aerial systems close with regularity at the resorts. I suspect the gondola up LCC will have weather limitations as well (ice, wind).

10:51:47 From Norm Henderson : County has responsibility for fire safety in the canyons. It should be a cooperating agency in the EIS to make sure that public safety is fully considered in all transportation alternatives.

10:52:10 From Laura Briefer (Salt Lake City) : Watershed risks with the gondola include possible fuel storage and the potential development of new corridors and access/maintenance roads. For the La Caille option, Snowbird is offering to conserve land they own.

10:52:30 From Cottonwoods Express - David Stein : Gondola towers have sheaves that drip lubricants. Just look under towers at Alta or Snowbird.

10:52:32 From Konrad Brynda : Maintenance downtime has to be considered but is low impact (off-season).

10:52:33 From Chris McCandless CW Management : From CW Managements perspective, the Gondola provides access only to LCC. That choice is one for others to make.

10:52:34 From Robert Sampson SL County to Lindsey Nielsen CWC(Privately) : Will the group chat statements be saved and available to view at a later time?

10:52:57 From Theresa Heinrich : If the road closes & the cars are backed up below the La Caille turn off, how will the buses get up to the Park & Ride to drop off people to the gondola?

10:52:58 From Cottonwoods Express - David Stein : Those lubricants enter the watershed.

10:53:05 From Future Generations Shea : What about emergency service if something happens to a gondola in mid-transit?

10:53:17 From Friends of Alta - Kyle Maynard : How would the towers and easement for access impact bouldering and climbing from the entrance through gate buttress

10:53:21 From Ellen Birrell Save Not Pave : Could Marguard respond to the need for a dual rope (redundancy) upgrade for the 3S gondola system to avoid closure due to rope/cable challenges associated with equipment malfunctions? Understanding this upgrade would nearly double the construction and maintenance cost.

10:53:28 From Christopher Robinson, CWC Chair : Is it possible to condition the air (heat and cool) and provide WiFi to gondola cars? Also, is there a way to provide stops for dispersed recreationists at locations along the way (other than at the two resorts)?

10:53:57 From Cottonwoods Express - David Stein : Cables and sheaves need periodic replacement.

10:54:08 From Chris McCandless CW Management : Wifi is available along with heated seats. The Gondola generates power on the downward cycle.

10:55:03 From Megan Anderson : Has any study been done to show the impact on rock climbing with the gondola?

10:55:08 From Jon Koenig : In regards to summer gondola use, do/can the gondola cars accommodate bikes? (To ride down for dispersed recreation.)

10:55:14 From Norm Henderson : Why isn't the county providing input into this discussion about transportation alternatives up LCC. The county has the legal responsibility for transportation recommendations in the Wasatch. I would suggest Blake ask SLCo their perspective.

10:55:21 From Cottonwoods Express - David Stein : @Chris, since the gondola cars going up weigh more than the ones going down, and there are friction losses, doesn't it always use power?

10:55:28 From Christopher Robinson, CWC Chair : What are the environmental benefits of cable way, including reduction in green house gas emissions?

10:55:50 From Dave Fields - Snowbird : Gondola's capacity has the greatest potential for getting cars off the road. 3,500 vehicles off the road would eliminate 47,000 lbs of carbon per day. This includes carbon produced to run the gondola.

10:55:56 From Cottonwoods Express - David Stein : They are huge structures and highly visible.

10:56:30 From Chris McCandless CW Management : Chris Robison the answer is yes on wifi and heated seats. For the dispersed recreationalists, a dispersed bus for those specific stops would be a good idea?

10:56:34 From Konrad Brynda : View impact was an issue which generated substantial debate on a similar project I know of. It has to be carefully considered for such a project to gain public support.

10:56:39 From Harris Sondak-CWC(Alta) : Specific alignment in Alta will be important to determine.

10:56:41 From Shawn Marquardt - Doppelmayr : Addressing the comment about number of seats, here is an example of a modern 3S gondola cabin: <https://youtu.be/s9Cx1kRKX-s>

10:57:14 From Lindsey Nielsen CWC to Robert Sampson SL County(Privately) : yes.

10:57:18 From Dennis Goreham, WMC : The view will be obstructed from the bottom of the canyon, and towers, cables, gondolas will be visible from trails, peaks ect - both are objectionable and could be depicted through GIS analysis

10:57:46 From Holly Lopez : view from valley would be more impacted by gondola than other options

10:57:53 From Carl Fisher, Save Our Canyons : All the way to Mt. Wolverine

10:58:06 From Carl Fisher, Save Our Canyons : At which point it isn't backcountry anymore

10:58:22 From David Carroll - Wasatch Backcountry Alliance : Parachutes for White Pine TH access.

10:58:35 From Lindsey Nielsen CWC to Marci Houseman(Privately) : Marci,

10:58:54 From Lindsey Nielsen CWC to Marci Houseman(Privately) : Marci -- I sent you a screenshot. Let me know if you can access it

10:59:53 From Caroline Rodriguez : Im sorry, I should know this but do not. Does the analysis on the footprint for stations account for ramps to allow for ADA access to the gondola?

11:00:01 From John Knoblock : Maybe the Snowbird parking lot Shuttle could drop folks at Whitepine trailhead?

11:00:02 From Carl Fisher, Save Our Canyons : It seems this option doesn't really capture over 90% of the uses in the canyon

11:00:09 From Norm Henderson : Gondola only going to the ski resorts provide a direct subsidy to two ski resorts. One of the criticisms of SkiLink was that it was exclusive. This proposal is even worse. At least with SkiLink the ski resorts were going to pay for it. With this alternative, the state is funding the project as a complete subsidy to Alta and Snowbird. The only way to overcome this subsidy problem is to expand the system to all resorts or have the ski resorts pay for the project.

11:00:10 From Chris Cushing - SE Group : Angle station at Tanner's Flats could have load/unload to help address dispersed recreation.

11:00:41 From Megan Anderson : Agree with Norm.

11:00:59 From Kelli Anderson : agree with norm

11:01:13 From Dave Fields - Snowbird : @John, I agree, we would need to help facilitate access to White Pine in several of the transit options.

11:01:15 From Chris McCandless CW Management : In all options for transportation solutions in LCC will have negatives, bigger road, tracks in the canyon or towers. Our hope is to choose the one the makes the most sense and the least negative impacts.

11:01:30 From Carl Fisher, Save Our Canyons : 70% of the use in LCC is dispersed. How does this address this use?

11:01:57 From Kelli Anderson : It doesn't seem that any if these options has enough pros to negate the cons

11:02:16 From Megan Anderson : Agree with Kelli.

11:02:39 From Chris McCandless CW Management : It would be nice to know the percentage of users in the canyon that frequent the resorts and other areas or the dispersed recreations areas.

11:02:49 From Ellen Birrell Save Not Pave : 1500 parking spaces at La Caille with additional ski village development and thousands more parking space induces car demand through Granite, Sandy and CH neighborhoods.

