

WASATCH CANYONS GENERAL PLAN UPDATE

PARLEY'S • MILL CREEK • BIG COTTONWOOD • LITTLE COTTONWOOD

VISION SURVEY SUMMARY

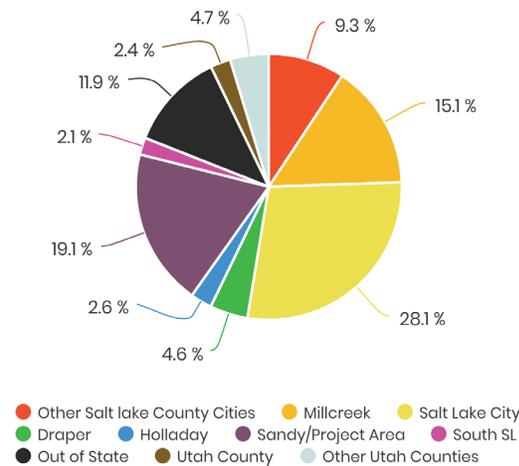
The Visioning Survey asked questions about the five vision statements of recreation, environment, economy, transportation, and land-use as well as if participants would support ideas generated through public input so far in the process. Questions about age, gender, and place of residence were also asked at the end of the survey.

WHO PARTICIPATED?

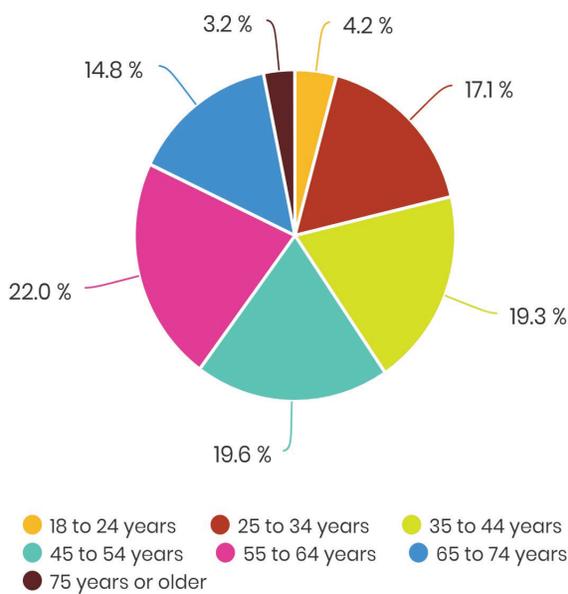
The participants of the survey included a diverse range of ages. The pie-chart below is a breakdown of these age demographics. Additionally, 70% of participants were male while only 30% were female. The pie-chart to the below also shows where survey participants were from. Per the pie chart, most people were from the Salt Lake Valley with being from the cities of Salt Lake, Millcreek, Draper, Holladay, and South Salt Lake. Another large portion came from within the project area, other locations within Utah, and out of state participants (11%).



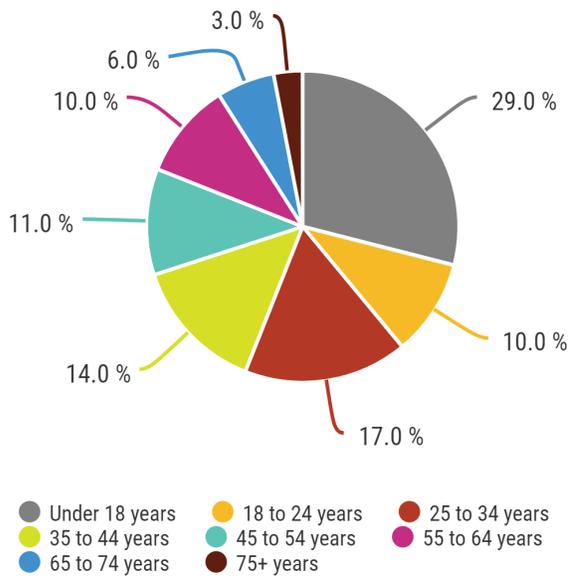
Location



Age (Survey Participants)



Age (Salt Lake County)



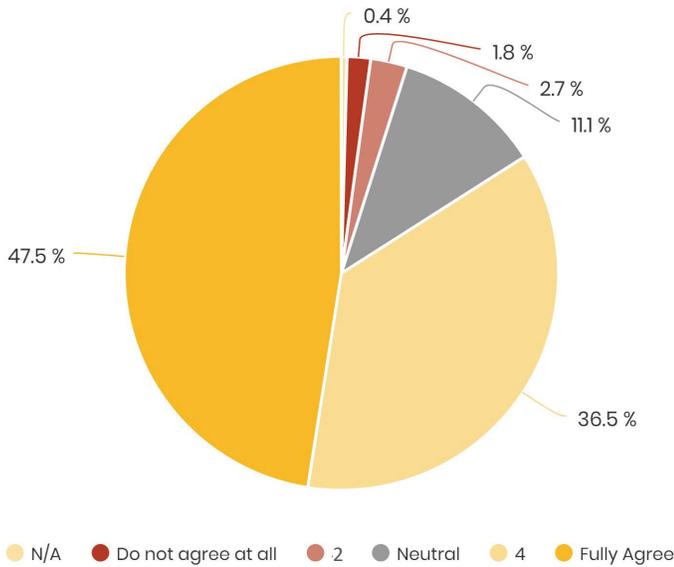
SUMMARY REPORT

The following pages include a brief summary of the survey results. For a full report of the public comments on the vision statements, see the attached report following this summary.

1. LAND USE

Original Vision Statement: Strive for excellent partnerships among jurisdictions and stakeholders through collaboration and coordination to provide for access management, water resource protection, recreation opportunities, wildlife and environment, private property uses, and quality open spaces.

Do you agree with this vision statement?

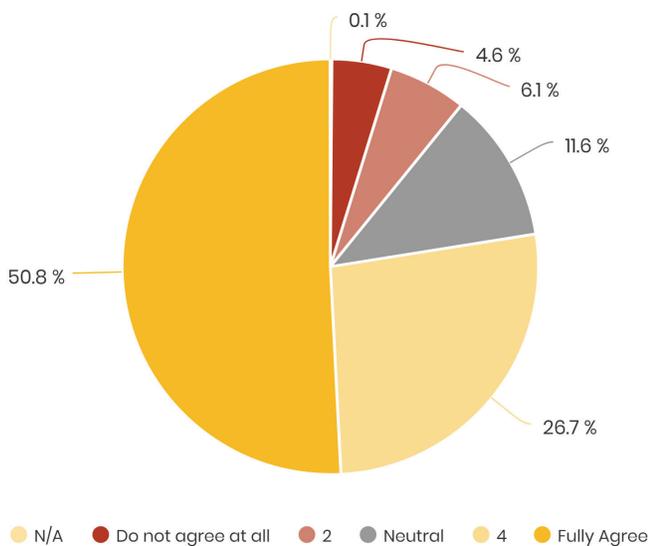


Option	Count	%
N/A	7	0.4%
1 (Do not agree at all)	29	1.8%
2	45	2.7%
3 (Neutral)	183	11.1%
4	603	36.5%
5 (Fully agree)	785	47.5%

2. RECREATION

Original Vision Statement: Offer a wide range of diverse, high-quality, and year-round recreational experiences that are accessible to all kinds of participants.

Do you agree with this vision statement?

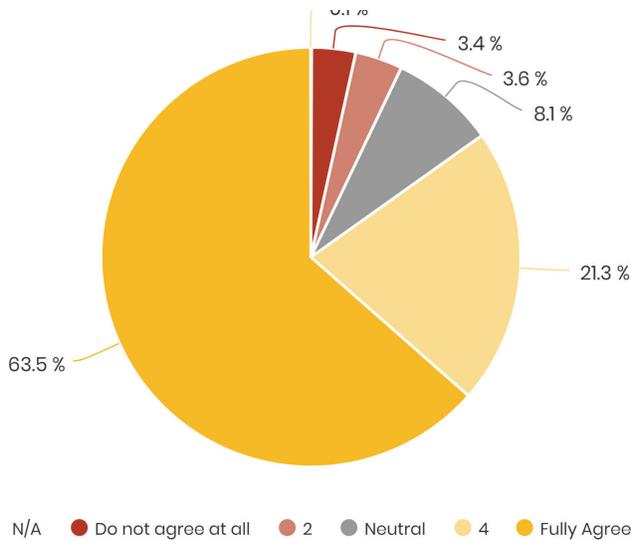


Option	Count	%
N/A	2	0.1%
1 (Do not agree at all)	75	4.6%
2	98	6.0%
3 (Neutral)	188	11.1%
4	431	26.7%
5 (Fully agree)	820	50.8%

3. TRANSPORTATION

Original Vision Statement: Implement transportation projects and opportunities for bicycles, transit and vehicles to reduce congestion, improve air quality, facilitate access, increase occupancy per vehicle and enhance public safety.

Do you agree with this vision statement?

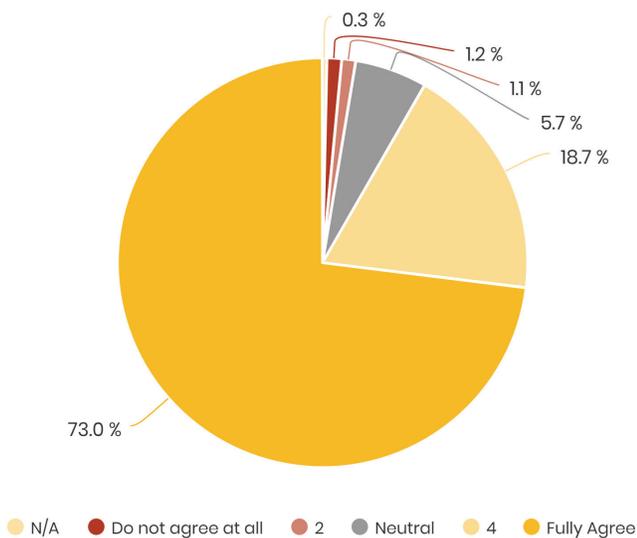


Option	Count	%
N/A	1	0.1%
1 (Do not agree at all)	55	3.4%
2	59	3.6%
3 (Neutral)	131	8.1%
4	346	21.3%
5 (Fully agree)	1,030	63.5%

4. ENVIRONMENT

Original Vision Statement: Support healthy forests, connected ecosystem habitats and waterways for current and future generations. Promote programs that improve watersheds, air quality, vegetation and wildlife ecosystems, and scenic quality.

Do you agree with this vision statement?

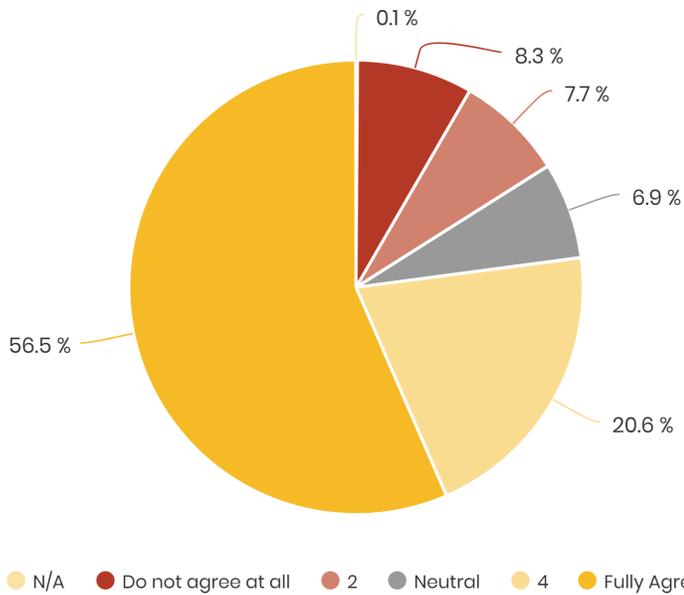


Option	Count	%
N/A	5	0.3%
1 (Do not agree at all)	17	1.2%
2	16	1.1%
3 (Neutral)	83	5.7%
4	272	18.7%
5 (Fully agree)	1,065	73.0%

5. ECONOMY

Original Vision Statement: Responsibly promote the Wasatch Canyons as a unique world class recreation destination to provide an immense economic impact to the region. Within the Canyons enable businesses to continue providing services and goods without compromising the environment.

Do you agree with this vision statement?



N/A	2	0.1%
1 (Do not agree at all)	161	8.3%
2	149	7.7%
3 (Neutral)	134	6.9%
4	400	20.6%
5 (Fully agree)	1,100	56.5%

6. PLANNING IDEAS:

Participants also provided feedback on potential planning ideas and whether they could contribute to achieving their vision for the future.

N/A 1 2 3 4 5

Rate each idea (5 it accomplishes my vision, 1 it doesn't at all)

LAND USE IDEAS

Develop funding mechanisms to increase the purchase of undeveloped land parcels as open space	13	134	53	131	230	889
Expand designated wilderness areas	7	136	60	168	218	910
Promote consolidation of land ownership to create continuous open spaces and support compact development	30	143	99	267	357	587
Creation of roadside viewing areas	30	378	251	402	231	195
Explore a mechanism to exchange undevelopable lands in the canyons for developable parcels in and outside of the canyons	71	308	149	338	307	316

ENVIRONMENT IDEAS

Construct bio-swales at parking lots to clean storm water runoff	4	2	3	7	7	18
Increased public educational program to decrease littering	9	74	72	193	251	732
Promote canyon dark skies through lighting ordinances and retrofits	22	93	62	178	258	737
Identify and protect key wildlife corridors and habitats	4	37	48	118	256	889
Broaden protection of water quality and quantity	4	78	44	176	240	803
Continue restoration and reclamation programs in the canyons	10	33	29	133	270	787

ECONOMY IDEAS

Explore a County-wide recreation sales tax to support maintenance and improvement needs in the Canyons	7	196	81	247	316	486
Limit ski area development to current footprints	11	256	108	138	163	680
Expand ski resort bases or villages (hotels and commercial services) to accommodate growing tourism	30	542	183	240	179	171
Offer or permit canyon shuttle services (with proper permits)	13	89	64	268	379	519
Promote increased development in cities near canyons to offer base type services and villages	33	201	112	289	307	401

RECREATION IDEAS

Rate each idea (5 it accomplishes my vision, 1 it doesn't at all)

	N/A	1	2	3	4	5
Install, improve, and maintain public restrooms at well-used trailheads and other recreation destinations	1	47	51	184	415	728
Develop an Operations and Maintenance program to ensure facilities are in proper condition	7	32	58	193	454	679
Implement design standards that promote a sense of place and stewardship (i.e. signage, architecture, entry features, benches, etc.)	9	152	136	306	363	462
Carry out public education campaigns for trail courtesy and usage	2	0	60	75	223	717
Provide additional financial support for trail maintenance programs	4	35	47	169	406	761
Expand the foothill trail system	15	78	100	262	339	629
Build additional designated system trails	17	163	121	337	310	477
Increase climbing areas	82	242	199	421	216	236
Increase the number of hunting and fishing access points	78	239	220	427	241	216
Increase the number of designated campgrounds and picnic facilities	36	330	284	390	227	154
New or improved recycling/trash collection at trailheads and parking areas	6	56	67	224	363	679
Develop a mtn. bike/ hike trail connecting Parley's to Summit County	48	150	97	267	313	545
Provide easy to use smart phone app for trails, bathrooms, trailheads, parking, etc.	40	259	156	307	249	409

TRANSPORTATION IDEAS

Rate each idea (5 it accomplishes my vision, 1 it doesn't at all)

	N/A	1	2	3	4	5
Build facilities that allow for safe passage of wildlife across roads	18	159	113	231	320	459
Implement a digital (non-stopping) canyon toll system to pay for maintenance and improvements of bathrooms, parking lots, required transit improvements, trails etc.	19	284	130	230	307	385
Implement user fees (trailhead parking)	23	416	164	235	241	280
Formalize parking spaces though paving or striping in appropriate areas	23	246	179	337	278	285
Restrict roadside parking	34	326	215	298	208	264
Expand roadside parking	51	344	177	335	237	192
Development of bike lanes in Millcreek, Big Cottonwood, and Little Cottonwood Canyons	19	151	95	199	302	613
Development of a bike pathway connecting Salt Lake County and Summit County	46	144	107	258	261	553
Development of parking outside of the Canyons that connects to public transit	9	42	34	150	282	841
Evaluate adding an additional lane to operate an improved bus system in the Cottonwoods	15	173	89	216	295	576
Implement a real-time parking solution with signs, smart phone applications, etc. to direct visitors to available parking	28	179	145	299	306	294
Offer permitted shuttle service in Millcreek Canyon	82	172	119	323	300	357
Increase frequency of winter bus service in Cottonwood Canyons	28	56	64	247	314	643
Creation of summer of bus service in Cottonwood Canyons	35	107	120	296	280	254
Explore programs to incentivize carpooling	20	110	96	185	314	637
Promote ridesharing (such as Uber or Lyft) by providing loading and unloading areas at key destinations	22	144	126	265	301	500
Implement pedestrian road crossing signs, pavement marking and lights at key recreation destinations	31	228	152	371	272	301

