



August 13, 2021

To Whom it May Concern,

These comments are submitted on behalf of Sandy City in response to the Utah Department of Transportation draft Environmental Impact Statement prepared for potential transportation improvements within Little Cottonwood Canyon. In that draft EIS, UDOT has identified two preferred canyon transportation alternatives: enhanced bus service (with roadway widening); or a gondola.

1. **Sandy City does not presently support or oppose either of the proposed alternatives.** We recognize that there are pros and cons to each of the proposals and depending upon how the selected transportation plan is implemented, either alternative could have significant long-term consequences for Sandy City.
2. Regardless of which transportation alternative is ultimately selected, we want to reiterate our concerns about several **key priorities for Sandy City**, and how the implementation of the selected transportation mode may impact the city.
 - a. **Water quality.** Protection of the Little Cottonwood Canyon watershed is our top priority. We believe that getting people into the canyon is secondary to getting safe and clean water out of the canyon. On any given day, Sandy City receives 100% of its water from Little Cottonwood Creek, and the water flowing past the ski resorts may arrive at Sandy City taps in as little as 4 hours. Regardless of which transportation alternative is selected, every precaution and best management practices must be used to minimize any negative impact to the stream and the watershed, both in the design and construction of the transportation improvements.
 - b. **Connection to Sandy City transportation system.** We believe that UDOT's current study is inadequate alone because it only focuses on Wasatch Boulevard (from the north) and the Little Cottonwood Canyon Road. Any canyon transportation system selected will not be successful unless it also analyzes and considers any traffic improvements needed to connect to that system, with improvements to 9400 South, Wasatch Boulevard (from the south), and the parking/mobility hub located at 9400 South and Highland Drive. While we support and acknowledge the need to study and plan for canyon transportation improvements, we also request that UDOT immediately initial a corresponding study of the transportation improvements that will be needed within Sandy City.



KURT BRADBURN
MAYOR

MATTHEW HUISH
CHIEF ADMINISTRATIVE OFFICER

c. **Getting cars off the road and reducing congestion.** Regardless of which canyon transportation mode is selected, we believe that UDOT should immediately explore and implement other available means to incentivize the use of alternate transportation methods, such as tolling, elimination of roadside parking, charging for parking at the ski resorts, limited hours of access for private vehicles, increased frequency of bus service, variable traffic lanes, allowing any ski pass to be used as a transit pass, etc. These canyon transportation strategies can and should be utilized immediately, as a “first phase” of the transportation strategy, even before the long-term canyon transportation mode is designed and constructed.

d. **Improve the experience of canyon visitors.** In addition to transportation improvements, we should also focus our collective efforts to enhance the overall experience for visitors, not just with facilities and amenities at the ski resorts and in the canyon, but also in the surrounding communities.

Thank you for your consideration of these issues. We look forward to continued dialogue with UDOT as we work together to address these priorities.

Sincerely,

Mayor Kurt Bradburn