11:03:50 From John Knoblock : On good ski days most of the users are at the ski resorts

11:04:21 From Mike Maughan - Alta Ski Area : Agree that we need better evaluation of the users in LCC that would benefit from a gondola option and those that would need to be accommodated another way.

11:04:41 From Mike Peterson : Good points Ellen. The City of Cottonwood Heights will have the same questions.

11:05:16 From Chris McCandless CW Management : A detailed traffic study was completed that shows the LaCaille Base Station solves the traffic problem and creates a solution using the CH City Wasatch Boulevard design and a level of service of A thru 2050.

11:07:15 From Konrad Brynda : An alternative worth considering is PRT:
https://en.wikipedia.org/wiki/Personal_rapid_transit

11:07:32 From Carolyn Keigley brighton town council : Gondola questions - I clicked no mainly because I favor rail with no cars option more.

11:08:13 From Andrew Neilson : Will the slides from this summit be made available?

11:08:18 From Mike Marker-LCC res : Robert - Thank you!!

11:08:34 From Caroline Rodriguez : 100% AGREE!!!

11:08:39 From Konrad Brynda : (full disclosure: I have a potential financial interest in PRT)

11:08:41 From Blake Perez CWC : Yes, Andrew slides will be available on the cwc website

11:08:42 From Caroline Rodriguez : thank you for that comment

11:09:17 From William McCarvill : OK with me to extend

11:09:21 From Caroline Rodriguez : Fine with me. I've lost my toddlers at thia

11:09:24 From Caroline Rodriguez : this point

11:09:59 From Caroline Rodriguez : they might be in the garage? Laundry room? At least I hear screaming, which is a good sign.

11:10:11 From Cottonwoods Express - David Stein : The problem with that is that people who work for a proposal and make money from it will NOT point out deficiencies. A competing proposal will. If you are allowes to boost your proposal, you should be able to point out cons of theirs that they won't.

11:10:40 From Mike Peterson : I will not be able to stay. Please proceed with my blessing.

11:10:46 From Cottonwoods Express - David Stein : Pros and cons should be able to be brought to light by anyone who knows them.

11:11:03 From Cottonwoods Express - David Stein : Or they may not come to light.

11:11:06 From Kelli Anderson : agree with david

11:11:11 From Cottonwoods Express - David Stein : Freedom of speech, you know.

11:11:29 From Harris Sondak-CWC(Alta) : I'm going to have to stop at noon.

11:11:57 From Future Generations Shea : I would suggest there be a poll first of the staff as to how they would rank the three alternatives, and a secong poll of the same question to the Commissioners.

11:12:13 From Blake Perez CWC : Hot take Pat!

11:12:33 From Cottonwoods Express - David Stein : For example, would UDOT tell about the deficiencies of the snowshed design?

11:14:01 From Ashley Burr-MIDA : so true Caroline. As long as you can hear screaming, everyone is alive. Parenting win.

11:14:08 From Ellen Birrell Save Not Pave : Couldn't find hand raising... I'll stay.

11:14:28 From Carl Fisher, Save Our Canyons : Is this popular or electoral?

11:14:37 From Carolyn Keigley brighton town council : I couldn't get to raise my hand

11:14:45 From Caroline Rodriguez : There are no final decisions being made here. @Carl keeping us alive with his humor!

11:15:16 From Megan Anderson : I think that as long as people know who has a vested interest people could continue speaking in the chat. We all know what David's interest is, as it is very transparent. It is the people who have a financial interest that is more disclosed that I would prefer not participate.

11:15:16 From Norm Henderson : Perhaps you have already explained this but I'm not really clear on what is being done here. Are we talking about a mountain transportation system or is CWC providing more input to UDOT for its EIS. All this input has been provided to UDOT, Mountain Accord and CWC previously. UDOT has prepared numerous scoping and various alternative development documents.

11:15:23 From Cottonwoods Express - David Stein : Has Doppelmayer pointed out the dripping lubricants from sheaves? It is something we just live with as a necessary evil of aerial lifts.

11:15:32 From Megan Anderson : not disclosed

11:15:57 From Cottonwoods Express - David Stein : I have stains on ski jackets from this...

11:17:59 From Norm Henderson : Solitude actually paid me to replace my jacket because of dripping grease.

11:18:14 From Chris McCandless CW Management : @Norman, interesting statement on UDOT process and interaction with CWC and I think the CWC uses the 6521 comments on the LCC options which showed Gondola favored by a 5-1 margin.

11:18:22 From Caroline Rodriguez : Of all the options, I find variable tolling to be the least equitable

11:18:26 From Julianna Christie, 2nd monitor : 5e. LCC Variable tolling...

11:18:32 From Ellen Birrell Save Not Pave : A pro can include: Reduces VMT (not just Vehicles Per Hour).

11:18:37 From Norm Henderson : Tolling can be part of no action.

11:18:45 From Randy Doyle : 5 times the cost of Big?

11:18:48 From Megan Anderson : I feel

11:19:02 From Megan Anderson : that with everything else a lot of details are unknown.

11:19:04 From Carolyn Keigley brighton town council : I thought there was a way of addressing the needs of lower income

11:19:20 From Ellen Birrell Save Not Pave : Why not include the positive Environmental factors such as reduced VMT and associated air, noise and light pollution?

11:19:28 From Ralph Becker, CWC : Pat, re: question about polling staff and Commissioners. A decision was made to have staff and Commissioners not vote. Our jobs are to take everything in/listen and be as objective as possible and hold opinions until Commission takes up this matter in its December Board meeting. Hope that answers your request.

11:19:42 From Randy Doyle : 5 times the cost of Big?

11:19:52 From Norm Henderson : County could very easily make sure tolling is included in any alternative in the EIS as a cooperating agency.

11:19:57 From Ellen Birrell Save Not Pave : Delivery and other service vehicles should be mandated or invented to travel canyon in lowest impact times.

11:19:59 From Mike Maughan - Alta Ski Area : Has research been done to determine if tolling will have the desired impact on the LCC visitor demographic - seems it may have little impact on the affluent - 60% of visitors to Alta from outside the state of Utah - 50% of vehicles are rental cars

11:20:08 From Jeff Silvestrini-Millcreek : Is tolling less equitable than the cost of a transit alternative? I assume there will be a charge to ride a tram or train.

11:20:47 From George Vargyas - Wasatch Backcountry Allainace : Either both canyons are tolled or neither. Preferably both.

11:21:15 From Cottonwoods Express - David Stein : BCC has a lot more room for bus infrastructure.

11:21:28 From Carolyn Keigley brighton town council : Tolling -Only if residents have a viable option - reduced toll cost for fulltime residents etc and equitable access for low income public..

11:21:29 From Ralph Becker, CWC : Good points on tolling. Will be carried forward. The current tolling technology has a lot of flexibility -- a reason it is called "dynamic tolling."

11:22:24 From Norm Henderson : Con - charging people to visit relatives and friends who live in LCC/BCC.