Visioning Online Survey Report

1. How can the Land Use vision be improved or implemented?

Count	Response
1	"Excellent" sounds great but is ambiguous. What is meant by "excellent"? I think it's the results of collaboration and coordination would be excellent. The question then is what makes those results excellent? How about "strong and effective" partnerships? At least those two words are more specific, not so vague.
1	"Private use" needs to be clearly defined: Does this mean to maintain current private use, or does it leave open the possibility of additional private use (sell-off of public lands) in the future? There must be no possibility of the extent of "private use" being misunderstood or expanded.
1	"Recreation opportunities" should be specified to favor non harmful or non-internal combustion access and recreation. "Private property uses" should be similarly limited. For example, I have heard of someone with a mining claim in Cardiff fork bringing people with snowmobiles up into the bowls to snowmobile and cat-ski in some cases for money. If true, that seems like an abuse of private property rights.
1	"Stakeholders" is not clearly include to include County citizens.
1	"Strive for transparent partnerships among"
1	"Strive" is a weak word just as "try". Take a stand you can never please everyone
1	"Strive" is so aspirational and noncommittal as to be effectively meaningless. Try "Require and commit to" . . .
1	"Work with citizens, jurisdictions, and partnerships to strive for excellence to conserve and manage the natural resources, to provide outdoor recreation opportunities, protect water quality, and provide sustainable commercial use of the natural resources"
1	"access management" seems to be implied in the other points. Maybe it is not needed
1	"excellent partnerships" plus "collaboration and coordination" makes it wordier than it needs to be. "through collaboration and coordination" can be eliminated and the meaning doesn't change. Simple is better!!
1	"excellent?" what does this mean... there has to be better discripeter(s) - or simply remove it. Because of course we expect high-quality and mutually beneficial partnerships
1	"recreation opportunities" should read as recreation uses and impacts and "private property uses" should read as private property stewardship
1	"wildlife and environment" should be something like "wildlife habitat and environmental stewardship". Environment alone doesn't convey whether it's a healthy system or not.
1	'Private property uses' is too vague for me to want to support blindly. Who are the stakeholders, why, and how does their presence impact the other categories in the vision statement.
1	...while curtailing private property use to serve these (protection, recreation, wildlife, environment, and quality open space)
1	?
1	A comprehensive land use plan that fully articulates the intension of the plan and is structured to allow for flexibility within it while avoiding abuse from development. I would expect the plan to err on the side of limiting development to avoid abuse to protect these spaces for following generations.
1	A couple of commas wouldn't hurt.

Count Response

1	A lot of mumbo-jumbo, but doesn't really describe the goal.
1	A train up Little and Big Cottonwood. They did it when they were mining so why not when skiing?
1	A vision statement should be about the state you are striving for, not how you're going to get there. So if this vision statement is about land use, it should say something more like "access management, water resource protection, recreation opportunities etc. are balanced through partnerships between jurisdictions and stakeholders." I would also recommend addition something about how those things are balanced now and in the future.
1	AND reevaluation.
1	Access can be improved by providing programs for low-income families and individuals to get to the canyons.
1	Access is so critical. Deaf Smith access or more appropriately lack of access, is a travesty. Get the Bonneville Shoreline Trail installed as much as possible before it is too late and private land owners deny access to the public. Protect outperform watershed from too many cars and work on mass transit up Little Zcottonwood and Big Cottonwood Canyons. We need law enforcement to stop graffiti from happening close to the entry points in our canyons
1	Actual public involvement with stakeholder groups, education in schools, greater public access to public areas, careful assessment of priorities
1	Add "to Protect for future use"
1	Add - Retain or grow quality public open spaces and access in the canyons and foothills.
1	Add more language of how partnership is constructed.
1	Add protection after environment.
1	Add the word "transparent" before collaboration
1	Add the work "compromise" to collaboration and coordination
1	Add. Preserve for future generations
1	Address the concern that too much access for recreation purposes may be a bad thing
1	Address the transportation issues that exist in the canyons. I would like to see a high capacity, high frequency public transit option in both BCC and LCC. Such an option should be designed so as to remove non essential traffic in the canyons. A transportation terminus would be constructed outside both canyons and would be utilized as a transfer point for all traffic.
1	Agree, but it appears (FCOZ) that private property uses are sacrificed for water resource protection.
1	All human activities should have minimal to no impact on wildlife and forestry. Wildlife have the right of way, it's their home. Humans are visitors.
1	All manner of abominations can be justified as protection of "private property uses." Witness Snowbird's Hidden Peak malignancy. "Private property" does just fine fending for itself. It's all the other uses that need protection from the private property uses.
1	All ski resorts to expand the on mountain ski areas and the base areas to expand for resort and public use. Allow ski resorts to link trails and lifts with each other for summer and winter use.
1	Allow bike parks at existing resorts in the canyons. Expand mountain bike trail networks by adding downhill only directional trails of advanced difficulty (Black diamond or harder)
1	Allow dogs in big and little cottonwood canyons
1	Allow existing right of way paths to be used for access to public lands.

Count Response

1	Allow for private home owners to utilize and improve their properties within the current stringent guidelines offered through FCOZ. Build and maintain bathroom facilities at all trailheads, and as well build and maintain backcountry bathrooms at certain high use camping locations such as Willow Lake, Twin Lakes, Catherine Lake, and Dog Lake in Millcreek.
1	Alta ski resort should be available for snowboarding as well. Limit private land ownership. Rent lands to private sector for building restaurants and coffee shops. This creates high quality competitive dining experience.
1	Although difficult, the road in Little Cottonwood should be improved and connected to the other side of the mountain. Doing this may reduce air pollution caused by hundreds of cars idling in the canyon each weekend during ski season.
1	An emphasis on environmental and wildlife protection would be appreciated.
1	Annual public feedback on progress, new ideas, and concerns of all public land uses.
1	As a layman, it's hard to tell what you're talking about. Water conservation, I get. Stakeholders? Jurisdiction? Not so much.
1	As a property owner and resident in Big Cottonwood Canyon, I feel that our voice is not heard in this process. I do understand that this is a difficult balance to achieve, but certain voices seem to dominate the above proposal which at face value is well balanced.
1	Attempt to have equal say and sway from all parties involved in decision making. No inordinate control by individual groups.
1	Attention to long term vision, especially with the amount of growth the Salt Lake Valley is supposed to have in the next decade.
1	Be a leader in a public transportation model so that accessible but with better conservation and less traffic pressure.
1	Be more specific - these generalities cover everything possible.
1	Be more specific regarding wildlife and environment (preservation and improvement?).
1	Be more specific to goals
1	Be more specific. This vision statement could span the full gamut of canyon plans. No matter what the private/public land distribution looks like everyone will get their piece of the pie...but I want to know what my piece (as a backcountry user) would look like.
1	Being an avid skier, more emphasis on environmental/nature preservation and recreational pursuits.
1	Better define "partnerships." E.g., what are the legal obligations of each partner? What might the penalty be for failing to adhere to an agreed-upon course of action?
1	Better enforcement of dog waste and littering, some of the trails are just terrible.
1	Better management and oversight to help preserve open spaces
1	Better partnerships with business and individuals connected in the area and State...
1	Better transportation
1	Bring together uta, forest service, udot and community citizens to figure out the best solution
1	By TOTAL OPENESS !!!
1	By by-passing local and national GOP
1	By protecting the canyons and open lands from further development and destruction of the canyon ecosystems that would result.
1	By ranking uses and advocating for wildlife, water, and environment protection over all.

Count Response

1	By working to expand parking at popular trailheads (Spruces, Butler Fork, White Pine, etc.), Limiting commercial development in order to keep our beloved Wasatch wild, and anchoring ski area boundaries where they are too limit expansion.
1	Can be implemented by keeping in mind the desires of everyone, including corporations, residents, and visitors
1	Can the silly syntax. Put it in plain language. You are NOT a corporation. Ex. Promote cooperation between landowners, resort operators, and visitors to protect and sustain the resources and environment of the canyon for the enjoyment of all.
1	Can't think of an addition to the statement.
1	Cease any further development of the canyons. No more houses, no more enlargement of ski areas, no more vehicular traffic. Charge a fee to go into the canyons. This money would be used for repairs of picnic areas and maintenance of what we have now; trails, fire & safety, etc.
1	Change subjective "excellent" to "effective" or similar adjective.
1	Charge fees to enter the canyons and use the money for preservation, restoration and management.
1	Clarify what 'jurisdictions and stakeholders' really means. Corrupt politics and stakeholders special interests are our biggest threat.
1	Collaborate between business and nature.
1	Collaborating with these partnerships frequently and at many levels (i.e. holding public events in the valley and canyons that engage people), creating awareness on how the misuse of the environment negatively effects all of our futures.
1	Collaboration and cooperation are less important than the protection of the resource. Especially when it comes to recreation, private property interests and access, our watershed wildlife and open spaces deserve priority consideration.
1	Collaboration and coordination is pointless if just one critical partner refuses to collaborate or coordinate.
1	Collaboration is a ridiculous buzz word that means nothing. My experience with it is that the decision makers choose who they work with and only choose those who agree with them. I you want a collaborative method... then you must define that as all stakeholders (stakeholders must also be defined as anyone interested in being involved in the process in any capacity) compromise and come to a consensus before a decision is made
1	Communication and compromise
1	Community approach. No big business investment/involvement. Bus lane.
1	Conservation of natural resources should be top priority!
1	Consider all options but limit ski industry to already existing ski resorts.
1	Consider tighter controls on building in the canyon
1	Continue to actively assess and monitor all use of the canyons
1	Continue with oversight and involvement
1	County staff must adhere to County Ordinances when Planning and Development Services are reviewing new developments. Stop telling community residents that a 1.8 acre parcel is a 2.0 acre parcel, then approve a higher density development that is not within the terms of the Ordinances. The public is aware that the County does this on a regular basis.
1	Decision Need to be made today to protect for the future
1	Defining the partnerships and protections, as well as the extent of recreational impact. It's one thing to allow for recreation, it's another if it inhibits preservation.

Count Response

1	Develop access that promotes clean air, less vehicle traffic.
1	Development restrictions and better regulation access with clear outlines what is acceptable to preserving a resource that is stressed
1	Dismantle ski resorts and return land to 1845 state.
1	Do not implement the plan. No more development
1	Do not penalize property owners in the Canyons by imposing entrance fees, etc. We do not create parking or toilet problems.
1	Doesn't say anything meaningful. Need a real vision on land use.
1	Don't connect Little Cottonwood or Big Cottonwood canyons with Park City.
1	Don't sacrifice access for special interests of the few with money and ability
1	Dont go for the highest bidder, go for the one that takes the most care in what the area needs.
1	Effective public communication about proposed decisions, reasonable comment periods, and transparency about how and why decisions are made will help make this vision reality.
1	Elaborate more on "wildlife and environment".
1	Emphasis on preservation and protection of public access
1	Emphasis on protecting water resources, wildlife and environment, open space access and recreation management
1	Emphasis on protection and conservation of multi-use public lands, wildlife habitat, ecosystem processes over commercial or private uses
1	Emphasis on water resource management
1	Emphasize quality open spaces
1	Emphasize water resource protection, including the necessary environmental protection to keep our drinking water pure.
1	Encourage recreation opportunities to the general public without commercial enterprises/ski resorts- limit expansion of ski resorts.
1	Engage all cooperating stakeholders but don't give special interests, like the ski resorts and landowners any additional power or expansion opportunities. This plan should benefit the general public the most.
1	Environment and water quality preservation should be the top priority!
1	Environmental protection comes first.
1	Everyone will have to compromise.
1	Excellent partnerships is a vague objective. Someone needs to frame the tradeoffs clearly. I suggest the goal of the excellent partnership be to define those tradeoffs accurately.
1	Expanding ski resorts, improve watershed notifications (signs etc), improve knowledge of trails and other outdoor activity spots (advertise public space)
1	Explanation of private property uses would be helpful.
1	Favor wilderness. Discourage development.
1	Fee booth at base of Big and Little cottonwood canyons, similar to Millcreek.

Count Response

1	First, we do not need a train in Parley's, Little or Big Cottonwood Canyons.
1	Focus on protection and preservation over development.
1	Focus on wilderness preservation. We already have enough urban, business, private property, etc. in the Salt Lake Valley.
1	Focused on preservation, less private and/or commercial use
1	Focusing primarily on protecting the canyons natural landscapes and resources
1	For EXISTING private property uses
1	Fully open communication between everyone involved.
1	Further define: collaboration, stakeholders, jurisdiction, coordination
1	Gather feedback from the stakeholders and implement process and design improvements to accommodate the needs and concerns of the stakeholders
1	Get more people educated at what is happening, what improvements can and are possible with the plan, and how we are going about it with their support.
1	Getting the dogs out of Millcreek Canyon
1	Gotta find someone to lead it. Hard job.
1	Great concept but too loose. Enforce existing regulations BEFORE adding more useage.
1	Great.
1	Greater emphasis on preservation and limiting development.
1	Having a separate party that is comprised of government as well as stakeholders and property owners.
1	Help Salt Lake City as a municipality (specifically the water department) understand they do not control a dominant place at the table.
1	How could someone not agree? It just says "we'll all get along and do what's best". It doesn't state any specifics or anything to disagree with.
1	How will the components of the vision be prioritized? For example, certain water resource (e.g. drinking water) might have a higher priority than recreation use.
1	I agree that all of these factors (access, water resources, recreation, wildlife, private property and open spaces) need to be included in a vision statement. However, to simply strive for excellent partnerships among these factors seems to miss the big picture. Is there a purpose beyond the partnership? I believe that the Wasatch provides world-class recreation opportunities, which in turn is the reason private property in these areas is valued. This statement needs to include a statement about maintaining and improving these areas for future generations.
1	I agree with the statement
1	I am concerned that the private property uses may be detrimental to the other goals.
1	I believe implementing more outdoor education programs in our elementary through high schools will help kids understand the importance of preserving our natural environment.

Count Response

1	I believe we have this now. The addition of more government agencies or outside entities will decrease the accountability we have and 'muddy the waters'. I feel there are too many extrinsic organizations, each with an agenda, that are voicing their particular interests. There is currently a fine balance with your focus statement , and too many changes will disrupt the canyon and road ecosystems.
1	I do not advocate additional private property developments and/or use.
1	I do not like the word "partnerships." Because of the uniqueness of this area we will never come to a full agreement on how this land should be used and preserved. I think the people should have a right to share input and approve decisions. When you use "partners" it allows personal agendas to corrupt the decision making.
1	I do not think Millcreek Canyon should be included in the mix. It should have remained in Millcreek City, rather than be taken in a land grab by Salt Lake County. I think Millcreek Canyon is now in jeopardy of being commercially developed.
1	I do not think there should be private development because it enriches only a few and this is our land.
1	I do not want more private property use to be allowed. I want it to be public, shared space. If it is to be made more private, I must remain unchanged and developments must not be allowed.
1	I don't know what "quality open spaces" means nor do I understand "private property uses". These imply that the vision is to develop private property and develop open spaces and I am not in favor of further development in the limited confines of the Wasatch Canyons. If you are talking about development be explicit and don't try to conceal it.
1	I don't like that access management is first priority
1	I don't really understand what would be changed or improved.
1	I don't think a part of the vision should be 'management'. That's a tool to enact a vision. I read whats written almost like the vision for government is more government, as opposed to providing some benefit for the people.
1	I don't think private property uses should be given equal weight to the other aspects.
1	I feel a level of autonomy should also be included to allow for uniqueness in each canyon.
1	I feel the drafts are reasonable. .I would like to look at then more closely
1	I fully agree, but the vision statement is a bit long. A vision statement should be breif and to the point, such as JFK " Lets put a man on the Moon" The Vision statement should be brief, followed by objectives by subject matter
1	I have reservations about the private property uses meaning there should be collaboration. It can not mean expansion.
1	I like the balance between the stakeholders and I understand the importance of private property rights, but I believe that protecting the watershed and environment and facilitating (lowest impact) public access is more important in these public areas than catering to the interests of the land holding classes.
1	I marked fully agreed but am adamantly against any form of discrimination against people who don't car pool in the canyon, including parking. I am a "single" skier and have no choice but to drive alone (as I will not pick up strangers.)
1	I see far too many non-service dogs in the little cottonwood watershed. Increased enforcement would help stop it from occurring
1	I think a good job is already being done, we just need to double down on enforcing the existing regulations. I see tons of unlicensed dogs up there, for example, mainly coming from people's cars at pullouts and trailheads.
1	I think as it relates to this, more cooks in the kitchen isn't a bad thing as long as they can all get along and work toward an amicable agreement on land use.