11:23:02 From Carl Fisher, Save Our Canyons : thanks

11:24:01 From Chris McCandless CW Management : Also interesting to note that the 6500 commenters in the UDOT EIS comments where generally in favor of the tolling.

11:24:20 From Caroline Rodriguez : For discussion later, I would really push back on the concept that there are any effective tools that mitigate the inequity to tolling.

11:24:20 From Mike Maughan - Alta Ski Area : Can paid parking have the same result as tolling on traffic?

11:24:44 From Norm Henderson : Devil in the details, Chris. How do you distinguish between skiers and recreationists and residents, workers, construction, vendors etc. Also, social justice etc.

11:25:27 From Norm Henderson : I agree with Mike. Paying for parking might solve the problem.

11:25:29 From Julianna Christie, Crafted Leadership : 5f. LCC Enhanced bus...

11:25:30 From Del Draper -Alta Community : LLC Roadside parking at White Pine has been off the charts this year. It is unlikely that expanded off road parking would eliminate roadside parking at White Pine. There must be a valid transit alternative before roadside parking is banned.

11:26:18 From Ralph Becker, CWC : Good point, Dell. Same experience in BCC this year.

11:26:20 From Cottonwoods Express - David Stein : Advantage of paid parking in resorts vs toll gantrys - easier to remove if no longer needed.

11:26:21 From John Knoblock : Concur with Mike M's comment the resort paid parking is another way vs tolling.

11:26:26 From Norm Henderson : Remember, no action could include tolling and paid parking. This does not have to be an EIS issue.

11:27:17 From Del Draper -Alta Community : re roadside parking, The ski resorts in LLC use roadside parking both on busy days, as well as during Octoberfest. If roadside parking is banned at White Pine and other dispersed sites will it also be banned at resorts.?

11:27:29 From Cottonwoods Express - David Stein : Note that EVs have almost no maintenance. Replace tires is pretty much it.

11:27:32 From Lorin Simpson-UTA : How many buses are assumed?

11:27:34 From Dan Knopp : includes a lot of cars

11:28:15 From Chris Cushing - SE Group : Does this option include dedicated bus lane? Sorry if that was disclosed earlier.

11:28:41 From Mike Maughan - Alta Ski Area : How do we incentivize out of state visitors with rental cars to use the bus? Our experience is they don't hesitate to pay for convenience.

11:28:46 From Christopher Robinson, CWC Chair : This was intended for all, Pat. Sorry.

11:29:09 From Christopher Robinson, CWC Chair : Why is this characterized as Seasonal? Which seasons and why not year round? In concert with with 365 day local bus service, what are the pros and cons of this over aerial or rail?

11:29:31 From Ellen Birrell Save Not Pave : UDOT indicated that a greater frequency than 4 or 5 minutes is off the table for consideration, but why not do a study that includes three elements during the 30 days of peak times only: 1. 3-minute frequency (buses queue up so loading and off-loading can be accommodated) 2. Use of traffic management to flag Express Buses by private vehicles (sans road widening) 3. Riders load onto their Express Bus (SB, Alta, Sol, or Brighton) from regionalized/dispersed parking hubs along Ft. Union and 9000/9400 S.)

11:29:31 From Norm Henderson : Enhanced bus service is also a no action possibility. It does not need an EIS. It can be immediately implemented by the county through implementation of its Wasatch Canyons General Plan (transportation component).

11:30:00 From Megan Anderson : Agree with Norm

11:30:46 From Cottonwoods Express - David Stein : Agree with Norm

11:30:46 From Ralph Becker, CWC : Good point, Norm, about increasing buses without road improvement would not result in EIS/NEPA work (presumably).

11:31:31 From Del Draper -Alta Community : in my experience even on the busiest winter days when it takes an hour to get from 7200 so the mouth of LLC,, once in the canyon the traffic seems to flow. It raises the question of whether another lane is needed in the canyon. The problem is giving the busses a way to get passed the traffic jam on the two lane road leading the mouth of the canyon.

11:31:33 From Kerry Doane - UTA Planning : @ Chris Cushing, UDOT proposes two different alternatives: with and without dedicated bus lane

11:31:33 From Kelli Anderson : agree with norm

11:31:48 From Carl Fisher, Save Our Canyons : Remember if federal funding is used it still requires an EIS

11:32:03 From Lorin Simpson-UTA : The combined LLC and BCC enhanced bus proposals will exceed the available capacity of the new Depot District Phase 1 and a large % of Phase 2. Additional facilities will need to be considered in the cost assumptions for vehicle storage and maintenance.

11:32:08 From John Knoblock : Standing in a crowded bus on a curving mountain road is painful. At 23 people seated per bus, to get 4000 people (50%) up the canyon in 2 hours that requires a bus every 45 seconds. Is that feasible?

11:32:47 From Ralph Becker, CWC : If just bus increases, probably a Categorical Exclusion, If roadway changes then probably greater level of NEPA.

11:32:49 From KIRK NICHOLS, BCCC, Univ.Utah : polling is quick

11:33:06 From Norm Henderson : Time for the county to make a decision. Enhanced bus service has been discussed over and over again. Deferring a decision on enhanced bus service to an LCC EIS or mts is ridiculous.

11:33:11 From Caroline Rodriguez : I would be in favor or further exploration of this. As part of that, I would want a dedication of capital and operating support to UTA.

11:33:34 From Abi Holt - Sandy Public Utilities : A limitation of the bus option is that they are still shut down by one bad driver/accident

11:33:40 From Carl Fisher, Save Our Canyons : And most transit based trailhead access options will probably require a FS Plan revision, it is safe to assume most actions in the canyons would require an EIS... its more a question of who's

11:33:47 From Cottonwoods Express - David Stein : I'd much rather sit in a comfortable seat in a Tesla Model Y for 10 minutes listening to my favorite music with a great sound system and feel like I'm on a roller coaster ride!

11:34:22 From Megan Anderson : Since we skipped the poll, I am in favor of enhanced bus.

11:34:23 From Cottonwoods Express - David Stein : With a big grin on my face.

11:34:57 From Del Draper -Alta Community : re roadside parking, The ski resorts in LLC use roadside parking both on busy days, as well as during Octoberfest. If roadside parking is banned at White Pine and other dispersed sites will it also be banned at resorts.?

11:34:59 From George Vargyas - Wasatch Backcountry Alliance : David Stein - we get it. Enough.

11:35:22 From Carl Fisher, Save Our Canyons : Remember both canyons are scenic byways so removing roadside parking helps to support the corridor management plans

11:35:43 From Cottonwoods Express - David Stein : In favor of reduced on road parking because nobody wants to use it anymore. Take an AEV directly to the base lodge from a local parking lot in the valley in minutes.

11:35:47 From Abi Holt - Sandy Public Utilities : Can you talk about how this protects water quality?

11:35:49 From Cottonwoods Express - David Stein : Free

11:37:33 From Mike Marker-LCC res : Most seasonable EEs use bus service provided by resorts

11:37:46 From Julianna Christie, 2nd monitor : 5g. LCC reduced on-road parking...