Count Response

1	I think it is important to note that those positive relationships between stakeholders can only happen if resorts and developers are serious about limiting new development in these areas. If they push too hard for projects that would harm the environment, water quality, viewsheds, or public access we may need to flat out tell them "no."
1	I think priority should be given to preserving the canyons as they are. Keep it as wild as possible. Build up of larger facilities would eventually diminish the allure of the canyons.
1	I think private property should not be expanded in the canyons.
1	I think the voice of preservation and recreation access is frequently ignored, while any commercial voice is prioritized. Partnership is a excellent idea, but the voice of money cannot outweigh the voices of preservation.
1	I think there is going to come a point where the canyons will all have to limit the number of people and vehicles coming up. I don't know how...odd versus even days...week day versus week ends...limit the number of vehicles per day. Like Millcreek, start charging per day or requiring monthly or seasonal passes to get up.
1	I think there should be a greater stress on the conservation efforts. As it reads the first thing is access management. I think it should be to strive for the protection of the canyon's resources by collaborating and coordinating a sustainable and carefully executed..... blah blah. The overall goal seems to much of a list without the overall goal firmly stated.
1	I think you can add something about preservation and protection of open spaces. Also maybe a agreed upon balance of wild vs commercial areas based on a minimum/maximum acreage for both.
1	I worry about the vision of some of the stake holders views on expansion. I worry that they don't have the best interest in the future of the canyon. The canyon and protecting it for future generations to me is what is most important. Not coming to consensus with stake holders.
1	I worry for the environment mostly. Putting jurisdictions and stakeholders first makes me worry.
1	I worry that "stakeholders" represents only large corporations with money. I'd like to see the wording include a reference to valley residents.
1	I would add "existing" to "private property uses"
1	I would agree more if the statement limited private property use and enhanced wildlife and environmental protections.
1	I would also include transparency to the public
1	I would like more language that protects land for wildlife, hiking, and environmental concerns
1	I would like to add preservation of habitat to the vision
1	I would like to see that everyone's view and vote is counted. It sometimes feels that some environmental groups have a stronger vote based solely on their platform. This leads to marginalize perhaps say private property owners or motorized recreational vehicle owners.
1	I'd like to know who is included as a stakeholder (corporate entities?)
1	I'd like to see more MTB trails.
1	I'd prefer to not see any more private development/focus on private property interests in our canyons
1	I'm concerned "private property" uses will steer too much and be given too much priority. This is public lands, should not have been privately owned or given away historically, and preservation of common public resources needs to be a priority over private dollars. Be careful not to over-extract resources that can't heal and replenish itself, particularly paying attention to the extractive nature of recreation and development.
1	I'm not enthusiastic about the "private property uses" aspect of this statement because I don't think they should have as much status as protecting natural resources.

Count Response

1	I'm not sure that "private property uses" should be included.
1	I'm not sure.
1	I'm opposed to additional private property uses. How much is enough? Does everything have to be "improved" until the original content is extinct?
1	I'm suspect of commercial development, and there's no mention of how land exchanged for development in the canyons impacts the overall Wasatch range. I understand development will happen, but what developers get out of these deals has not be transparent.
1	If the ordering of each "use" is intended to reflect prioritization, I don't agree.
1	If this means working with diverse groups to maintain nature as it is and take the position as stewards of the land for everyone's use and not owners of the land, then I'm all for it.
1	Implement a process whereby every vehicle must display an 'Access Permit' for canyon use. Permits can be Annual, Seasonal, etc. All fees collected to be maintained in a fund for future design and implementation of environmentally friendly transport system.
1	Improve access to Albion basin during summer months. Running the lifts or expanding bus service would go a long way toward decreasing congestion on the road.
1	Improve mass transit in BCC and LCC. Rigorously enforce current regulations for snowmobile use, especially in BCC.
1	Improve the statement by including the NEED for clean drinking water and clean air, rather than just referencing recreational use of water.
1	Improvement of parking pullouts and especially a plan on how to best curtail all of the graffiti that has been spray painted on the boulders - the ones most hit are 1.4 miles on the southside of the canyon next to the river and where the old Wasatch Climbers' Club Pavilion used to be. As a frequent climber in LCC, I'm always running into teenagers who are slowly destroying the beauty of these popular bouldering spots.
1	Improving access up canyon roads. Avalanche canopies would keep traffic moving, reducing pollution. A light rail would be beneficial.
1	In my experience, the words "stakeholders" and "collaboration" have been used (abused) frequently, especially by the USFS, to push through too many bad policies. I think you need to be more specific here about what stakeholders and collaboration mean.
1	Include more specifics about stakeholders and the allocation/availability of private property.
1	Include outcomes and priorities, not process. This is so broad as to be meaningless.
1	Include stringent idling restrictions during Canyon rush hours. Begin intelligently managed Alta express buses
1	Including all stakeholders in community meetings. Creating a dialogue with all stakeholders.
1	Increase recreation via BST
1	Individual residents private property rights should take priority. Nothing should be done to harm or restrict their enjoyment and use of their property. That doesn't mean though if they are a developer they should be allowed to ruin someone else's use
1	Involving spokespeople from all the various stakeholders is the only way. These mountains will be ruined if any one individual group or entity gets to have everything their own way. Compromise is a must for us people all but don't want to compromise the future of the mountain experience.
1	Is this just rhetoric? Put some specifics in there. It all sounds good but what is the nitty gritty?

Count Response

1	It all depends on the future plans of such corporations as Deer Valley and Vail and how they will impact the philosophies of Alta.
1	It could be more specific.
1	It doesnt sound like wildlife protection is a main cause. It seems you just want to create more and forget about wildlife.
1	It is all encompassing, but not much of a vision. Very formulaic and not something that I think people will be passionate about. This is supposed to be your guiding philosophy and reads like a definition of responsible land use. Use this as a mission statement.
1	It is always hard to reign in the developers. I am not against development I just want them to provide something tangible in return that will benefit the public.
1	It is important that the land is maintained with as much protected wild land as possible.
1	It is more of a goal rather than a vision, and possibly one of many goals. I would suggest: We vision a healthy balance in land use between private and public management that supports open space, native flora and fauna, access and recreation, and natural resources, especially in water resource protection. Collaborative partnerships is then an objective or goal.
1	It is so general anyone with any view would be pleased, so much that it's pointless?? Improved by not being afraid to put off some groups...like developers
1	It is so general that it is meaningless. Add specificity.
1	It is troubling how much ski resorts restrict access to their areas to non skiers
1	It says nothing of substance. Sounds like it was written by a committee. At some point you can't make everyone happy. Take a stand.
1	It seems many of the recent developments are focused on revenue generation. Zip lines and mountain roller coasters can be in the foothills of the Salt Lake Valley, they do not belong in the canyons.
1	It should be preserved, not over utilized.
1	It should emphasize "wildlife and environmental protection" in addition the plans for private use should be better clarified
1	It sounds like all things for all people, so how could anyone disagree?
1	It sounds like your trying too much for too many stakeholders. Focus.
1	It's a run-on sentence. I do not know that this is required to be a single sentence.
1	It's hard to give details on such a small statement, my concern would be that access is maintained along with protecting these important areas.
1	It's important to revise the "wildlife and environment" mention to read, "preservation of wildlife and environment".
1	It's ok, it's a vision...
1	It's ok. I feel like it is worded a bit oddly. Maybe flip "water resource protection" and "access management". Then you wouldn't need that weird "for" in there. "...through collaboration and coordination to provide water resource protection, access management. . ."
1	It's the private property uses that are troubling. They shouldn't be weighted the same as the other uses. i.e. less of a priority. There is lots of private property in the area and the open/public spaces need to be protected.
1	It's very well stated. I'd include something about private and public recreation opportunities, so that it includes resorts.
1	Its kinda of just "we want it all." which, sure, don't we all?

Count Response

1	Its too long to be memorable and not very inspiring
1	Jurisdictions and stakeholders is pretty vague. It depends on who those individuals are.
1	Just what do you mean by access management?
1	Keep in mind that these canyons are adjacent to major metropolitan city...therefore NOT wilderness in the traditional sense. It is important to allow access to elderly and physically challenged citizens ... not just wilderness enthusiasts. Private property rights should also be respected and owners should have significant say in any plans...not squeezed out. The stated land use objective sounds laudable - yet- it's prior execution has been filled with secrecy and purposeful back-room negotiation that excluded various stakeholders in favor of big-monied players. Shame on Mountain Accord. Walk the talk!
1	Keep new development out of the canyons, enforce entrance fees for maintenance.
1	Keep potential business out of the piece of property between Wasatch and I-215 in front of Dan's... the amount of traffic it would bring isn't justifiable with the amount of cyclists and residents.
1	Keep the canyons that aren't already tolled fee free, recruit volunteers for minimal trail maintenance. Leave things as wild as possible, we don't need paved trails with bathrooms. Keep private land private, but regulate development to minimal impact on the natural surroundings(no apartments, condos or high rises). If available and budget friendly, purchase private land if for sale for more public use open space.
1	Keep the land use free of commercial establishments.
1	LESS BUZZ WORDS
1	Land protection
1	Land use needs to maintain priority at minimizing development and maintaining low impact uses of the land
1	Leave the canyons alone. We don't need trax, trains or any more buses going up canyon
1	Less development, more preservation of open space and watershed quality
1	Less emphasis on private property.
1	Less for private land owners, more public lands and non motorized use
1	Less or more limited housing developments in the canyons or near their mouths.
1	Less private property use
1	Less private property uses, recreation opportunities should be limited to strictly non-motorized, including helicopters. Strict limits on development should be mandated and enforced.
1	Less private property, keep the canyons free as public lands
1	Less private property. More public access to rivers, back country and recreation.
1	Let Snowbird open up American Fork Canyon so we're not wasting gas driving up little cotton wood.
1	Light rail up the canyons to reduce pollution, congestion, and improve safety of transit.
1	Limit access to motorized vehicles beyond roadways, including helicopters for skiing, snowmobiles, motorcycles and ATVs.
1	Limit development to existing footprint
1	Limit development, find ways of reducing automobile traffic
1	Limit future development

Count Response

1	Limit private property use.
1	Limit private property uses and over-development from businesses/industries.
1	Limit private property uses, and reduce the amount of private property expansion.
1	Limit private property!
1	Limit/prohibit development in pristine/undeveloped areas.
1	Limits on private property. No new private property.
1	Listening to people that getting affected by this
1	Little and big Cottonwood Canyon really need to do something in the transportation area it's getting way too congested in both Canyons.
1	Long Public comment periods
1	Long term buy out of private propert holders in the canyons. If
1	Looks good
1	Maintain current access and preserve the developed natural areas. Improve already developed areas. Prevent future growth from destroying the natural beauty of the wasatch.
1	Maintain the zoning of these areas as wilderness, prohibit further development/construction of man-made structure and disallow hunting.
1	Make it make sense...
1	Make it more specific. It is very vague. I get that this is intentional, but leaves it a bit too open to interpretation. Stakeholders could be anyone, i.e. uranium miners, oil interests, climate deniers.
1	Make it shorter
1	Make organizations like UTA actually operate the infrastructure we pay for. It is obscene that Frontrunner doesn't run on Sunday to Utah County and buses in the Canyons do not run year round! Octoberfest at Snowbird would be a lot safer if the busses ran year round and pollution would be less as well! Real cities run their public transportation 24/7! Trax should run later at night as well! Airport Trax is useless if your flight is delayed!
1	Make sure any changes are very publicly discussed before taking place.
1	Make sure everyone has time to view what the present issues are & give adequate time to response/view items
1	Make sure no one entity controls too much, make sure the canyons aren't made into their own townships or other entity that can have independent control
1	Make sure private inholdings do not dictate the public trust. Prevent any further ski expansion.
1	Make sure that private or corporate money making projects do not trump protecting the natural environment, wildlife habitats, etc. The extraordinary natural beauty/nature is, after all, what brings the millions of visitors to the canyons in the first place. And tourism is perhaps the biggest revenue source for UT.
1	Make sure that the processed is balances, proper private protections balanced with public access (proper transportation) and environmental protections.
1	Make sure the message that the Wasatch are free and open to all lovers of the outdoors to enjoy is truly felt.

Count Response

1	Making property private helps reduce "the tragedy of the commons" -- that is, someone will care about protecting their investment.
1	Maybe say "protection of wildlife and environment" instead of just "wildlife and environment". As is it seems somewhat ambiguous.
1	Maybe use a more positive verb than 'strive,' like maybe 'achieve.' Maybe find an adjective that imparts more meaning than 'excellent.' (I couldn't find one offhand).
1	Meh. It tries to include everyone, but really at the end doesn't say anything. Why not just say "try to balance the desires of all stakeholders"
1	Millions of people visit or pass through these canyons each year. What can be done to cut down on vehicle pollution brought into the area by these visitors? Could we have electric trains running up Big and Little Cottonwood. Could we put a commuter rail up Parleys? How many people commute from the Park City communities to Salt Lake City by private vehicle and vice versa? Could we link Sugar House with Kimball Junction as a start? I think air quality impact should be considered in any future discussions.
1	Modernize water rights for canyon property owners.
1	More emphasis needs to be placed on open land preservation and the protection of the species that call the canyons home.
1	More emphasis on conservation.
1	More emphasis on protecting the water and land. We won't get more of those. That has to be the top priority.
1	More protection for open spaces
1	More public input on commercial development
1	More recreational access for picnics and camping. What would be awesome is a paved bike walk way similar to the bike bath in Provo canyon add to big and little cotton wood.
1	Not sure. There are a lot of variables.
1	My primary concern is protecting the canyons from overuse.
2	N/A
1	NA
1	Narrow focus to attainable goals.
1	Need a word like protect, manage, or similar in front of wildlife and environment To clarify how it fits in the whole.
1	Need to address traffic overcrowding and mass transit options. More Fee stations and higher fee in Millcreek.
1	Need to be realistic. Not everyone will be a winner, and you will need to elevate certain priorities over others.
1	Need to include more transportation options and separate biking and running lane separate from main traffic
1	Needs more emphasis on preservation of wild experiences and protection of watershed
1	Needs more specifics on what it actually implies such as what is meant by private land uses
1	Needs more words around "wildlife and environment."
1	Needs to be a balance. Many of these environmentalists are extreme, taking saving the land etc too far.

Count Response

1	Needs to be heavier on land that is set aside to not be developed. Private land use should be centralized and not as spread out or allowed to expand further.
1	Needs to be reserved in natural state as much as possible . Canyons getting more and more crowded
1	Needs to reflect open use and access even if some stakeholders do not agree
1	Nice anodyne statement. What we need to focus on is areas of conflicting visions and where significant deterioration is occurring.
1	No comment
1	No comment, I fully support it.
1	No comment.
1	No expansion whatsoever.
1	No more development in our canyons. They're already developed enough.
1	No more development in the canyons as in ski resort expansion and or more houses and condos.
1	No negative impact on natural resource conservation values.
1	No opinion
1	No priorities are mentioned. If conflicts arise in the land use then what has priority, or do we just then fight it out?
1	No private use if that involves housing development or strip malls.
1	Not sure, one can cancel the other as implamented !?
1	Of these needs and interests, water resource protection should be given highest priority.
1	Partnership would be great, only if the interests of the people are held over those of interested parties concerned about business or financial benefit. The priority should be recreation because itnis one of the most popular and important aspects of salt lake. How close recreation is to the city.
1	Partnerships + shared vision - Environmental protection first.
1	Partnerships among jurisdictions, collaboration, coordination are great concepts. The concept of CONNECTIVITY also needs to be there,...for trails, for wildlife, etc.
1	Partnerships in and of themselves should not be the goal. To my mind, partnerships should be secondary to the goals of achieving water resource protection, recreation opportunities, wildlife and environment, and quality open spaces. Partnerships should be the process, not the goal.
1	People have to listen to others' opinions and be willing to compromise. Though, I don't think we can compromise on water resource protection, because this is our water supply and the population of the valley is growing.
1	Piroitize environmental protection and water protection
1	Plan for. Overuse on weekends
1	Plan infrastructure before development. We will face an increase in population and instead of being restive. We need to be in inclusive and be prepared for an influx of people so we can share the beauty of the Wasatch mountain.
1	Pool resources among various jurisdictions and stakeholders to better transportation in the area, and expand education efforts regarding the environment and the resources we use in the area.

Count Response

1	Present the facts to people and get them enrolled in the vision and some how convince them (the citizens against virtually everything) to the benefits of the land use statement.
1	Preservation of existing open space should be included.
1	Preserve and increase open space
1	Pressure the Forest service to adhere to local sentiment.
1	Pretty much just a bunch of jargon and buzzwords. Didn't say a darn thing.
1	Primary attention to mission regarding keeping public spaces open to public, free from litter and refuse, and provide a quality habitat for existing wildlife.
1	Primary priority should be nature preservation and population growth effect minimization. A train to Alta with avalanche shelters to ensure access is the most ideal situation
1	Priorities are missing. The mission statement has no mission.
1	Priorities of conservation, public use and limitation of expansion of private property rights should be explicit.
1	Prioritize the protection of the watershed for non motorized recreation and prioritize improvements in air quality for the canyons.
1	Prioritizing environment, Open Space, & wildlife protections.
1	Priority should be open and wild lands. Even if that includes fees for canyon access to help support upkeep. Development should be minimal and wildlife corridors should be a priority.
1	Private property Rights should be secondary and all new residential and recreational lodging curtailed.
1	Private property does is the least important
1	Private property owners should have minimal government oversight
1	Private property use seems to trump every other consideration, especially at Alta. Money always talks, sadly.
1	Private property uses in the canyons are already too restrictive of public use. It restricts people's ability to use and Access and the public lands. Cardiff canyon is an excellent example of this. They put up no trespassing signs in areas that are open for public use because they don't want anyone coming near thier land that they rarely use. This needs to be regulated and clarifies so people know that they can legally follow the road up abs and over into the other canyon. Its a really great hike. This is just one example of many.
1	Private property uses should not be "renegotiated" to allow development within watershed regions.
1	Private property uses that don't impinge on recreation opportunities, or wildlife, environment, or water resource protection.
1	Property owners have more influence than is acceptable for our precious Wasatch Canyons. Preservation and public access must be take the superior position.
1	Protect the Private Property uses
1	Protect the exexisting natural beauty of this area as the over riding theme.
1	Protect wildlife and water more than recreation (no expansion of ski areas or hotels)
1	Protecting the natural beauty, resources, and wildlife should be top priority. Private land developement should be at the bottom of the priority.
1	Protection of the environment should be the top priority.

Count Response

1	Protection of the natural and built resources by having more rangers able to enforce policies around illegal dumping and destruction/vandalism. Open lines of communication between stakeholders, including the public, the government, and private interests. No behind doors deals, transparency.
1	Provide for effective and efficient public mass transportation from the bottom of the canyons or other Central Valley locations to lessen or eliminate the large traffic jams and parking issues
1	Public access to information and awareness of the process to increase public involvement as a major stakeholder
1	Put the emphasis on water, wildlife, and environmental protection over unnatural recreation opportunities.
1	Quality planning meetings with most of the active users invited.
1	Recreational opportunities that give the most people access to the national forest should be a focus.
1	Redirect the vision statement to include more emphasis on what matters most. Protect the wilderness from road expansion, and development.
1	Reduce negative impacts from excessive use of motor vehicles by incentivizing other forms of travel.
1	Reduce private property and vehicles in the canyons.
1	Reducing private ownership in the canyons.
1	Regulate development of undeveloped land to prevent unintended consequences of over development.
1	Remove the permit allowing for winter snowmobiles up Cardiff, they routinely go past their boundary and have a special permit given to them by the USFS who in year's past have turned a blind eye even when provided with evidence. They also are confrontational and sometimes carry weapons. Not to mention their access crosses SLC County land for our watershed as they drop oil and 2 stroke...
1	Replace excellent with equal. To many times the stakeholders that have revenue or property are given way to much priority to the detriment of all other users!!
1	Restrict all future property development that destroys irreplaceable wilderness andn backcountry lands
1	Restrict development
1	Restrict private development and manage overcrowding. For instance, if Alta can hold only so many skiers why choke the mountain with a rail system that will bring too many up the mountain. The place can only handle so many per day!
1	Restrict zoning, protect the watersheds, buy out private in-holdings with public funds.
1	Review the language and write a statement with more actual semantic content. The problem is the volume of usage, and the availability of money to manage the problems created by high volume usage. "Vision" has little to do with actual workable solutions, so at least define the the problem clearly. The phrase "excellent partnerships" literally means nothing in the context of a plan to manage recreation use and water quality in the Wasatch canyons.
1	Salt Lake City owns most of the water, restricting private property owners from building on their land. Either Salt Lake City needs to lease water shares/rights to private property owners, or Wasatch Canyons needs to facilitate equitable land trades with private property owners.
1	Seek out all involved landowners and stakeholders to derive medium and long term plans. Contact them directly.
1	Seems to include all the keywords but not really mean much. I'd prefer focus on access and open spaces.
1	Seems vague.. I'm not sure I understand the vision part of the vision statement
1	Seems wishy-washy to me - objectionable to no one, but also lacking in a clean vision of what it can or should be.

Count Response

1	Sentence is too long and convoluted.
1	Set aside land for ecological preservation.
1	Ski lift from af canyon
1	Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.
1	Some considerations, such as open space or wilderness preservation should outweigh other considerations.
1	Some of the terms in the vision statement are vague. For example, recreation opportunities could mean hiking or atving. Access management is another example of vague language that could be interpreted differently depending on one's agenda. The vision statement should reflect the agenda. Is it to primarily conserve and sustain our natural resources or is it to promote economic development? I hope conservation and sustainable use is the primary objective, but this should be made clear in the vision statement.
1	Some of these activities are in (potential) conflict with one another. I advocate for low impact recreation and water resource protection and wildlife and environment conservation.
1	Something needs to happen regarding the traffic into the canyons. Maybe do something even more to encourage carpooling or increase bus service or a ski train?
1	Sounds like it leaves too much room for development and private ownership.
1	Sounds ok on paper, but implementation will be key. Will the ski resorts, city and county, and private owners - those with money and clout - be able to have their way at the expense of the general public and the environment.
1	Specific language limiting or eliminating new development or sale of land in this area. What is public land should remain as such.
1	Stakeholder sounds like "rich guys who own Ski Resorts get to do what they want". One Allows a recreation opportunity not "provide" it. Seems like the idea of an individual citizen as a person involved is clearly marginalized.
1	Stakeholders can occasionally be the deepest pockets or the ones with the most money, not the resource.
1	Stakeholders should be from a diverse background, including nonprofits, community organizations, and community leaders and advocates, as well as governmental entities.
1	Stop being motherhood and apple pie. Set priorities, and stand for something. Then folks can give meaningful input.
1	Stop stealing water from up stream, treat down stream users fair. Curb resort expansion. The roads are too full already. Let the tourist drop off \$ and leave town. Do not line and sugar coat the pockets of the resorts, make them pay.
1	Stop/prevent further development and expansion. And work toward maintaining and preserving watershed, flora/fauna, trails, etc.
1	Stress the importance of keeping new developmen's to a minimum.
1	Strict enforcement and guidelines for any development on private property.
1	Strive feels non-committal. Be more explicit.
1	Strive for "and maintain"
1	Strive for balance between the stated land use goals.

Count Response

1	Strive for excellent partnerships among jurisdictions, the voting public, and stakeholders through collaboration and coordination to MANAGE accessibility, overuse/abuse of the land and to protect the land and wildlife from said or such abuses by limiting further private or public development of this natural environment.
1	Survey all subjects who will be affected on decisions before decisions are made. Provide factual analysis of the proposed plans.
1	The canyons are perfect the way they are. Great resort skiing for those who'll like that and lots of Backcountry access. Hiking and mountain biking are the same. Please do not expand the resorts into other areas of the canyons.
1	TOO LONG AND COMPLEX, not focused on environment! Strive for collaboration among stakeholders as we provide recreation opportunities and continued appropriate use of private property in the canyons, while protecting wildlife and environmental resources.
1	That's a great question, considering that most people involved regardless of position, are very hardlined to what they believe is the correct thing to do. We need to meet in the middle ground area and truly work together.
1	The County should clearly communicate clearly with the Forest Service when a certain recreation need is not being met. For example, several picnic areas in Big Cottonwood Canyon are for the exclusive use of large groups. (Dogwood Picnic Area.) Because it can only be used by large groups, Dogwood Picnic Area frequently sits unused, even on extremely crowded days. The lack of general public access at Dogwood causes even more overcrowding at other picnic areas in the canyon. The obvious and extremely easy solution is to open Dogwood up to small groups of picnics, with a proportionally small fee. The FS should be responsible for noticing these things and making these changes, but they don't and are seemingly too caught up in endless federal bureaucracy and paperwork. The County should proactively take note of needed changes and tell the FS what needs to be changed. Don't allow a lack of communication lead to poor recreation management.
1	The Forest Service or Salt Lake County should consistently manage all campgrounds and day use facilities. American Land and Leisure's management is terribly inconsistent with poor customer service. Some picnic areas are reserved for large groups and thus sit vacant much of the time, even during extremely busy summer weekend when other canyon sites are overflowing. This is one example of how the Forest Service and the County need to sit down and really look at how can we better use available resources to reduced pressure on certain areas and give everyone more recreational opportunities.
1	The Mountain Accord is covering a lot that, isn't it?
1	The Vision Statement should emphasize human powered activities.
1	The Wasatch vision statement should modify the phrase "private property uses", as this is too broad, and could be used as an argument for private property uses that directly (and possibly negatively) impact the other uses of the land- water resource protection, recreation, wildlife, open spaces etc. Private property uses should not limit or impede on these other, more important uses.
1	The canyons have a wide range of uses, private and public. My largest concern is with expansion of private land leading to reduction of public lands. The statement above seems very broad and vague in terms of land use.
1	The canyons have gotten so clogged. I think a shuttle system that kept cars in lower parking lots would be beneficial.
1	The canyons should be left as public as possible, anyone should be able to find adventure and solitude in the canyons.
1	The concept is inclusive -- but PLEASE ENFORCE regulations! Such as: NO DOGS IN THE WATERSHED. I personally hand out the watershed pamphlet, and people blow it off saying "My dog has all its shots" or "We'll only be here a little while." They do not want to hear that the mountain water is our drinking water and we're trying to keep it pure. Also, during peak ski season, many cars park over the white line semi-blocking the driving lane. Occasionally cars are ticketed. But it needs to be enforced all the time. All stakeholders are included in the concept, but PLEASE ENFORCE the guidelines.
1	The difficulty and challenge is maintaining a reasonable balance between opposing interest groups.

Count Response

1	The environment is what makes these areas important. Protecting the environment, and working to insulate it from further degradation is what ensures that all of the other stakeholder values still have value. The environmental stake hold should be primary, with all the other stake holds subservient
1	The focus should be on Land Use - not on how you will do it. Perhaps you should have another vision statement on Collaboration and how all parties will make this happen. A vision statement should be just that -- a vision of what it will be like in the future - 5, 10 or more years out.
1	The inclusion of private property uses on par with others on the list that I consider of higher importance is worrisome
1	The phrase "provide for property rights of private property owners" should be included.
1	The phrase 'access management' is unclear to me—is this meant to restrict access to public lands or something else?
1	The primary emphasis seems to be partnerships. I would first emphasize protecting natural resources for betterment of the community. Doing so with excellent partnerships could be secondary emphasis.
1	The primary role of the plan should not be to strive for excellent partnerships among jurisdictions and stakeholders. Access management is not a primary concern. Private property uses represent a very small segment and while important, private property owners tend to emphasize their own interests at the expense of watershed health, wildlife and habitat, recreation, and economic importance. Don't overstate or the importance of private property. When focusing on land use provisions the general plan should emphasize water resource protection, environmental protection, wildlife, open space and recreation.
1	The problem with these vision statements is they do not tell you actually what they mean or do not mean. So saying that I agree with them is hard.
1	The salt lake valley is getting too crowded because of poor management: high density housing with no corresponding infrastructure change. Making the canyons more accessible will make the problem worse, not better. I would want to see the situation preserved, and the traffic naturally deflected to the many other recreational sites in the area.
1	The statement is fine. Implementing it is another matter entirely.
1	The statement says "wildlife and environment" but it doesn't say protect, exploit, conserve, etc. I assume the spirit is conservation but I should be specific.
1	The vision should be focussed most in protection and preservation. Please NO further "development".
1	The vision should emphasize protecting the resources and unique beauty of our canyons.
1	The voices of conservation are not usually as moneyed as those of corporate interest so long-term preservation should always be weighed more heavily than any short-term profit.
1	There isn't any discussion of preservation in the vision.
1	There needs to be a better transportation and development plan. Congestion in the canyons is deminishing the experience. Private property owners seem to be calling all the shots and public interest, preservation of wildlife, are secondary to those interests.
1	There should be a strong phrase included on the importance of long-term environmental sustainability. As a new resident to the Salt Lake area I really want to see the environment and biosphere of the Wasatch Canyons protected for multiple-generations, indeed, it should be protected in perpetuity. The millions of visitors come because of the natural beauty. If that gets wrecked then it's gets wrecked for all and will have dire consequences on the quality of life and economics of the region.
1	There should be a wider emphasis on public access, public recreation, and environmental protection.
1	There should be more dog friendly hiking and off-leash options, more bike paths that are safe and accessible and there should be a train system along I 215 East bound that offers connectors to downtown and up each canyon.

Count Response

1	This is a bland statement...not real statement in it.
1	This is a how (partnership) not a what. Each item such as access management should have a vision such as: Access management - that will not impact the natural beauty of the area or impact wildlife and environment. Just an example.
1	This is abstract weird. What the heck are we talking about here? You again seem to want to get people to give you a remit to do all sorts of things based on God knows what. Get specific or don't bother doing these surveys
1	This is non-focused, vague corporate-speak, to the point where's it's pointless. Imagine you're sitting in a board room discussing a major decision, and somebody says, "Well, would this decision enable us to strive for excellent partnerships among jurisdictions and stakeholders through collaboration and coordination to provide for access management, water resource protection, recreation opportunities, wildlife and environment, private property uses, and quality open spaces?"
1	This is the difficult part. The vision statement is a good ideal, but it is open to such a wide variety of interpretations that it doesn't mean very much until it becomes more concrete through implementation. Personally I would like to see public access, watershed, wildlife and environmental protection emphasized.
1	This is way too vague a statement to be useful. Sounds like a cover letter for a job application.
1	This last statement is very vague about what stakeholders & private use consists of. Suspicious the statement is worded to get the results you want. There should be no more private cabins & houses allowef
1	This plan can only legally cover the privately held lands and there are many who claim to be "Stakeholders" who have no legitimate claim to the land, but want to be given power to regulate the land through this document. Care should be taken to insure that the County document does not "take" property rights away and give control of them to other entities such as Save our Canyons or Salt Lake City Watershed. Collaboration and cooperation are important, but at the end of the day private property rights need to be upheld over frivolous objections by non-interest holding concerned citizen groups, etc.
1	This process needs to include Emigration Canyon!!! Emigration Canyon is experiencing all the same kinds of recreational pressures, impacts to wildlife, private property issues etc. that the other canyons are. Emigration s increasingly serves as go-to recreational open space for thousands of Salt Lake County residents. These pressures will only increase. Any funding mechanisms that are identified through this process need to address what is happening in Emigration.
1	This seems a little ambiguous and vague and open to just about any interpretation . More specific language would be better.
1	This statement doesn't mention anything about preservation
1	This statement has no meaning. It can be summed up by "do all the things, make everyone happy". It simply cannot be done. This vision needs some priorities and and some focus.
1	This statement is pretty vague. It would have been better if you simply had said, we're going to try to make everyone happy all of the time. This statement is more accurate, and it actually sounds better.
1	This statement is too vague, providing no way of ranking or judging between these various, and sometimes competing interests. I wish to prioritize wildlife and environment/habitat/watershed/open space protection first, and place any private/commercial/recreational interests as subordinate.
1	This statement is useless for any sort of guidance, it's written for everyone to agree to and does not address the contradictions with the other statements.
1	This vision can be attained through the creation of more trailheads to access existing trails in the foothills and by maintaining our current access. Open space should not be lost for additional roadways, etc.
1	This vision can only be improved and implemented if we LIMIT expansion of commercial property and private property uses in our canyons. Private residents can be grandfathered in with limitations; commercial property such as ski resorts, etc MUST be limited to protect our natural resources and the wilderness experience for future generations. We MUST keep the WILD in Wilderness!!