11:37:47 From Mike Maughan - Alta Ski Area : Doesn't eliminating roadside parking impact dispersed recreation the most?

11:37:54 From Konrad Brynda – Eero : What Caroline says makes sense... maybe free bus/train/gondola tickets would be a safer bet.

11:38:26 From Norm Henderson : You're kidding me, right? The county can't make a decision on reducing on road parking without an EIS or a comprehensive mts? The county has primary responsibility for transportation planning. Enhanced bus service has been recommended for years. Why does the county need an EIS to tell everyone what they already know. It appears that this whole exercise is to kick the can down the road.

11:38:45 From Ralph Becker, CWC : Note that the UDOT LCC EIS assumes elimination of roadside parking.

11:39:01 From Charles Fillmore : why is providing better ski resort assess a con?

11:40:32 From Julianna Christie, 2nd monitor : 5.h. Year round local bus

11:41:43 From Jon Koenig : Add Bus stop at 9800 South and Wasatch Blvd. at G.K. Gilbert Geologic View Park.

11:41:44 From Ralph Becker, CWC : Norm: LCC is a State road with federal funding; that triggers NEPA.

11:41:48 From William McCarvill : This is a hopelessly low number of visitors. More busses more frequently are needed

11:42:01 From michael allegra : How many buses and what frequency would it take if the road was closed to cars?

11:42:19 From Carl Fisher, Save Our Canyons : It seems like a year-round local bus in conjunction with express bus should be an option

11:42:26 From Kerry Doane - UTA Planning : This assumes no express bus to resorts, correct?

11:42:32 From Chris McCandless CW Management : Without a revenue stream to accommodate the year round busing costs, how does this financially happen? If a gondola is constructed and tolls incorporated, the revenues from those sources could fund the year round dispersed buss option.

11:42:54 From Christopher Robinson, CWC Chair : What assumptions and math go into the estimate of life cycle costs on this and other proposals? The \$244,000 on local bus in LCC seems a lot.

11:42:58 From Holly Lopez : seems a pro might be increased flexibility w/out fixed assets

11:43:03 From Ellen Birrell Save Not Pave : "Labor" is not a negative for many of us. Would rather have tax dollars provide jobs to drivers and administrators than to disrupt nature, bulldoze and pave over more of our natural resources and induce vehicular demand.

11:43:17 From Christopher Robinson, CWC Chair : \$244 Million

11:43:47 From Megan Anderson : Agree with Ellen.

11:44:01 From William McCarvill : Seems like having busses stop at hotels would be a good idea

11:44:06 From Norm Henderson : I hope you're not saying that enhanced bus service requires an EIS? Of course it needs to be included as the existing environment but it could be done without EIS. Of course the EIS needs to include it but the action is not dependent How can the county ensure what it wants in the EIS without The county not being a Cooperating Agency in the EDid the county recommend elimination of roadside parking in its General Plan? The devil is in the details. The county needs to make a specific recommendation. . Perhaps the county should provide some specifics about what

11:44:10 From Carolyn Keigley brighton town council : I think the reason why year around buss was more favorable in BCC compared to LCC is because there is more visitation in the summer in BCC

11:45:29 From Ralph Becker, CWC : Good point, Carolyn.

11:45:46 From Cottonwoods Express - David Stein : Note that Tesla EVs are engineered currently to last at least a million miles. Using the new 4680 cells (which will be pervasive throughout their models in two years), they may very well last 2-3 million miles, especially if never out in the weather.

11:46:13 From Lorin Simpson-UTA : Total life cycle costs aren't yet at the break even point yet but are projected to get there with improved reliability of electric buses.

11:46:43 From Lorin Simpson-UTA : As compared to traditional diesel buses.

11:46:55 From Konrad Brynda – Eero : Gondola + dispersed bus is a sensible option. I literally want to invite anyone interested in the topic to pay a visit to Switzerland – you can experience any and all of these options here and see first-hand the advantages of each and how they can work together in a coordinated network. I'm also happy to answer questions and provide personal opinions and experiences if that may be helpful, as someone involved in the topic since childhood.

11:47:05 From Christopher Robinson, CWC Chair : How about Tesla buses??

11:47:08 From Cottonwoods Express - David Stein : AEVs in tunnels are operating in temperatures in the 50s year-round, more energy efficient both in cold and hot weather.

11:47:20 From Carl Fisher, Save Our Canyons : Save us ELON!

11:47:28 From Andy Beerman - CWC - Park City : Based in our experience with electric buses, they are very close to be viable as a fleet replacement.

11:48:09 From Cottonwoods Express - David Stein : He's working on it. Tesla's corporate mission to speed the world's transition to sustainable energy.

11:49:09 From Christopher Robinson, CWC Chair : What are the resort operators opinions on paid packing?

11:49:20 From Konrad Brynda – Eero : The Boring Company is also worth looking at. All of these innovative options are worth considering.

11:49:33 From Christopher Robinson, CWC Chair : Operators' opinions?

11:49:40 From Julianna Christie, Crafted Leadership : 5.j. LCC Enhanced bus with roadway widening...

11:50:18 From Caroline Rodriguez : Transit priority? Or transit ONLY?

11:51:04 From Kerry Doane - UTA Planning : Reduced travel time and therefore, fewer buses required.

11:51:17 From Chris Cushing - SE Group : Would this option include a barrier separating bus lane from vehicle lane to prevent vehicle wrecks from impacting bus movement?

11:51:35 From Harris Sondak-CWC(Alta) : Still allows for bike lanes, right?

11:51:36 From Del Draper -Alta Community : The bottleneck in getting up LLC on busy days is on the approach, not in the canyon. Fix Wasatch first, then consider whether another lane is needed in LLC

11:51:50 From Megan Anderson : Carol King with eminent domain stated this option would impact lots of residents in LCC.

11:52:19 From Carolyn Keigley brighton town council : As a frequent driver on Donner Summit during winter storms, this is a dangerous idea

11:52:24 From John Knoblock : Can a bus only lane be maintained when the road is snow covered?

11:52:25 From MARK WALTON : Can anybody discuss how bad the negative impacts would be, compared to the "cons" of other options?

11:52:50 From Cottonwoods Express - David Stein : 36 minutes vs. 5 minutes via Cottonwoods Express. Not just watershed impacts, also wildlife impact. During the summer the creek is their water source. If smaller creatures have to divert around cuts or snowsheds, predators will wait at the ends. Much higher danger for them.

11:53:02 From Friends of Alta - Kyle Maynard : It would be nice to know that AHI number when there is less traffic on the road - say we have most visitors on the bus. There may not be need for snowsheds

11:53:28 From Megan Anderson : How would slides be prevented to protect the watershed?

11:53:31 From Bob Pruitt-LCC resident/property owner : Where is the bus lanes, middle or side?

11:53:34 From Carolyn Keigley brighton town council : Donner Summit comment - everyone just drives in the middle of the road, fear factor on the part of the drivers

11:53:44 From Cottonwoods Express - David Stein : Plowing would be a real problem with a barrier.