Count Response

1	This vision seems to put the water/environment and recreation and development stakeholders on the same footing which they should not be.
1	This vision statement is too vague. I can't judge whether any projects fall inside or outside of this vision.
1	This vision was around in 1995 and never happened. Vision and action are too different things
1	Through a "Mountain Accord"-type process.
1	Through effective communication between all parties. I think it is easy to get stakeholders like the ski resorts, government, and environmental groups involved and sharing their opinions, but more difficult to get a unified voice from the public. I would like to see a group publish the different views of the general public, with a percentage of how many people agree with those views to see where the general public stands on this.
1	To not let one side overtake the full vision. In other words development at the ski areas has it's place and open spaces have it's place too. Too often I see a group trying to control the whole area.
1	To preserve the quality of life in Salt Lake City and maintain the Wasatch Canyons as a healthy ecosystem, human access to the canyons needs to be managed by reducing the number of vehicles allowed on roads in to the canyons and the number of people allowed to be present in the wilderness. Water resources need to be protected by reducing the number of people and domesticated animals allowed to be present in the wilderness. Water resources can be managed by artificial snow making and cloud seeding as based on detailed studies and recommendations by hydrologists and climatologists. Recreation should be limited to no more than 30% of the time. Private property should be phased out whenever possible.
1	Too broad. Long-term preservation of our municipal watersheds should be the primary goal and will require restricting recreational uses and constrain private and business uses.
1	Too vague and allows for almost anything.
1	Traffic is getting very heavy, suggest you incentivize people to use mass transit to ski areas.....ie- free transportation.
1	Traffic is high. Adding gated Access in all canyons, with a toll, may decrease such a high volume and provide income for repairs and maintenance.
1	Transportation and environmental issues
1	Transportation especially up Little Cottonwood should be primary concern.
1	Transportation in the canyons is the biggest issue.
1	True consideration of non-human stakeholders.
1	Try for more public involvement (I know that's so hard, but keep trying)
1	Try plain English - access management, protection, opportunities, w&e - these terms are too nebulous and disjointed in the context of a vision statement.
1	Try to keep the public informed of the different types of functions planned for the different canyons.
1	Utah is growing rapidly and our canyon space is limited. Therefore, personal private property should be minimized in that it permanently removes access to canyon land from public access.
1	Vision statements are just fluff designed for maximum Affect.
1	Vision statements are rather broad and can be vaguely interpreted in legal favor of non minority parties. Ex. Who qualifies as jurisdictions or stakeholders of water access and private property? My opinion could be swayed by the integrity and motives of the person speaking said vision and statement.
1	Visitor numbers somehow need to be limited.

Count Response

1	Water and air quality are important to me.
1	Water resource protection is taken to far. Dogs should be allowed in watersheds.
1	Water resource protection, wildlife and environment, and quality open spaces should be focus. The style and restrictions of current Wilderness Areas and National Monuments would be the best way to manage and protect.
1	We can certainly focus on bringing up the quality of recreational area. For this, you would need funding. Myself and thousands of others would be willing to donate if the government refuses to help out.
1	We have never seen good coordination between jurisdictions in the past. Will this really change?
1	We need to focus on protecting the environment in a very high use area since it is so close to salt lake city and used often and at a high volume.
1	We need to stop any new development in the canyons. Upgrades and improvements to current facilities is fine, but to preserve the beauty of the canyons, we cannot allow any new development.
1	We participated in a thorough time-consuming process with the Mountain Accord. Why is this not being more fully utilized?
1	We really need to plan for the future. Their are going g to be many more users and we need to figure out how to handle them
1	What is the main priority? The stakeholders? The water, consuming and deserting vs preserving? Preserving and keeping it as wild as possible for the sake of the wildlife?
1	What will you do with the wildlife and environment--protect it? I would need to know more about "private property uses." Obviously it is a vision statement, but it is vague.
1	When I read that statement, what comes to mind is, Bonanza Flats. The community really pulled together and stopped a terrible development from stakeholders. Salt Lake City is exploding, it is the place to be, in my opinion. I am concerned by the development creeping deeper into our canyons, developing higher up on the mountains or devastating beautiful vast spaces of trees... all for money. Examples of development are seen across the entire range being discussed. We need to protect & preserve these mountains for years to come. The responsibility isn't just to humans, it is to animals as well.
1	Where does general public fit into this vision? What is ment by access management?
1	While a road expansion to allow for more visitors may facilitate traffic, it also creates a large environmental impact and costs a great deal of money. However, by extending the access road up to Snowbird and Alta to reach the other ski resorts or possibly loop back to the Sandy area, you can provide greater access and allow for alternate routes to the recreation areas
1	Wide input from diverse users, not just environmentalists.
1	Widening of the road and possibly a couple more pull-offs near the bottom third of Big Cottonwood. Please do not make tolls, the mountain will get trashed by that.
1	Wilderness stewardship
1	Wildlife and Environment PROTECTION
1	With a bias toward conservation and preservation of the area. De-emphasize motorized sports and further development.
1	With a focus on the public as well as government.
1	With limited access management.

Count Response

1	With the current and future growth patterns it's of utmost importance that the state and the county manage these areas properly by placing the importance on protections of land and wildlife first and access second with other issues to follow these. This is an incredibly unique situation with the metro areas being so close to wonderful and beautiful places to play in but keeping these areas healthy will be the challenge. It's important to make good non political decisions even if they're are not popular at first. Charge use fees to pay for upkeep. This could be daily and annually Better public transportation. Think Zion np Educate the public on healthy use and clean up practices. Whatever you bring in needs to come out with you. Leave the land in better shape then when you got there Have solid science to back your decisions and above all be honest and keep politics out of it.
1	Work to reduce the forest service leases, mineral and water claims to increase public use.
1	Work together with all concerned parties.
1	Would like to see something about supporting existing commercial development in the canyons. It's is sort of implied with private property uses, but since the ski areas (for instance) don't operate on private land, that doesn't cover it adequately.
1	Would like to see the canyons maintained in their natural state versus allowing greater private/ commercial development. My opinion is that Utah generally does a terrible job of respecting the environment as demonstrated by the building on every square inch of land in the valley.
1	Write it in simple language so I know what the hell you're saying and put meaningful words in it, not a bunch of corporatese gobbledygook.
1	You can improve this objective by ensuring that SLCo actually provides for an "excellent partnership." In the past, SLCo has almost always pursued five of the six listed objectives at the expense of the sixth, private property uses. Since this question sounds like code-speak for support of an entity like Mountain Accord, which intentionally excluded private property owners and violated the Open and Public Meetings Act, we strongly disagree. Unless SLCo can finally prove itself capable of a fair and balanced partnership, we are opposed to any further charades.
1	You can leave things the way the have been for the last 20 years. Many of these "visions" are contradictory and frankly sound a little too much like Fairies & Unicorns can be real....
1	You might want to add the word "balance" - balancing these things will be important and challenging, and will require real collaboration
1	Your terms are so broad they could mean anything so they mean nothing
1	a lead person/organization with open meetings that are well publicized
1	a primary goal should be to preserve these resources for future use and I believe this needs to be explicitly stated
1	access management = access restriction, just say it
1	actually, persons holding private property within the wasatch should be landholders, not landowners. The land needs to be protected from the asphalt overbuilding of structures
1	add something about steward for the future generations to enjoy
1	better public transportation, tram from SLC to the resorts
1	by connecting all of the ski resorts.
1	collaboration and cooperation mean the same use one word
1	concerned about leaving existing Wilderness areas as Wilderness areas
1	conservation should be weighed heavily and influence all other components
1	control growth

Count Response

1	create more open space
1	don't strive for it, Achieve it
1	drop "management" from "access management". This telegraphs an intent to limit or charge for access, nickel and diming locals with fees above and beyond what we pay in state/fed/local taxes that already support the roads and USFS, and causing additional transportation delays.
1	everyone working together
1	expand the ski resorts
1	include "preservation of..." within in pertaining to water resource protection, recreation opportunities, wildlife and environment...
1	increased environmental stewardship
1	involvement
1	it's always in the details!
1	its good.
1	its vanilla pudding...needs detail
1	keep as much public space as possible without disturbing already existing private properties, but provide ways for the public to keep it clean; ie poop bags, toilets, parking spaces, clearly marked trails, etc.
1	keep natural habitat as much as possible
1	kk
1	less development
1	limit role of businesses seeking to profit from the natural assets. Leave it to government to manage and protect.
1	make parallel language, e.g. wildlife and environment protection,
1	more about preservation of open spaces and the environment
1	more emphasis on conservation, less on access
1	more emphasis on protection of public lands and limits on private land use-types
1	more public outreach
1	more specific on the goal. this is vague and doesn't convince me of any specific direction you want to go.
1	more specificity needed
1	more wilderness area
1	move forward with creating the Wasatch commission
1	na
1	neutral
1	not exactly sure what this means . Sounds good but usually favors the developer

Count Response

1	not sure what access management means. And Recreation Opportunities should be worded: adequate balance of commercial and public access recreational opportunities.
1	preservation of wilderness
1	private property owners are stakeholders..Little Cottonwood Canyon could be serviced with a cog train and a base site near the current park and ride
1	public transportation such as trollies
1	recreation opportunities, wildlife and environment, and quality open spaces should be most important. update water resource infrastructure so we can bring our dogs into canyons.
1	remove all private property.
1	resource and environmental protection
1	revision: Strive for excellent water resource protection, recreation opportunities, wildlife and environment, private property uses, and quality open spaces.
1	simplify the language - reads like a legal statement
1	sounds good
1	stop bending over to the developers. Have some courage to say NO to the Terry Diehl mentality of Utah. Not everything needs to be developed. Have a vision for future generations.CARE about the legacy you are leaving for them. 100 years from now will there be any undeveloped land left? Protect the small amount left. Do not chop and hack through the Wasatch mountains. If anything, develop tourism to bring people to hike and enjoy the mountains- but they can get there by walking, not by trams or any more idiotic schemes.
1	stress quality open spaces, limit additional private property growth to maintain the open spaces/wildlife -limit encroachment on the naturally occurring wildlife
1	the number issue to the huge number of visitors. These canyons are being loved to death. Transportation and the huge number of cars needs to be addressed.
1	the other objectives are more specific and accountable. i'm not sure what "excellent partnerships" means or what the outcomes are. Collaborating with developers would be an excellent partnership to some and horrifying to others. Are you going to form a "wasatch use committee" or just promise to talk to people? overall agree with the concept but it's not very specific
1	this question sounds like a loaded question that is looking for a fully agree which can apply to some parts that I disagree with
1	this vision needs to better incorporate the concepts of conservancy and stewardship
1	total transparency among and between all entities.
1	water resource protection and environmental protection should be the priority.
1	water resource protection is paramount..increase setbacks from streams?
1	water resource protection, recreation opportunities, wildlife and environment, private property uses, and quality open spaces.
1	we need better fire prevention
1	what is access management? Just leave it alone and stop making it harder to just go skiing without the need for someone to tell me how to get there.
1	what is the goal of the partnerships, more growth, less growth, no growth?

Count Response

1	wildlife and environment - what is the vision for this section of the statement? It isn't clear if the goal is for protection/recreational use/ etc of wildlife and environment
1	wildlife and environment PRESERVATION, RESPONSIBLE private property uses and maintaining open space quality of vistas.
1	with a lot of time, patience and hard compromise
1	with little to no impact on the environment
1	wouldn't the partnership include private property owners, wouldn't they have more or equal of a "say" than the Stakeholders ?

2. How can the Recreation vision be improved or implemented?

Count	Response
1	"Accessible to all kinds of participants" denotes motorized access, which I believe is inappropriate for the Wasatch.
1	"All kinds of participants" must include those other than people.
1	"All kinds of participants" seems a little vague. Are you talking about ability levels, socioeconomic groups, areas of interest? All of the above?
1	"All kinds of participants" should not include ATV vehicles.
1	"All kinds" could mean motorized travel, high noise recreation etc. Motorized travel, drone use, etc. should be highly restricted.
1	"Diverse", and "recreational experiences that are accessible to all kinds of participants" is so general that it could easily be interpreted to allow for very harmful activities and favor wealthy participants over those less fortunate. "High quality" is also open to interpretation and could easily favor the rich.
1	"Offering" " experiences" implies that the experiences are not in conflict with the natural resources of the area. That may not be the case.
1	"Wide range" seems vague. If this means increasing development or adding ski resorts I would say the canyons are fine as they currently stand. Increasing access for those without cars by adding summertime bus service is something that should be explored. Bike infrastructure/paths on canyon roads should also be evaluated.
1	"Wide range" sounds like code for something I don't understand
1	"all kinds of participants" is ambiguous and provides the most obvious challenge. Motorized vehicles and construction activities are not always compatible with protecting wildlife and water resources. There is a reason folks living in subdivisions seek out the mountains for recreation. Don't transfer what we are seeking to escape to the forest.
1	"all kinds" is a bit vague...can it be more specific?
1	"all kinds" is not restrictive. Although I do not disagree with hunting, I don't want a hunting reserve out in my canyons. Some trails will never be accessible to the disabled. I'm sure its fine to pave some for them.
1	"all kinds" is unrealistic. These are wild, steep, rugged canyons. Striving to accommodate absolutely everyone is untenable.
1	"kinds" is a peculiar way to categorize participants. It makes me think of corn and peas as kinds of vegetables. Maybe revise to say "... to a variety of participants."
1	'High-quality' is EXTREMELY subjective. Quality for which group?
1	'diverse' means a wide range. It starts out saying the same thing twice.
1	'non-motorized' 'non-hunting'
1	.
1	... providing it does not effect the ability to "preserve"...
1	...While considering the environmental impacts and aiming to mitigate the human footprint on the ecosystem.
1	...so long as they do not degrade the natural environment. Its one thing to develop all recreation ideas with in ski resort boundaries...but the rest should be left natural.
1	ADD: while protecting the environment and wilderness.
1	Above

Count Response

1	Absolutley!
1	Access in wild places is necessarily unaccessible to parts of the general public. The last thing a place like the Wasatch should become is over-accessable. I would look at paved trails to many places in Rocky Mountain NP. We do not want our canyons over-developed in the name of 'access for all.'
1	Access to the natural environment through hiking, biking, skiing and other forms of limited impact exploration of the wasatch is the only recreational experience that should be available. For participants searching for roller coasters, zip lines or other amusement park entertainment options, the Salt Lake valley offers plenty of opportunities.
1	Access. Access. And control of too many people...mass transit
1	Accessibility is important, but not all areas need to be accessible by vehicles. A large chunk of the canyons should motor free access only.
1	Accessible to all kinds of participants sometimes implies flat, boring, paved, wheelchair accessible trails. Keep this statement's perspective on accessibility while clarifying the availability of wild, challenging, and rugged recreational experiences. High quality, accessible paved.
1	Accessible to all kinds of participants to broad. Cannot support such a broad user group at this time without better definition
1	Accessible to all means changing the canyon to benefit all which would change the canyons. If all entailed those who were willing to pay a fee to drive up canyon then I would agree
1	Accommodation should not be provided for persons unable or unwilling to be physically challenged by the terrain and environment of the canyons.
1	Activities that will not affect the land any further. NO development!
1	Add "keeping in mind the protection and preservation of this resource for generations well into the future."
1	Add limiting the impact on the environment, wildlife and need to promote open spaces
1	Add more gravel, rocks, or pave the existing climbing pull-out areas such as the Gate Butress (1.3 miles on Northside of LCC), Riverside/The Swamp areas, Cabbage Patch, etc.
1	Adding public transit and Trax up cottonwood canyons
1	Advocate for fair shared use on ALL recreation areas. AKA. Alta should not be allowed to determine what type of snow sliding device you use on public land. This impacts family decisions, tourism and the overall impression of how these areas are viewed.
1	Again mass transit and User Fees applied to transit.
1	Again who gets to make these decisions? Hopefully we the people and the users get to share our voice and help. More frequently I go up the canyons and there restriction for overnight parking, especially for the winter. I know that "people" have to get their job done (i.e. UDOT) but how about alternatives/or options so we can use the land for overnight use. Specifically no overnight parking in Red Pine and now as of this year Guardsman Pass.
1	Again, a good job is being done, though something will need to be adjusted to manage the sheer volume of people trying to access trailheads in the summer.
1	Again, be specific on the language. All kinds of recreation leaves an opening for atv and snow mobiling activities, which is not an environmentally conscious activity. You also say, opportunities for all. A lot of individuals can't access the canyons because of poor public transportation whereas others can recreate in the canyons, but what activities are acceptable if conservation is the primary agenda
1	Again, feels to broad for constructive comments.