11:54:00 From Mike Maughan - Alta Ski Area : Seems more likely to attract than without roadway widening, but buses are still subject to weather conditions on the road. When it snows 2 inches per hour, as it often does, the two lanes will disappear

11:55:04 From David Carroll - Wasatch Backcountry Alliance : Why has the option of implementing one-way travel for a period of time each day not been considered? It's used effectively in several urban areas with am/pm commute cycles similar to peak travel periods to ski resorts. One lane could be private vehicle and the other would be bus only.

11:55:43 From Megan Anderson : Please keep the two bus options separate.

11:55:49 From Megan Anderson : In the polling.

11:55:56 From Megan Anderson : Thanks

11:57:15 From Lorin Simpson-UTA : Blake, my comment on cost of ski buses were based upon diesel buses. Electric would exceed that amount. Electric buses are reducing in cost every year but still quite a bit more than diesel.

11:58:06 From Carl Fisher, Save Our Canyons : Mayor Wilson - Thank you for making these issues a priority! Its hard work but we need to figure out a direction. Too many generations have let these issues slide.

11:59:02 From Cottonwoods Express - David Stein : @Lorin, you should compare total life span cost. Since fuel and maintenance are much lower, they may be at life time cost parity. I don't know how they currently compare.

12:00:01 From Norm Henderson : What is the goal here? Are we trying to get as many people into the mountains as possible? The current situation has some inherent limiting factors (like the number of parking spaces along the roads and at the ski areas). If you remove this limiting factor, we would be subsidizing more use at the ski areas and trails. Why would we want to do that? To allow the ski resorts and developers at the base of the canyons to make more money?

12:00:20 From Christopher Robinson, CWC Chair to Lindsey Nielsen CWC(Privately) : As a Commissioner, I'm still getting a ballot on these last two votes.

12:00:28 From Carolyn Keigley brighton town council : I wanted to vote no on both options because of the safety factor during blizzard conditions when drivers drive in the middle of the road

12:00:48 From Del Draper -Alta Community : Paid parking sure seemed to change behavior at Solitude

12:01:06 From John Knoblock : agree with Carolyn!

12:01:09 From William McCarvill : Maybe more attention needs to be applied to what happens to modes when there is an upset condition like heavy snow at the resorts. Which modes are more robust and least likely to disruption?

12:01:23 From Carolyn Keigley brighton town council : Yes it did change the behaviors at Solitude as they parked on the road

12:01:50 From Megan Anderson : The planning commission voted in the no action yesterday.

12:02:00 From Megan Anderson : Correct?

12:02:24 From Ellen Birrell Save Not Pave : Will McCarville's suggestion terrific: "Maybe more attention needs to be applied to what happens to modes when there is an upset condition like heavy snow at the resorts. Which modes are more robust and least likely to disruption?"

12:03:13 From Megan Anderson : In my mind no action is temporary. I think it could be prudent to do minimal improvements while technology improves.

12:03:19 From John Knoblock : paid parking with no roadside parking pushed folks toward transit

12:03:39 From Konrad Brynda – Eero : multiple choice poll ?

12:03:40 From Laura Hanson : Could there be a phased option? bus short-term as we develop a potential capital solution for the long term?

12:03:49 From Carl Fisher, Save Our Canyons : I feel like we've all said NO ACTION - ie Not doing anything - is untenable... that's why we are all here

12:04:23 From Norm Henderson : I wanted to vote no on both options because I don't want to subsidize more use of our mountains. While I don't like full parking lots spilling onto the roads, these conditions do limit use in the mountains. I don't want to replace this limitation with a system that will allow unlimited use.

12:04:31 From Cottonwoods Express - David Stein : Rail or bus options that use fossil fuels need larger tunnels and much more extensive ventilation than AEV tunnels.

12:04:38 From Del Draper -Alta Community : if you take no action in LLC, there still needs to be action on Wasatch Blvd which is the big bottleneck that cripples bus service in LLC

12:04:43 From Norm Henderson : No action is not doing anything.

12:04:45 From Steve Van Maren, Sandy Resident : 2 polls: first choice, Second choice.

12:04:52 From Carolyn Keigley brighton town council : Could there be a No Action option be added to include a reservation system like Danali NP and Zion?

12:05:09 From Mike Marker-LCC res : Design your transit data may be less reliable given questions regarding the accuracy and clarity of projected cost data

12:05:27 From Carl Fisher, Save Our Canyons : Carolyn, that's a conversation for the designation conversation, not transportation

12:05:29 From Norm Henderson : UDOT must define what no action is in the EIS. It will include much of what is being talked about today.

12:05:42 From Andy Beerman : I need to sign off shortly. Will try and follow on my phone, but may lose signal. A big thank you to everyone that participated. Great facilitating Julianna, nice driving Blake, and thanks to everyone else that put a lot of time and prep into making this Summit a success.

12:05:57 From Megan Anderson : No action would not mean doing nothing forever.

12:06:01 From Ellen Birrell Save Not Pave : "Phased option" per Laura Hanson — spot on!

12:06:28 From Ralph Becker, CWC : Thanks to all of you, realizing we are extending beyond time for many.

12:06:50 From Bob Pruitt-LCC resident/property owner : What about Cottonwood Express as a choice?

12:06:56 From Cottonwoods Express - David Stein : Shouldn't the enhanced bus have two options?

12:07:03 From Cottonwoods Express - David Stein : with and without road widening?

12:07:36 From Norm Henderson : No action being discussed here is different than the no action in the UDOT EIS. Very important distinction. Hopefully Blake will explain this to the participants.

12:07:43 From Cottonwoods Express - David Stein : I agree with Bob. If rail is an option, why not CE?

12:07:44 From David Carroll - Wasatch Backcountry Alliance : Can you do ranked choices?

12:07:45 From Ralph Becker, CWC : Phasing is an important element. We had hoped to get to this approach later in discussion.

12:08:42 From Carl Fisher, Save Our Canyons : Dropping like skiers in the cirque on a powder day

12:09:08 From John Knoblock : Seems like Cottonwoods Express is pie in the sky at this point.

12:09:09 From Ralph Becker, CWC : Norm. You raise a good point. We are looking at the No Option as something different from the NEPA term. We wanted a comparison of people who don't want to see any improvements. That has been brought up as a preference by some.

12:09:21 From Steve Van Maren, Sandy Resident : Start with enhanced bus, then go to the railway ROW with a different option.

12:10:18 From Cottonwoods Express - David Stein : Cottonwoods Express is NOT pie in the sky. The Boring Company is building tunnel systems now. Solar is available now. Big Batteries are being built now. The AEVs are available now.

12:10:23 From Norm Henderson : Ralph, people don't know this subtle distinction since they sound the same.

12:10:35 From Megan Anderson : I would have voted for enhanced bus as long as it did not include road widening. I was unclear on that in the poll.

12:10:45 From Nathan Rafferty // Ski Utah : Where's the John Knoblock musical interlude music?