Count Response

1	Again, nice anodyne statement. Focus should be on areas of conflicting visions (helicopter vs backcountry skiing, for example). If problem areas are not identified, they will be papered over.
1	Again, respect and preservation of wildlife and environment should be referenced in this statement.
1	Again, somehow the number of visitors needs to be limited. The canyons are extremely crowded at times.
1	Again, the Forest Service needs to be the drivers of what some would call multiple use overlap. While some users might use a helicopter others would have their experience lessened. There are places now for off roaders, that is good, keep their use in check to make sure land and water are not damaged. Silver fork is a great way for handicapped to experience the mountains and is an example of helping all to use.
1	Again, this is too vague. it sounds like you plan to have wheelchair ramps up and down the mountain. that's not the direction to go.
1	Again, this needs to be more specific. Are you including helicopter skiing? How about 4-wheeling? Guided trips of all types? Or what? The statement as written is pretty meaningless.
1	Again, we have this already. Further "Offerings" will strain these areas further.
1	Again, you might want to think about the importance and challenge of balancing uses and reflect this in the plan - how are you going to do this is an important question to consider.
1	Again,transportation.
1	Agree with some qualifications. Off-road motorized sports and heli-skiing need to be limited as they are invasive and have a much wider impact beyond their mere usage.
1	Agreements reached in an open environment that gather widespread support.
1	All kinds of participants includes the elderly, impaired, access for those groups through smart transportation planning.
1	Alleviate canyon congestion to facillitate access. Balance existing use of ridiculous mining claims with more sustainable recreation uses, like back country skiing and climbing.
1	Allow dogs into all canyons. There has to be reasonable means to allow access for dog owners to the canyons besides Millcreek. The watershed is important, but I'm sure there is a way to allow dogs there to hike.
1	Allow no more ski development or housing.
1	Allow ski resorts to link trails and lifts with each other for summer and winter use. Don't force Alta to allow snowboarders to use winter lifts.
1	Allow the area to remain natural and undeveloped; recreation in nature would continue to take place without commercial interests and amenities in the area
1	Already has been achieved--no expansion.
1	Already pretty excellent here. Nature's playground provided. Bus lane.
1	An uphill bike lane in Millcreek is essential, at least up to the first big picnic area just up from Church Fork. This should be similar to the shoulder built in Little Cottonwood.
1	Appropriately accessible . "All kinds of participants" do not need access to all recreational experiences
1	Area should be left as natural as possible. Making the outdoors 'accessible' to all kinds of participants ruins the appeal of the outdoors. If you are not capable of walking on an uneven trail, look elsewhere for recreation. Don't ruin it for the rest of us.
1	As before, too much access could be a bad thing; i.e., over-crowded, impact on sustainability

Count Response

1	As long as it doesn't impede upon our natural resources and the environment.
1	As long as those activities don't impact the environment in a substantial manner.
1	As long as those participants are responsible and don't destroy or damage the places they go. Leave no imprint
1	Ask specific questions about what types of recreation. Not all may be appropriate
1	Autonomy is key here. Not all resorts should be required to allow snowboarders and locals should not be charged to enter the canyons.
1	Avoid over-development of lands to maintain a level of wilderness experience that draws individuals to these mountains. I believe people should be able to experience mountains and lakes and rocks, not just concrete structures.
1	BST connection
1	Back country should be preserved as such, opening it to all kinds implies opening wild spaces to too much interference.
1	Balancing Environmental Protection and recreational purpose
1	Be more specific about the type of participants.
1	Be more specific on types of recreation allowed and not allowed. Off road motorized vehicles should not be allowed in these areas. Hunting and firearm use needs to be severely limited in these areas do to the amount of people in these areas. Improve on areas for ADA participants. More trails should be opened for dogs
1	Be sure some activities are ADA compliant.
1	Better Transportation
1	Better bus service, better light on 6200 south big cottonwood canyon mouth so on busy days it is more fair
1	Better define all kinds of participants so that it is not later misconstrued to leave some participants out.
1	Better transit and parking management - more organized approach to dealing with canyon congestion during winter storms and powder days.
1	Build a resort at Albion basin and maintain an asphalt road in the winter for easy access. Giving a big loan to a private party and supporting it to run the project would be a great opportunity.
1	But make this secondary to the Land Use & Environment commitments.
1	But, do not sacrifice some wild areas in the idea that everyone should be able to access everything. We don't need all trails paved, all trails open to bikes, etc. It is also worth preserving the areas we can't all access.
1	By making it clear that year round use & user experience doesn't mean that everything has to be modernized
1	Campgrounds are over crowded- develop additional campgrounds in available space in little CC.
1	Canyon access should be improved.
1	Certain types of recreational experiences are incompatible with the uses experienced by the vast majority of those who enjoy our canyons. Chief among these would be motorized travel of any kind, and in particular helicopter skiing.
1	Change the word "experiences" to the word "opportunities." "Experiences" sounds like marketing hype.
1	Charging for access to a whole canyon is not giving access "to all kinds of participants." If you must charge, charge specifically for access to developed property, not for the whole canyon.
1	Close Upper Millcreek to mountain bikes.

Count	Response
1	Compromise
1	Concerned about too much motorized recreation and development.
1	Consider adding something about responsible recreation to the environment - do no harm and leave no trace.
1	Continue to actively assess and monitor all use of the canyons
1	Continue to manage wildlife through hunting, but do not extend the season unless advised by continual ecological studies. Manage littering around popular areas by creating a cultural shift towards understanding our communal "ownership" of these spaces. More people means more destruction, unless this can be accomplished first.
1	Continue with review and implementation
1	Control number of people who have access and teach them how to preserve the resource and beauty of the area they ar lucky enough to have access to use for recreation.
1	Cost/benefit of all-kinds of participants needs to be considered - ADA issues are extremely expensive and some consideration and inclusion is very important but not at any cost.
1	Create a sustainable transportation plan for the Wasatch canyons.
1	Define all participants
1	Define who manages and how this will be regulated.
1	Depends on how they impact the area residents and the environment.
1	Depends on how this is implemented. A private company offered to build a tram down to the river floor of the Grand Canyon. This would have offered access to all but in the process significantly impacted the experience of hiking, biking and travelling on the river not to mention the land due to increased traffic. In this context, I do not support the stated vision.
1	Depends on what is diverse. Less machine and more human powered experiences would be my vote.
1	Depends on what you mean by diverse recreation. I don't want off roading, four wheeling. And I don't think the canyons have to be all things to all people. Keep it as natural as possible.
1	Depends who is at the table!
1	Designated trails for specific groups of users, and/or on certain days as with Mill Creek on-leash/off-leash.
1	Determine what the main recreational uses are of the canyons and implement process and design that will accommodate the main activity without compromising too much on side activities
1	Discourage mechanized access
1	Diverse is ambiguous. I want to know exactly what that means and what would be allowed. Not all uses are compatible with the Wasatch wilderness.
1	Diverse with limitations such as no motorized vehicles.
1	Diverse, high quality and accessible to all kinds of participants are overly broad. For example, would "all kinds of participants" mean motorized vehicle enthusiasts are allowed access to all of those diverse, high quality resources?
1	Diverse, high-quality, and year-round recreational experiences already exist. Privately owned, developed areas should improve their accessibility if that is an issue they're facing.
1	Do not agree with "all kinds". Do not want drones zooming around these wilderness areas. Don't want recreational snowmobiles. Don't want recreational ATVs etc

Count Response

1	Do not expand current ski resorts. We must keep the backcountry sacred as there is no more room for it to grow. As our population grows we will have more people in the backcountry making that land precious. If ski resorts continue to grow then there won't be enough backcountry for all of us to enjoy.
1	Does "All kinds of participants" include ATV access? We oppose that in this area.
1	Don't invade all the open space with handicapped access everywhere.
1	Don't know how "wide" the range of activities is intended. I think the current ones (skiing/snowboarding, climbing, biking, hiking, snowmobiling in some) are pretty sufficient. I wouldn't want to see a bunch of ATVs around.
1	Don't know what is meant by "diverse, high-quality" recreational activities should not create noise or mar the visual landscape
1	Don't know?
1	Don't need activities so much as improved access
1	During the winter months, there needs to a better way of transportation in Big and Little and in the summer months one would have to limit the amount of humans that drive into the canyons, specifically in Mill Creek, Big and Little Cottonwood Canyons on weekend days. Compromise by using bus service only or alternating car days.
1	Each specific area needs to have common sense guide the allowable activities based on access, ect.
1	Emigration Canyon needs to be included! Some type of funding mechanism, whether it is a tax, the creation of a special recreation district that can tax and/or bond, or whatever needs to be created to adequately address the enormous (and growing) amount of recreational pressure on the canyons.
1	End the statement after 'recreational experiences.' As written, the statement sounds like every possible person should have a smorgasbord of options; that would make the canyons akin to Disneyland.
1	Enlarge wilderness.
1	Ensure recreational use for everyone including disabilities
1	Ensure that barrier free trails exist for those with mobility impairments as well. Keep picnic areas clean and free for lower income users.
1	Ensure that not everyone expect to do everything
1	Environmentally sensitive
1	Establish a Canyons fee system and public transportation.
1	Even though this is about recreation, I'd like to see something added about protecting land.
1	Everyone deserves to see this place, however, I don't want to see the Wasatch become The Alps with gondolas & trams to every peak. Like Alta, they don't need a tram to baldy. The average joe shouldn't done himself skiing a line off baldy, so just imagine that "Jerry" ruining it for everyone. We have wonderful access as it is now, I love the idea of trails connecting things, like Cathryn's Pass to Alta/Brighton, beautiful. I love the Great Western Trail, that is a summer love, I think that is wonderful access to some really wonderful scenery. Snowbird wants to expand into American Fork, in my opinion, I believe that would be a positive thing for hikers, snowboarders, the average tourist looking for peace. We must keep in mind, with access comes responsibility. Garbage, dog poop, etc cannot be getting into our water systems and is why I also say "Keep The Wasatch Wild."
1	Exclude motorized off-road vehicles. Limit or prohibit construction of new roads.
1	Exclusivity - the canyons roads should charge an access fee 1 fee for terminal roads and one fee for return trips.
1	Favor human powered recreation over turning the canyons into theme parks.

Count Response

1	Focus on keeping natural areas natural, and not over developed. Nature areas that are over developed, like Arches national park, lose their magic.
1	Focus on non- motorized recreation.
1	Focusing on maintaining current opportunities and managing their increased usage.
1	Free or low-cost experiences, ie bike specific or hike specific trails.
1	Further define accessibility of all kinds of participants. Salt Lake County SAR could double or triple calls based upon that type of access. Along with fire and police. Not to mention traffic.
1	Give more public Access to areas beyond the main road up the canyon
1	Good
1	Good - very concise and clear
1	Good as it is
1	Great.
1	High impact recreation should be eliminated. ATV use prohibited.
1	How can this effort "Offer"? Going into the ski resort business are we?
1	How will hikers or back country skiers get to their trail heads in a reasonable time frame. Most transportation solutions cater to going to the ski resorts because of the greater number of people
1	How will this range of recreational experiences be balanced against protecting the environment?
1	Human powered, inobtrusive recreation should be prioritized
1	Human powered, natural recreation should be prioritized. There are plenty of amusement parks and attractions in cities. the mountains are beautiful as they currently are and should be enjoyed and not enhanced.
1	I agree that recreation is a very important component in managing the Central Wasatch, and also agree that providing recreational opportunities for people of all physical ability levels and economic statuses should be a top priority. I support limiting recreational development that includes significant new infrastructure (ie chairlifts, roller coasters, etc.)
1	I agree that recreational experiences should be accessible to all kinds of participants, but I don't want to see anymore land developed in the canyons. I'm ok if you want to re-purpose land that has already been developed, but I don't want to see any further development in the canyons.
1	I agree that the recreation areas should be made accessible to people with disabilities and/or impairments.
1	I agree with all kinds of participants in reference to any and all people, but not necessarily for non-motorized vs motorized recreation, for example. Perhaps more clear language would help me understand what this statement entails.
1	I agree with the concept-- but EDUCATION has to be implemented to make it work. Hikers, skiers, etc. need to be EDUCATED on how precious this wild land is. Start an in-school program much like Avalanche Forecaster Craig Gordon's "Know Before You Go" avalanche savvy program. EDUCATE!!! Call on him to help design a program for schools, Boy Scouts, hiking clubs, etc. Right now, tooooooo many people are clogging the mountain experience.
1	I am concerned with motorized travel. I would place a statement about saving 50% for non-motorized use.
1	I am worried about the all kinds of participants -- there needs to be restrictions on motor use in some of these areas (in particular the damage caused by ATVs, snowmobiles, and motorcycles in some areas)

Count Response

1	I believe that the pristine nature of the canyons is more important than guaranting access for everyone.
1	I believe this can be done and also be environmentally proactive.
1	I can be improved by not including ATV and other motorized use.
1	I do like what Snowbird has done with their summer events. My feeling is that by further leveraging the current facilities even more can be done with accommodating a large number of participants. Maybe partnerships can be struck with guiding services for further exploration of trails or intro's into other activities. I feel Sundance has done a lot in this area. With horseback riding, fly fishing, and other guide services.
1	I don't believe all kinds of participants and year-round need to be accommodated. Some activities/seasons are not going to be appropriate, given other concerns. The goal should be to provide diverse, high-quality recreations experiences that are COMPATIBLE with the landscape.
1	I don't believe there should be any type of development to make our higher more "wild" areas more accessible . Part of respecting the majesty of our peaks and ranges comes from earning them.
1	I don't feel there needs to be new recreational experiences. What we have is awesome
1	I don't know action steps but what about some access for physically disabled
1	I don't know who would implement this suggestion. I expect that there may be lots of volunteers from the valley, who regularly use these canyons, who would volunteer for maintenance and clean-up duties.
1	I don't support "year-round recreational experiences" if that includes roller coasters etc.
1	I don't think "offer" is the right language. I would prefer the county protect land that makes a wide range of activities possible, rather than offering activities/programs or encouraging development of new infrastructure for activities in the canyons.
1	I don't think every kind of recreation should be allowed.
1	I don't think the county wants to be in charge of the types of recreation that occur in the canyons. This statement needs to be completely reworked. I do not know what exactly is feeding this vision, but here's a suggestion for an alternative direction: Recreation is ever changing and we will encourage and support inclusive activities that focus on high-quality outdoor experiences and responsible recreation in our protected watersheds.
1	I expect some uses conflict with others, and this statement seems to gloss over that fact.
1	I feel like not all activities will support all kinds of participants. But I do support that at least one activity can support all participants.
1	I have no qualms with the substance of the statement, I'm just not sure it is the county's responsibility to "offer" these things (as opposed to restricting or not restricting various activities).
1	I like including all stakeholders
1	I like the equity piece
1	I like the statement, but want to make sure affordability is a top priority.
1	I support this idea if additional infrastructure development is limited and public access is maintained.
1	I think access needs to land use by motorized vehicles - including automobile use of highways - needs to be managed to protect wilderness status for most areas of the canyons
1	I think limitation should be placed on motor sports (ATVs. Many are responsible riders but the few that are not cause a lot of damage!

Count Response

1	I think that focusing on human powered recreation should be the focus. There are lots of places near SLC where someone can go to find motorized access. There aren't many that are protected from such things. I think preserving places for human powered activities should be a priority.
1	I think the Wasatch is a wonder in the form of Wilderness being 25 minutes away from a city. It should remain a Wilderness, that is its charm. The seclusion, the wildlife, the associated danger. Making it into a city park would strip it off its qualities. People must understand their limitations and respect them and the nature. We should not adjust nature to accommodate every individual.
1	I think there is a strong need to balance "making it accessible for all" and retaining the wilderness aspect/experience. Overdevelopment (ie., providing flush toilets, paved trails, car camping, etc.) causes over-impact- Litter on trails, noise pollution, etc. More emphasis should be placed on educating the public on minimizing recreational impact through respectful, quiet use of outdoor space and leave-no-trace principles.
1	I think there should not be construction to provide access for the less physically capable. Leave it as is.
1	I think this could be open for motorized users - who should be excluded. Muscle-power only.
1	I think this needs to be more specific somehow. "All kinds of participants" could end up including motorized vehicle access that would destroy natural areas.
1	I think train access for big and little CC. More parking in mill creek.
1	I worry about noise from ATV's or helicopters and I worry about over use by dog groups in some areas.
1	I would add "and fully preserve the wildlife and environment of the canyons."
1	I would agree with this except someone will certainly interpret the word "diverse" to mean "more dogs" in the Wasatch. The Wasatch does not need more dogs, in fact, dogs are already ruining Millcreek. Please keep LCC, BCC, Parleys, and all other watershed areas dog free, and please do more to control the number of dogs and irresponsible dogs in Millcreek. (Closing Dog Lake to talks would be a great first step.)
1	I would exclude activities that have a high environmental impact
1	I would hate to see paved areas beyond a few yards.
1	I would want to ensure the descriptors of diverse and high quality do not mean aggressive commercial development in the canyons. The natural wild Beauty of the canyons is what draws people, protect that.
1	I wouldn't be so generous to "all kinds of participants". For example, helicopter ski operations a beneficial to a small few, but negatively impact so many. I recommend rewording to emphasize preservation.
1	I'd like to see more MTB trails.
1	I'd like to see more focus on human-powered recreation / wilderness. Also, access to all should focus on cost (elimination/reduction/avoidance).
1	I'm a year round backcountry user. If a person is not physically able to get to locations by hiking, skiing, running, etc then other forms or transportation should not be allowed.
1	I'm not sure
1	I'm not sure how you can "offer" wasatch recreation? If you protect it it will be there. If you program it, it is no longer wilderness. It's not a rec center. It's a natural area. So, Not sure what you mean.
1	Implement Leave No Trace and good stewardship into educational activities
1	Implementing some sort of requirement for private companies who offer recreation to follow certain conservation guidelines (both land and water conservation).

Count Response

1	Improve current trail systems. Stopcut back on the building of sky coasters, slides, ziplines, etc.
1	Improve racial diversity
1	In order to keep our canyons pristine, unfortunately, there will be certain limitations for certain individuals: the young, elderly, handicapped, etc. We need to provide LIMITED experiences for these people while still protecting the Natural Environment in the canyons. Unfortunately we live in a society today where EVERYBODY expects to do EVERYTHING and individuals believe they should have the opportunity to do so. This cannot be the case if we want to protect our canyons for future generations. We must LIMIT expansion and growth to commercial and personal property. We also need to come up with plans to protect our natural environment and resources from the human footprint so we can enjoy diverse, year-round recreational experience. I think when the common person hears high-quality they think BIG MONEY and EXPENSE.
1	Include designated "wild" areas that will not be encroached upon by businesses (i.e. resorts).
1	Include something about: balancing access with protection and preservation of the natural environment and resources
1	Increase accessibility.
1	Instead of "Offer," it may be better to say, "Do no harm to"
1	It depends what recreational experiences you mean. I do not support coasters and alpine slides. I want the canyons to stay as natural as possible as in hiking, skiing, climbing and wild life habitat preservation.
1	It does not need to be exploited. It is most appreciated by the residents which live in the area.
1	It doesn't need to offer more opportunities to all kinds of diverse participants. The canyons are too crowded and getting overused. More emphasis needs to be on protection, less cars driving up canyons and less participants.
1	It is good.
1	It is important that people with different values and needs have access, but without a HEAVY focus on environmental preservation and protection from further degradation, there will be only limited value in the area. Not Every trail needs to be wheelchair accessible, lift served, or wheeled vehicle accessible
1	It is impossible to make all hiking trails fully accessible to people with certain disabilities (ie-wheel chair access). That would mean paving the full trail.
1	It just seems so ambiguous and possibly too open-ended.
1	It needs to state we need to protect the environment since a high use, high volume area.
1	It should be accessible to all participants that respect the wilderness and prevent erosive changes from abuse and overuse.
1	It sounds like these recreation activities are new. I would revise to say something like - "continue to offer the opportunities that have been available to the public...."
1	It would be easier if the question were on the same page as the vision. I have no comment here
1	It's good enough
1	It's good how it is now. Those who want to do things outdoors, in any season, know where to look.
1	It's not all about recreation. Recreation is a significant impact to water, wildlife, wilderness and other important resources. The continued introduction of recreation into the Wasatch is not appropriate and should not be encouraged.
1	Keep motorized vehicles out Create more hike and bike only trails No more residential development
1	Keep motorized vehicles, helicopters, ATVs and snowmobiles in defined areas

Count Response

1	Keep recreation public and free
1	Keep snowmobiles out of the Wasatch Front mountains. Limit helicopter skiing.
1	Keep the organized recreational opportunities, except a low volume of organized tours, on private or permitted public land. Overall public land should be reserved mostly for dispersed recreation.
1	Keep things wild. Make places accessible but not at the expense of its natural surroundings. No paved trails. If you can't handle a hike, there are plenty of easier options already available.
1	Keep this mainly natural recreation. Minimize the building of manufactured recreation such as slides, trams, zip lines, etc.
1	Keep tourist out of the canyon. Must live to respect the land.
1	Keep up the good work and prevent the legislature from taking over the command of the theme and taking control of the goal.
1	Keeping open space intact and undeveloped is very important to me.
1	Key word:access. ie parking, public transportation, car pool lots at the bottom of canyons.
1	Leave the canyon uses as they are now. We have plenty of skiing and lodging in the commercial canyons. We do not need to commercially develop more canyons. We do not need a big development that connects all the canyons!
1	Leave the canyons alone
1	Less focus on cars and improvement with facilitation of other non-motorized ways to explore.
1	Let Snowbird open up American Fork Canyon so we're not wasting gas driving up little cotton wood.
1	Let resorts develop their areas for recreation and let the back country continue to be undeveloped.
1	Light rail up the canyons to improve access, & reduce parking congestion.
1	Like my previous comment, this seems vague. Year round recreational experiences could be referring to quads/snowmobiles having free range or ski resort unbridled expansion. I agree that the Wasatch has many uses and as the canyons become ever more popular, expansion of facilities and resorts scares me.
1	Limit development to existing footprint
1	Limit future development
1	Limit mechanized access
1	Limit motor vehicle use and hunting.
1	Limit recreational experiences to what is currently offered without developing new areas.
1	Limit the use of ATVs, snowmobiles and any other noisy motorized equipment.
1	Limit the use of OHV and motorized vehicles. There is enough foot and bike traffic already.
1	Limit/prohibit development in pristine/undeveloped areas.
1	Little and big Cottonwood Canyon really need to do something in the transportation area it's getting way too congested in both Canyons.
1	Look to have limited but available space from r recreational activities for individuals with dogs. Having Millcreek is a blessing however having to pay to use it limits access to some and creates a bottleneck of crowding in certain seasons.
1	Looked acceptable

Count Response

1	Love the statement and inclusion of "all kinds of participants". This might be addressed later on, but it could be important to include a statement that participants are expected to interact respectfully with the land.
1	Low-impact, sustainable
1	Make sure to not exclude a smaller group because they are for one small or two don't provide any monetary value to the overall picture. Each set of activities whether it be skiing at a resort and paying for tickets or just wanting to take a back-country tour for free in the public lands deserve equal say in our mountains. We can't rob back country enthusiasts because resorts have all the money and therefore get to make the decisions on their own. That is immoral. An ecosystem works best when all sides are able to play their role no matter how small or effective they are in the overall picture.
1	Make the canyons more accessible with small buses or large vans, rather than large buses or cars.
1	Make trail maps and signage more clear so people know all thier options more easily and where they can go. There are many unmarked and in mapped trails. If these trails were marked. They would get utilized more. And it would spread recreational activities more evenly throughout the canyons and it put less wear on the already better mapped trails.
1	Making access to all these areas without fees.
1	Mill creek canyon charges per car usage. Why can't it also be implemented for the other canyons. Even a small fee for visitors would help to preserve our canyons
1	Minimize impacts created by motorized recreational vehicles
1	More downhill only mountain bike trails
1	More legal parking. Do not restrict access to the poor by charging excessive fees to use the canyon.
1	More mountain bike trails. These canyons have enormous potential for epic mountain bike trails that would bring summer visitors from around the world. Right now there is just the trail at the bottom of LCC, Crest in BCC, Pipeline, and a few others. Creating a few epic trails would go a long way. The backcountry ski community needs bigger parking lots. Maps near climbing routes that display routes and their difficulty would be helpful at places like Challenge Buttress,b the slips, etc..
1	More specific target audience. Can't make everything handicap accessible, appropriate for low skill levels or for children. This leaves the whole area open for slides and only trails that can accommodate wheel chairs.
1	More strongly capture a different venues/aspects for different interests element. The "wide range of diverse" does a good job of that, but the "accessible to all" can imply take the challenge out of everything which is an element desirable to many people.
1	Motorized or destructive uses should not be prioritized.
1	Motorized recreational activities must be heavily restricted.
1	Motorized trail use should be limited because of the trail damage and pollution. Limit hunting due to the danger with all the people using the canyons,
1	Much of it should be off limits to any motorized vehicle
1	Much too general. Are we talking about snowboards being allowed at Alta? What are the specifics?
1	Must only allow non motorized "vehicles" on all off road locations. Only allow motorized on existing roads. Nothing ruins a walk/ bike/ ski/ snowshoe in a beautiful quiet place more than having an atv come up from behind
1	N/A
1	N/a
1	NA

Count Response

1	Need some limitation on "all kinds of participants." Dog situation in Millcreek Canyon significantly detracts from the experience of other users. Off-road vehicle use along the Wasatch Front isn't appropriate.
1	Need to add 'commensurate with environmental protection and sustainability!!!'
1	Need to make sure commercial resorts do not dominate the canyons and restrict access and impair viewsheds and experience for the general public.
1	Need to start charging entry fees to BCC and LCC (like Millcreek does), with both daily use fees and annual passes, with the money going directly towards management and protection in that canyon
1	Needs to have something in there regarding protection of the lands and wildlife!!! If not...let's just have 1000snowmobes. Nothing in your statement prevents that.
1	No atvs it is impossible to walk or enjoy birds and other wildlife with threat and noise of motorized vehicles
1	No comment
1	No development or OHV trails.
1	No expansion of ski areas to accommodate amusement park atmospheres. Keep the Wasatch as wild and undeveloped as possible.
1	No improvements needed. There is world class skiing, hiking, mountain biking and climbing in all of our canyons. Please do not expand the resorts or commercial enterprises.
1	No more development necessary
1	No motorized access.
1	No negative impact on natural resource conservation values.
1	No opinion
1	No other way can it be improved. Yall mainlyain the areas very well!
1	No recreational vehicles in the backcountry, restricted motor travel.
1	No ski resort expansion. Improve public transport to all trailheads in winter AND summer. Close the Canyons to private traffic during peak hours.
1	No snowboards at Alta!
1	No suggestions
1	No, this area doesn't need to be all things to all people. Conservancy and stewardship come first.
1	Non motorized
3	None
1	Nor *every* kind of outdoor recreation needs to have a foothold in the project area. I think it's perfectly acceptable to say that resource management priorities demand that there are areas that are off-limits to motorized recreation. There should be a priority for human-powered recreation, recognizing, of course, that the ski lifts are already there and should stay and hopefully prosper.
1	Not all activities are suitable for "all kinds of participants." For example, climbing routes. It's important that some activities are not meant for "everyone." Similarly, we need a mix of trails - some that are ADA compliant, and others that are rough and rocky, giving a wilder experience.

Count Response

1	Not all experiences are equal relative to protecting the environment and overreaching on private access restrictions. Openness with environment protection need to be core to what constitutes recreation.
1	Not all kinds of recreation. No snowmobiles. No four wheelers.
1	Not all recreation experiences are appropriate for the Wasatch Mountains. Recreation which is appropriate within a high alpine setting and which doesn't negatively impact water quality, wildlife habitat, noise levels, or aesthetic values should be allowed. Recreation which impacts water quality, wildlife habitat, noise levels, and aesthetic values such as clear ridge lines, dark night skies, and scenic views should not be allowed. Recreation which can be done in the valley such as soccer fields, baseball fields, jungle gyms, or similar activities that can happen independent of place should be relegated to the valley and other areas and not allowed in our canyons.
1	Not all recreation opportunities can or should be available to all people (i.e. backcountry skiing requires a certain level of skill and discernment). However access to the canyons for a diverse range of recreational opportunities should be made available to all.
1	Not everything needs to be wheelchair accessible, year-round and user friendly. I believe there should be no more development of the public lands and no more development on private lands or on ski resort lands and no increase in the boundaries at the ski resorts
1	Not really sure
1	Not sure
1	Not sure about ATVs or hunting.
1	Not sure what this actually means. "all kinds" could be people whose values destroy the canyon. It could mean all sorts of things. It's too broad.
1	Of the recreational activities, those which do not compromise water resource protection should be given priority.
1	Off road or load motorized vehicles should be slowly restricted
1	Offer a "balanced" wide range... One type of recreation should not overpower other types of recreation.
1	Offer a wide range of... that are accessible to PARTICIPANTS WITH A WIDE RANGE OF RECREATIONAL INTERESTS.
1	Offer more transit opportunities i.e. bus service in the summer.
1	Offering too wide or diverse opportunities may result in the negative or significantly reduce primary and unique opportunities the area has to offer.
1	On implementation - clear information/documentation about trails and other recreation areas would be helpful for participants in deciding what would be accessible for their abilities and interests. It would also be helpful if that resource contained information regarding recommended safety precautions (terrain warnings, gear that may be required, tips/tricks, etc.).
1	Only to the extent that it doesn't negatively impact the natural environment, peacefulness, and beauty.
1	Open communication & reporting
1	Organized hiking trips...
1	PLEASE allow dogs on at least some of the hikes in Big/Little Cottonwood Canyon. It is frustrating that I have to pay a fee to take hike with my dog to beautiful places (Millcreek). I understand the watershed issues; however, I am sure there are at least a couple hikes that could be deemed dog friendly in Big/Little Cottonwood Canyons.
1	Parking and traffic must be addressed. I favor a fee (daily or annual pass) for car access, promotion of carpooling (esp during ski season), more parking at the base of the canyon and better restroom management at the trailheads.