12:11:25 From Nathan Rafferty // Ski Utah : There we go...

12:11:36 From Cottonwoods Express - David Stein : :-}

12:11:41 From Caroline Rodriguez : THANK YOU!

12:12:00 From MARK WALTON : I still think the aerial transportation is worth exploring.

12:12:22 From Kelli Anderson : 🙌🙌🙌🙌

12:12:32 From Norm Henderson : Megan, you have just pointed out why this exercise today is very concerning with the results being manipulated to advance certain agendas.

12:13:11 From MARK WALTON : Maybe not perfect, but fewer vehicles up the canyon, great views, can generate income to pay for it, quiet

12:13:35 From Charles Fillmore : As a Utah county resident, day skier, is it a correct statement to say that enhanced bus service to LCC would primarily benefit SL county residents?

12:14:46 From Norm Henderson : No, Charles, because SLCo residents living near the canyons will be inundated with cars and development.

12:15:22 From Konrad Brynda – Eero : Have a great weekend everyone. Best of luck with the project. Don't forget to connect the ski resorts with the airport for ppl like myself coming from far far away ;)

12:15:57 From Norm Henderson : Pulling cars away from the base of the canyons should be the goal. That way everyone wins.

12:15:58 From Konrad Brynda – Eero : And that musical interlude is magnificent <3

12:16:25 From Norm Henderson : Agree, love the music.

12:17:21 From Future Generations Shea to Lindsey Nielsen CWC(Privately) : Lindsey, You have done extremely well. Thank you for your Herculean duties.

12:17:42 From William McCarvill : Wheres down dog?

12:17:55 From Cottonwoods Express - David Stein : None of the Cottonwoods Express technology needs R&D. It is all off-the-shelf hardware and construction techniques. Tunnels are being bored as we speak (or type). Stations are being constructed. Full Self Driving EVs are being beta tested by private citizen Tesla owners in challenging end-case environments like roundabouts. Solar farms are being constructed. Stations will elevators and escalators are being constructed. It is all doable if we have the will to think out-of-the-box and do some serious evaluating of what could be an incredible MTS that makes us world famous and solves these issues forever.

12:17:58 From Lee Anne Walker : I think we are pre-mature. We are in the middle of a world changing pandemic which has also supercharged technological change. We are going to be wrong--and create something that will instantly be out of date, too expensive, ugly and a reminder of the botched plague years. New things are being reported already. .

12:18:32 From Lindsey Nielsen CWC to Future Generations Shea(Privately) : Thanks, Pat. Appreciate

12:19:42 From Cottonwoods Express - David Stein : And yet a slow and expensive Cog Railway is being given more attention in the CWC literature. A system more expensive with much less utility.

12:20:04 From Julianna Christie, 2nd monitor : 6.a. Cottonwood Connections Aerial...

12:20:25 From Kelli Anderson : agreed Lee Ann and David

12:20:26 From Carl Fisher, Save Our Canyons : Sub-Alternatives... The Id, of the alternatives

12:20:32 From Cottonwoods Express - David Stein : Four options. EV only tunnels.

12:21:04 From Cottonwoods Express - David Stein : Smaller, much less expensive, better environmentally.

12:21:42 From William McCarvill : Would a gondola be affected by forest fire and lightning?

12:22:32 From Carl Fisher, Save Our Canyons : How does this assure no top terminal, or does it assure that?

12:22:33 From Cottonwoods Express - David Stein : Alta to solitude in two minutes.

12:22:42 From Ellen Birrell : What would be the aerial travel time between Brighton and Alta?

12:22:43 From Jon Koenig : Alta - Brighton, Will this be an inclusive option?

12:23:00 From Blake Perez CWC : yes work boht ways

12:23:03 From Blake Perez CWC : both

12:23:10 From Cottonwoods Express - David Stein : Alta to Park City in four minutes.

12:23:15 From Norm Henderson : Cottonwood ski areas need to get ready for the upcoming Olympics. Something needs to be done so the resorts in the cottonwoods can be venues. Something needs to be done to get access but packing more cars into the confined space at canyons base is not the answer. The people who live near the base don't want Wasatch Blvd expanded. The people in LCC and BCC don't want blasting and road widening.

12:23:25 From Carl Fisher, Save Our Canyons : Could lightning power the Cottonwoods Express?

12:23:44 From Chris Cushing - SE Group : Good one Carl!

12:23:47 From Cottonwoods Express - David Stein : When are these Olympics?

12:24:19 From William McCarvill : Not everyone wants thte Olympics in the Cottonwoods like 2002

12:24:21 From KIRK NICHOLS, BCCC, Univ.Utah : Con, Impacts hikers in the area who hike to get away from technology. If your experience is to get away from technology, we completely lose these two canyons (Twin Lakes and Grizzly.)

12:24:26 From Ellen Birrell : What percentage of skiers choose to purchase the Alta/Snowbird day pass? This would be indicative of whether the Brighton/Alta gondola pass would be received positively or have financial viability?

12:24:37 From Mike Maughan - Alta Ski Area : Any wetland areas can be avoided by the base to base gondola.

12:24:49 From Cottonwoods Express - David Stein : The problem with Lightning is it's a hell of a lot of power in an extremely short time frame. If you have ultra-capacitors capable of capturing it then it would be a possibility.

12:25:08 From Charles Fillmore : Is it correct to say that this kind of system is more popular with developers as opposed to a public interest?

12:25:23 From Barbara Cameron-BCCA : This is a safety and humanitarian issue. What importance do we attach to safety for our visitors and their families?

12:25:26 From Christopher Robinson, CWC Chair : How important is this to the resorts in both canyons and are they interested in a public/private partnership with shared costs?

12:25:56 From William McCarvill : Which mode is most likely to encourage development in the canyon

12:26:18 From Mike Maughan - Alta Ski Area : Ingress and Egress cannot be understated..

12:26:38 From John Knoblock : pro is access to Brighton and Solitude when BCC is a disaster.

12:26:52 From Autumn Hu - UTA : What is the user demand?

12:26:54 From John Knoblock : the road that is

12:27:09 From Cottonwoods Express - David Stein : If you have truly rapid transit from either the Salt Lake Valley or Park City valley that removes a lot of development pressure in the mountains

12:27:15 From David Carroll - Wasatch Backcountry Alliance : Call it what you want it's still Interconnect. Good for marketing. The egress bogey man is a also very convenient rationalization.

12:27:19 From Laura Briefer (Salt Lake City) : I believe someone said the system would be shut down in a fire. That would not help ingress-egress in a fire. Unless I heard that wrong.

12:27:43 From Carl Fisher, Save Our Canyons : I can say the demand for unimpaired wilderness and backcountry is high!

12:27:59 From Cottonwoods Express - David Stein : The only way to be wildfire immune is to be underground.

12:28:00 From Nathan Rafferty // Ski Utah : The advent of multi-resort passes makes canyon/canyon connections more desirable to those passholders (of which there are many).

12:28:03 From Ralph Becker, CWC : A lot of good questions and points on LCC-BCC connections.. As Jules, noted, we'll be incorporating comments as the CWC goes forward.

12:28:05 From Mike Maughan - Alta Ski Area : Depends on where the fire is - m

12:28:10 From William McCarvill : The mode has to be successful in all conditions and threats.

12:28:17 From John Knoblock : And there is of course already power lines that go over that route.

12:28:49 From Julianna Christie, Crafted Leadership : 6.b. No action (Cott Canyon Connections)

12:29:16 From Mike Maughan - Alta Ski Area : No action does not mean Alta will not connect to Solitude via ski lifts

12:29:16 From Norm Henderson : Ski areas were willing to pay for SkiLink and one Wasatch. I don't see how they wouldn't provide this funding for an aerial transportation system run by UDOT to connect all seven Wasatch resorts. A public private partnership would be a winner.

12:29:30 From William McCarvill : No visual impact

12:29:44 From Kerry Doane - UTA Planning : No alternative to driving around between canyons

12:30:20 From Cottonwoods Express - David Stein : And I will make all my mountains a way, and my highways shall be exalted. - 1 Nephi 21:11

12:30:23 From Norm Henderson : Exactly Mike.

12:30:28 From Cottonwoods Express - David Stein : Just sayin'

12:30:36 From KIRK NICHOLS, BCCC, Univ.Utah : Guardsman's Pass is open during fire season

12:31:19 From Norm Henderson : Gurardsman's is not open during avalanche season and it doesn't help Alta/Snowbird.

12:34:13 From Julianna Christie, Crafted Leadership : 6c. Cott Canyon Connections - rail tunnel...

12:35:11 From Chris McCandless CW Management : Does tunneling provide a new water source?

12:35:18 From Cottonwoods Express - David Stein : Is there any current mining?

12:35:24 From Future Generations Shea : Blake, you should include litigation as a con?

12:35:37 From Cottonwoods Express - David Stein : How does it impact "legacy mining"?

12:35:39 From Carl Fisher, Save Our Canyons : Does tapping a keg make more beer?

12:35:56 From William McCarvill : Why can't we depend on national Guard helicopters for rescue?

12:36:05 From Blake Perez CWC : mmmm beer

12:36:17 From Andrew Neilson : How would tunneling handle ingress of water?

12:36:20 From Ellen Birrell : Improved connection between resorts only serves 6% of Utah pop. (those who ski). Is the uncertain higher state tax rev from out of state skiers, really warrant this?

12:36:23 From Chris Cushing - SE Group : If only we could get kegs here in Utah!

12:36:35 From Bob Pruitt-LCC resident/property owner : There's already a tunnel through there

12:36:40 From Steve Van Maren, Sandy Resident : What is the elevation difference at each end?

12:36:51 From Ellen Birrell : Will's point of heli rescue is valid.

12:36:55 From KIRK NICHOLS, BCCC, Univ.Utah : Experience from Prince William Sound and Whittier , Alaska. The tunnel was promised to never, never open to autos. Guess what, it is open to cars and now Prince William Sound is as busy as Lake Powell. Opening this tunnel as an auto tunnel before long.

12:37:01 From Charles Fillmore : Again I see this a scheme for developers who would be interested in hooking up the two mountains.

12:37:10 From John Knoblock : How many miles of existing tunnels are already in the central Wasatch???

12:37:58 From Caroline Rodriguez : aerial tunnel?

12:38:10 From Future Generations Shea : There are more than 150+ miles in BCC and LCC.

12:38:24 From Caroline Rodriguez : i thought that was maybe those Harry Potter mine carts

12:38:24 From Ralph Becker, CWC : Existing, old mining tunnels: I remember the number 1200 miles of tunnels in this part of the Wasatch.

12:39:38 From Caroline Rodriguez : Pro for a transit tunnel: More flexible to

12:39:43 From Cottonwoods Express - David Stein : Fossil fuel vehicle tunnels need extensive ventilation.

12:39:46 From KIRK NICHOLS, BCCC, Univ.Utah : See note above Blake

12:39:54 From Caroline Rodriguez : upgrade as technology advances

12:40:12 From Laura Briefer (Salt Lake City) : Discharge of two of those tunnels are responsible for the zinc TMDL on Little Cottonwood Creek. There would likely be environmental consequences in disturbing mining legacy contaminants. And as Pat mentioned, the hydrology of the systems. Just to clarify.

12:40:15 From Cottonwoods Express - David Stein : 50-60 years from now there will be almost no fossil fueled vehicles.

12:40:19 From Future Generations Shea : The old mining tunnels have either collapsed or the hydrology has adapted to them.

12:41:06 From Norm Henderson : Tunnel and Aerial connection options should be fully analyzed in the LCC EIS. Both options could pull significant cars away from base of LCC and BCC. Doing so reduces congestion and increases mobility in LCC (the purpose and need of the LCC EIS). Perhaps Blake could address this for the listening public.

12:41:44 From Caroline Rodriguez : transit tunnel with electric mass transit vehicles (i.e. not Cottonwoods Express)

12:42:18 From Ralph Becker, CWC : The LCC EIS is not including an analysis of connections to BCC.

12:43:23 From John Knoblock : Exactly what Blake said- makes ore sense to go up LCC to Brighton than to go up BCC

12:43:24 From Norm Henderson : Blake, Not talking about aerial/rail up canyons.

12:44:08 From Julianna Christie, Crafted Leadership : 7.a.b BCC - PC Connections...

12:44:31 From Future Generations Shea : Blake, who composed the Plan your Transit?

12:44:46 From Norm Henderson : Ralph, why wouldn't UDOT evaluate an alternative that meets the purpose and need? Perhaps you could explain UDOT's thinking on this.

12:44:48 From Carl Fisher, Save Our Canyons : The idea of base to base is already non-sensical because there are already lifts to ridge lines...

12:45:08 From Ralph Becker, CWC : UDOT would need to explain their rationale.

12:45:16 From Chris Cushing - SE Group : 20-25 minutes is correct, right Sean?

12:45:22 From Carl Fisher, Save Our Canyons : For example, bear trap has moguls in it from 9990

12:45:26 From John Knoblock : Don't let PC folks snake my pow lines!(;>)

12:45:27 From Chris Cushing - SE Group : Shawn (sorry)

12:45:44 From Del Draper -Alta Community : to Save not Pave - getting folks to big cottonwood by taking them up LLC first should be getting your attention

12:45:54 From Carl Fisher, Save Our Canyons : Its not about snaking... its about perpetuating a false narrative

12:45:57 From Norm Henderson : Carl, were talking about transportation system not a skiing system.

12:46:16 From Ellen Birrell : Need metric on how many vehicles currently come into BCC and LCC on average as well as peak period days. Economically and environmentally viable?

12:46:48 From Ellen Birrell : Clarification: How many come into BCC and LCC FROM Park City?

12:46:52 From Shawn Marquardt - Doppelmayr : @Chris, Yes 20-25 minutes would be realistic for a 6mi aerial system.

12:46:54 From Carl Fisher, Save Our Canyons : Fact Check: UDOT says 8% on the high end

12:47:39 From Caroline Rodriguez : How are you identifying where the vehicles are

12:47:50 From Charles Fillmore : More electric cars?

12:47:58 From Caroline Rodriguez : coming from? Registration? Blynscy?

12:48:21 From Ellen Birrell : 9% to 30% coming from Park City is a huge spread. Valid metric? Especially considering that few likely drive all the way from PC to ski Brighton or Solitude...

12:48:37 From Norm Henderson : Carl, Put a large parking lot adjacent to Olympic Park in Summit County (Kimball Junction). Cars would be pulled from SLC valley to this facility. By so doing, we don't have to build big prking facilities at the base of LCC and BCC.

12:48:57 From Steve Van Maren, Sandy Resident : Needs the ability to stop at the top of Gardsman Pass for skiers and hikers.

12:49:36 From Christopher Robinson, CWC Chair : As a representative of the Wasatch Back, I am uncertain of our citizenry's opinions on this aerial connection between BCC and Park City. We also have not had any opinions of which I know from the resorts that would stand to benefit.

12:49:37 From Carl Fisher, Save Our Canyons : Norm, that is non-sensical. No one is going to drive to PC to get to the cottonwoods

12:49:49 From Steve Van Maren, Sandy Resident : Everything is better than no action, if it can be funded.

12:49:50 From Norm Henderson : Maybe, but that would need to be analyzed. Transportation is what we're talking about in this process.

12:50:17 From Mike Maughan - Alta Ski Area : Carl, UDOT study focused on all vehicles coming into the canyon, our focus was on people that come and park in our lots and go skiing

12:50:31 From Carl Fisher, Save Our Canyons : I realize people are talking about transportation, but there are impacts associated with transportation that AREN'T being talked about

12:50:33 From Norm Henderson : Carl, it is the same time from SLC to LCC as it is from SLC to Kimball junction.

12:51:27 From William McCarvill : Thank you Blake

12:51:52 From Laura Hanson : Nice work Blake, CWC and Julianna.

12:51:57 From Future Generations Shea : As many people know I was skeptical of the Summit and it modality. But, with Julianna's leadership we had a productive process. Thank you Julianna.

12:52:01 From Jon Koenig : Thank you Blake and CWC.

12:52:36 From Laura Briefer (Salt Lake City) : Thank you Blake, and CWC team, and Julianna.

12:52:46 From Del Draper -Alta Community : to Blake and staff - good job. Thanks

12:53:02 From Caroline Rodriguez : This was very productive. Wonderful job. Thank you.

12:53:05 From Cottonwoods Express - David Stein : In the Chat, there is ... in the bottom corner. You can click that and Save Chat.

12:53:13 From Norm Henderson : All options should be analyzed and the environmental impacts presented. Keeping options out of the analysis misleads the public.

12:53:24 From Mike Christensen, Utah Rail Passengers Association : Thanks Blake, Lindsey, and Julianna! ;)

12:53:33 From Ellen Birrell : Thank you to Blake, Julianne, Ralph, Chris for leadership and et al to those who participated!

12:53:55 From Lindsey Nielsen CWC : comments@cw.utah.gov

12:54:02 From Carl Fisher, Save Our Canyons : What's the Consensus?

12:54:15 From Future Generations Shea to Lindsey Nielsen CWC(Privately) : Lindsey, would you email copies of each of the polls, when you have time?

12:54:34 From Norm Henderson : Desn'

12:54:40 From Ralph Becker, CWC : We'll see the results of the polling in a minute.

12:54:45 From Andrew Neilson : Great job Juliianne and Blake!

12:54:50 From Mike Marker-LCC res : Census? How about "patterns" and "themes"?

12:55:00 From Ned Hacker-WFRC : Great job CWC Team! Thank you.

12:55:22 From Lindsey Nielsen CWC to Future Generations Shea(Privately) : we'll be posting them within the next few days, and there will be follow up emails next week with materials as well, so yes.

12:56:39 From Norm Henderson : Doesn't matter. UDOT is required to analyze all reasonable alternatives that meet the purpose and need. It can't arbitrarily eliminate alternatives because SOC doesn't like it.

12:58:28 From Charles Fillmore : Thank you very much for putting together this forum over the last 2 days! Am looking forward to listening and participating in future discussions.

12:58:33 From Ed Marshall : Fabulous Job, Blake & Julianne!

12:58:35 From John Knoblock : Thanks everyone and especially CWC Staff!

12:58:43 From Del Draper -Alta Community : for issues like road side parking in LLC, shouldn't you be plugging in the figures from the BCC vote instead of n/a

12:59:39 From Carl Fisher, Save Our Canyons : Ok... Norm... then why spend your day on a vestigial process. This isn't about the EIS (though seems like a referendum on it), I think we are investigating the MTS.

12:59:54 From KIRK NICHOLS, BCCC, Univ.Utah : Thank you all

12:59:56 From John Knoblock : Of course we are not a statistically significant or unbiased population for these polls to represent a view of the public.

13:00:26 From Dave Fields - Snowbird : Have a good weekend everyone. Thanks for the time and energy put into this. (And yes Mike, I am cold. It's freezing in my office).

13:01:06 From Blake Perez CWC : False summit?!?!?

13:01:07 From Ralph Becker, CWC : Thank you, all, And stay involved. Our website captures as much information as we can.

13:02:03 From Future Generations Shea to Lindsey Nielsen CWC(Privately) : Before you get to the "Summit" of Superior in LCC, you go through four "false summits". Perhaps, analogous to the CWC?

13:04:04 From Norm Henderson : Carl, the public needs to know the diversion that is being attempted here. why are you so afraid of all alternatives being evaluated in the EIS?

13:04:08 From Christopher Robinson, CWC Chair : A big thanks to all who have planned, organized and participated in this two day Summit!

13:05:35 From Mike Reberg, Salt Lake County : Thanks you CWC staff for all the work on this. It has been a year long effort. Thanks Julianna for keeping everyone focused. Great team effort

13:05:42 From Christopher Robinson, CWC Chair : By false summit, I mean there is yet a peak behind this one to climb before we're done.

13:05:57 From Blake Perez CWC : Agreed Mr. Chair!

13:06:29 From Carl Fisher, Save Our Canyons : Sweet lord, Norm... this is streaming for everyone in the world to watch (hey, girl!). How on earth is this a diversion - its way more public, way more engaging, way more responsive and accountable than UDOT has in one of the graders and bucket loaders.

13:07:23 From Norm Henderson : Ralph is right, this issue has been discussed for decades. The county recommended that the key issues being discussed today (aerial and tunnel) in the Mountain Transportation Study in 2012. The county recommended that these alternatives be studied in an EIS. CWC is trying to keep these alternatives out of the UDOT EIS.

13:07:30 From Shawn Marquardt - Doppelmayr : Great summary Ralph!

13:07:38 From Carl Fisher, Save Our Canyons : Great Work CWC!!