Count Response

1	Parking, transportation and bike lanes/trails could improve this. More trailhead parking, more valley parking, more frequent public transportation service, more bus stops along the canyon roads, and more space for bikes on the roadside or on a parallel bike/pedestrian designated trail.
1	Partner with mountain bike association to build new trails at top of big cottonwood.
1	Paved bike path I. Big and little cottonwood similar to the one in Provo canyon
1	Perhaps mention stewardship and responsible, sustainable plans for recreation.
1	Please charge money to maintain trail head parking, facilities, and security.
1	Please do not "tame" our wild open spaces so that "all" people can access them. Sure, one or two paved trails may be appropriate but if everything was made accessible to EVERYONE then they would no longer be wild open spaces.
1	Please do not let the ski resorts expand anymore. They already have plenty of land to have their ski lifts on. Leave the land without lifts as it is.
1	Please listen to people what they have to say
1	Please no forced transit where cars are not used in the canyons.
1	Please no more ATV's in Big Cottonwood!
1	Please see the previous comment about extending roads to create more access versus widening existing roads. Also, more public transit options or more frequent runs would access easier; that should include summer hours, not just during ski season
1	Please update statement to exclude recreation involving motorized vehicles (i.e. ATV's) from all but designated areas.
1	Preference for non-motorized (quiet) recreation.
1	Preserve areas of that have experienced minimal disturbance, and reserve those areas for recreational activities that continue to have minimal impact.
1	Preserving and increasing non motorized and free recreation. Not increasing pay to play resorts
1	Prioritize human-powered, non-motorized, quiet recreation, but even this should be strictly contingent on its compatibility with safeguarding long-term ecological integrity, meaning that limits and regulations must be established.
1	Prioritize wildlife protection in the advancement of recreation.
1	Protect and manage current recreational areas by limiting the continued expansion of current recreational areas and by repairing present structures and facilities.
1	Protect current range of recreational experiences by limiting developmental creep
1	Protect experience of backcountry skiers and snowboarders. This experience is seriously threatened by resort expansion.
1	Provide NO additional motor vehicle access. No opening of old roads, no creation of new roads and no motorized vehicles allowed in Wilderness areas.
1	Provide additional parking.
1	Provide improved transportation options to access canyons. Traffic in little Cottonwood is unbearable in the winter.
1	Provide more ADA access. Provide year round public transportation in all areas, and make these affordable (and or free), and encouraged by high making those who continue to use their private vehicles cost prohibitive through usage fees.
1	Provide more specific goals

Count Response

1	Public transportation, but not too cheap ski passes
1	Purchase land before developers get it
1	Put some limits on commercial recreational activities
1	Question 3 is very vague. The people need to know what types of diverse recreation would be proposed.
1	Recognition that increased population / use is overwhelming the resources
1	Recognize the public benefit in this objective
1	Recreation has to be balanced with environmental protection.
1	Recreation must be consistent with water and resource protection
1	Recreation should be limited to no more than 30% of the time. During this time, emissions-free transportation should be provided to take people from a parking locations and transit stations to trailheads and ski areas.
1	Recreation should be sacrificed for environmental protection.
1	Recreation should not be the driving force here but one that is guided by conservation of the canyons...
1	Reduce emphasis on commercial recreation and emphasize non commercial recreation
1	Reduce motorized recreation.
1	Reduce the number of carbon producing vehicles up the canyons. Year round services up the canyons with UTA.
1	Remove the subjectivity. Who determines "high-quality"? How do you determine whether a simple walk/hike is high-quality? To me, undisturbed and natural is "high-quality".
1	Respect nature. Don't make it accessible to everyone.
1	Restrict development
1	Restrict recreational use to man or horse power. Eliminate motorized travel on any trails within the boundry
1	Rigorously enforce current regulations for snowmobile use, especially in BCC.
1	Run ski lifts at Alta during summer months.
1	Same statement as before
1	See first statement
1	Seems overly simplistic. "Solve world hunger."
1	Seems to leave it open for access to motor powered activities. The wasatch is too small for motorized use.
1	Should be focused on non-motorized, non-comercial recreation.
1	Should include the word "sustainable recreation "
1	Similar to my statements above, resources should be pooled to make sure goals of transportation and education are achieved to provide access, as well as to increase the reverence people have for these spaces. Additionally, if more people engage in year round activities, having an adequate maintenance plan will become essential.
1	Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.

Count Response

1	Skiing drives the recreation in Big and Little Cottonwoods, I believe (as I am a winter-only resident of Salt Lake County.) The emphasis of the vision statement should reflect the numbers.
1	Skiing only should be allowed at Alta. Not all types of recreation should be allowed in all areas.
1	Some activities should have limited access...
1	Some kind of public trans port in the canyons. Need to figure out how to limit the number of cars in the canyons
1	Some mention that recreation can't take precedence over water quality and environmental protection
1	Some recreational experiences are not appropriate for the Wasatch Mountains per wildlife habitat, watershed protection, etc. Insert "sensitive," or a similar adjective, to describe.
1	Somehow admit that "all kinds of participants" won't be able to participate everywhere. Wheel chair access is important, but not, for example, atop Mt. Raymond
1	Specificity on which recreational experiences.
1	Specifics on how to make it accessible to all
1	Start buy charging for access into the canyons to subsidize the protection of them. Improve public access via clean energy transportation that's convenient, currently it can take 2+ hours to take a bus in the canyons. This is ridiculous.
1	Statement is fine.
1	Statement is too vague. Define diverse, high-quality year-round recreational experiences.
1	Strengthen this from "Offer" to "Provide and expand"
1	Stress more low impact activities.
1	Summer activities
1	Summer-time, motorized use should be limited. Get in on your own power.
1	Sustainability v. over-use/environmental degradation.
1	The Cottonwood Canyons, especially during the winter months are bogged down by hoards of people which make their accessibility less than ideal.
1	The canyons should not be made accessible to all through manmade interventions. That means another thing to maintain and service. It should remain as wild as possible. Accesibility should be concentrated to areas already developed to prevent any more development in the canyons.
1	The canyons should stay 'wild' and not be turned into an all-access theme park type of idea.
1	The central Wasatch is not well-suited for motorized recreation. "Diverse" recreation sounds a little bit like "multiple use." There will be numerous recreational pressures on the Wasatch in the future, like the proliferation of electric bikes. The Central Wasatch canyons should be limited to human powered recreation.
1	The cost of access can be over development. Access should have more to do with use and less to do with development. This applies to activities as well. The long term good of those lands coincides with the long term good of citizens and tourism.
1	The key is accessible - need to preserve the back country
1	The land use plan should again err on the side of protecting the mountains. To that end it needs to be very clear about motorized vehicle usage to avoid the resulting damage caused by the inevitable minority that will flaunt the rules to do as they so please.

Count Response

1	The private property throughout the Wasatch continues to in crouch on public access. All rivers and lakes should have public access right of ways.
1	The problem with these vision statements is they do not tell you actually what they mean or do not mean. So saying that I agree with them is hard.
1	The recreation opportunities that are appropriate to the Wasatch are activities which do not impair or harm the wildlife, the watershed or otherwise diminish the experiences of others. Not all recreation should be treated equally. Activities that only cater to the upper class, to tourism, or that bear external costs paid by other users such as noise pollution, light pollution and permanent eyesores on the horizon should not be given equal consideration. In fact, they should be outlawed.
1	The statement says "offer" - what does that mean ? The area is 'natural' - will it be altered to then provide a "wide range" of experiences? An amusement park built in Albion Basin can fulfill this statement. I think the statement needs some parameters.
1	The terms 'high -quality' and 'diverse' are too vague. I am concerned that they might include forms of recreation that are increasingly automated (and hence, noisy) such as ATVs or snowmobiling - which I am against because of the environmental impact of the NOISE. I would like to see some kind of provision that acknowledges the negative impact of NOISE on these canyons and attempts to restrict it, because I think it is an overlooked yet greatly important aspect.
1	The trick is regulating the people and traffic so there is less impact on the environment
1	The wasatch tri-canyon area isn't for everyone and shouldn't be dumbed down to make it more accessible. It should be maintained and improved upon while maintaining its historically natural topography. Trails should be improved and development minimized.
1	The word diverse scares me. It's too vague and some will want to read too much into that word. Again we have a multitude of opportunities available in the canyon. All people may not like or appreciate each opportunity or sport, but there is at least one fabulous option for almost everyone. Please keep it simple, as is.
1	Their should be limiting access to areas of the wasatch. Ex. A paved path to and from red pine lake would be unacceptable and so on.
1	There are certain types of recreation that are not appropriate at given locations. Also need to consider competing uses and user experiences. This statement should be conditioned with a something like "where appropriate." ... or an equivalent
1	There are point where allowing all participants to access would mean building more road and mechanized infrastructure, which I would oppose. I would rather say as many people can access as possible, not all people.
1	There is a need to control on usage, recreational use is beyond capacity , water pollution, no control of dog feces and lack of trail education and etiquette
1	There is no need to expand the foot print of ski resorts.
1	There isn't a lot of mountain bike trails in the canyons. I would love to see the city/county build some more single track trails or possibly some in the resorts with maybe even some lift access if possible
1	There needs to be some limitation access so that areas are not overrun
1	There should be absolutely no room in the language for any more development within the project area
1	There should be more dog friendly hiking and off-leash options, more bike paths that are safe and accessible and there should be a train system along I 215 East bound that offers connectors to downtown and up each canyon.
1	These canyons already offer this. How are you going to manage over use. Instead of concentrating on these canyons only, I think part of the solution is to divert non local users to a variety of other locations.
1	This area is not only about recreation and activities.

Count Response

1	This can be implemented by making sure that not one type of recreation is overbearing. Make sure all groups are represented.
1	This feels too vague. The term "wide range" in mind opens up the canyons to more than I am willing to concede to.
1	This high quality recreation should at its utmost protect the natural resources, with minimal impact to the environment and wildlife.
1	This is a fine statement if only there were some restrictions as to how much everyone has access... ie the rich who can pay for helicopters should not impede on the poor an middle class who recreate by walking or riding there.
1	This is a nautical habitat that should be made available for recreation when possible. Inherent dangers are a given, and fitness to cope with a natural environment is a given. Again , wild life have the priority over human recreational activities.
1	This is so fluffy. Its like you are saying "It's going to be great! All people, can do all things, all year round". Get specific. "There will be recreation opportunities in both natural protected areas, as well as commercial areas, while maintaining minimums and maximums acreage designations" something like that...
1	This is some dangerously vague verbiage. I'm also curious what is mean't by quality. For me high quality means: quiet, wildlife friendly, unobstructed views, manageable crowds, minimal impact on the environment. To others this could mean, high quality 4x4 off-roading trails connecting all canyons.
1	This must include all users and balance alpine skiing with backcountry skiing. In summer and winter take into account the need for quiet recreation that does not impose on others recreation experience.
1	This needs to be managed with transportation & local business in mind. You are definitely seeing crowded weekends in the Cottonwood Canyons due to multiple events. I think the events need to be dialed back a bit to reduce congestion and improve the wilderness experience.
1	This one sounds great!
1	This phrasing could try to excuse overdevelopment in the name of expanding recreatiinal opportunities. All recreatiinal development should be secondary to protection.
1	This question fFails to recognize rec use inappropriate for Wasatch - off-roading for example
1	This seems very broad - can it be narrowed down and more specific?
1	This statement could include motorized recreation in currently closed areas. Too general. Be specific.
1	This statement is too broad. Be specific about what types of recreational opportunities will be allowed or disallowed.
1	This statement is useless for any sort of guidance, it's written for everyone to agree to and does not address the contradictions with the other statements.
1	This statement once again is unfocused and therefore meaningless. Does the vision include motorbike and quad recreation? Rifle hunting? Swimming in lakes?
1	Through better canyon transportation options (ie less cars, limiting Snowbird's ability to charge parking fees in Summer, etc)
1	To those of all ability levels. I.e. access for adaptive recreation sports
1	Too generic.
1	Too many people. Stop the resort expansion, stop making more parking lots on public land.
1	Too vague

Count Response

1	Traffic and tourism in Little and Big Cottonwood suffer badly due to the windy, 2-lane roads in most of the two canyons. A third lane with UP in the a.m. and Down in the p.m. would do a lot to improve things. In the difficult areas perhaps snowshoes or tunnels would be a solution.
1	Transportation in the canyons is the biggest issue.
1	Undeveloped areas and areas of non-motorized use need to be protected and expanded. No helicopters, no snow machines, no motocross, no ski resort expansion, no private use expansion, no structures
1	Vision needs to include consideration of the impact of each user group on the quality of experience provided to other user groups. Not every user group has the same impact
1	Vision statement needs to say more about how. "via... "
1	Want to be sure motorized access is still limited in the backcountry.
1	Wasatch is severely limited in motorized recreation. Currently recreation is heavily skewed toward only hiking, biking and of course the ski areas.
1	Way too abstract. What specifically are proposing to do? We're all for bio diversity, motherhood, and maximum happiness until we realize what it is these things may require entail. You pull your punch here. Try being specific with actual examples of what you might do: build a Ferris wheel, encourage bike riding lanes, etc.
1	We do need better trailhead parking and restroom facilities and in the winter the Spruces parking area must be plowed early on regular schedule to accommodate more cars and/or open the parking area to southeast of the main lot.
1	We do not need to be entertained. Options for hiking and exploring exist already in these areas. Keep it natural and undeveloped.
1	We don't need to pave special paths or destroy natural habitats with snow removal
1	We don't want a Lagoon in the mountains - The natural beauty is the main attraction. Accommodations have been made for wheelchair access. Snowbird leads with their summer range of activities and Alta is keeping its identity for offseason enjoyment and foot and bicycle. DO NOT WANT ANY SIGHTSEEING LIFTS BEYOND THOSE APPROVED FOR SKIING.
1	We have enough access now for all kinds of participants. We don't need additional ski lifts into the backcountry,
1	We should stop promoting so much tourism.
1	Well, don't open any of the canyons to motorcycles or OHV use, and keep all OHVs and motorcycles out of Mineral Fork. The best way to accomplish this goal would be to make the cottonwood canyons a fee area that everyone pays, just like Mill Creek Canyon.
1	What are the exclusions? Hunting ?
1	What is important is to not wreck the natural beauty.
1	What is this all about?
1	What kind of recreational experiences... marijuana use? gambling?
1	What's wrong with keeping the nature in the canyons and keep the commercialization in the cities?
1	While all should be welcome to participate, not all can participate at every level and resources should not be spent to provide access to those who are unwilling to put forth the effort or who are physically incapable of the effort necessary to participate. In other words, places that are difficult to access should not be made easy to access simply because all are not capable of access.
1	While also protecting the integrity of the land

Count Response

1	While conserving the resource.
1	While limiting the environmental impact on surrounding nature.
1	While preserving/protecting natural ecosystems and biodiversity
1	While recreational access to the canyons sounds great to most, we need to keep in mind the environmental impact this will have on the land and discourage expanding recreational activity there.
1	Who are "all kinds of participants"? Whoever they are, "all" participants are not equal. Some, such as trail bikes, ATV's and sleds are environmentally destructive and polluting. Being all things to all people ends up being nothing to anyone.
1	Wide range and diverse are repetitive in their use
1	Wide-range is open to interpretation and I personally think the solitude and serenity could potentially be effected by addition of some recreation activities that are disruptive to others: utv use, horse trails, snowmobile use etc.
1	Wilderness areas already restrict mechanical uses and will limit some participants. This should be recognized.
1	With a bias toward conservation and preservation of the area. De-emphasize motorized sports and further development.
1	With the exception of hunting ATV use, everyone out there gets along.
1	With the goal of lowering overhead costs to make recreation more accessible to the public.
1	Without impacting the environment or neighboring communities
1	Without impacting the natural land available
1	Worried about the "all kinds" of participants!
1	Worried that this can be viewed as supportive of increased off-road vehicle, hunting, heli-skiing, and snowmobile use, which I don't feel are compatible with the other less-invasive uses.
1	Year round recreation is already available in the Wasatch Canyons. No major changes needed here.
1	Yes, as long as we do not do more clear cutting or habitat destruction in the name of "diverse recreation".
1	Yes, the canyons are exceptionally beautiful. But the increased number of vehicles and individuals utilizing the canyons spells problems. I am an avid hiker in LCC and the amount of garbage and damage has been increasing every year.
1	Yes.but that doesn't mean we turn every last inch of precious watershed into destructive land choices like dirt bike riding or ski resorts.
1	You are doing a pretty good job.
1	You can improve this objective by truly focusing on having the Master Plan enhance "diverse" experiences for "all kinds of participants." As it is now, the Master Plan focuses on activities for the young and physically strong. How about supporting uses, including those provided by private parties, that include the aging, the disabled, and those not so physically fit? This would include fishing, level walks, more picnicking, and other easier uses.
1	You can't recreate in the canyons if you can't park, and there is insufficient parking in/around the canyons.
1	add: while respecting the environmental impacts of the canyons
1	again it sounds like wildlife aint going to be protected
1	at minimal cost
1	by connecting all of the ski resorts.

Count Response

1	by listing what types of recreation are involved. Off roading atvs and suvs?
1	can this really be achieved - there will have to be compromises / trade offs somewhere.
1	continue to tread lightly
1	define "all kinds" of participants
1	do not disturb nature
1	focus on recreational experiences with minimal impact on the natural environment
1	good as is
1	i don't think a diverse range is needed. more low-impact is good. noisy machines used year round should be limited
1	i like it
1	include assessment/cognizance of environmental impact as for #9
1	include: "by ensuring that these open lands will not experience further development by commercial companies."
1	involvement
1	keep wasatch recreation diy
1	kk
1	let motorcycles go up 210 and be able to access the trail system of american fork, by alta or snowbird
1	limit motorized recreation
1	making changes to a natural wonder so that someone in a wheelchair can access it is not acceptable. nature should be left natural--no building of special ramps or trails.
1	more activities, better kept trails
1	more wilderness area
1	n/a
1	new recreational development detracts from the beauty of the canyon. Do not allow this to happen.
1	no need been skiing at snowbird for the last 40 years and see no need to create experiences.
1	no suggestions
1	not clear what it means. Not in favor of development of water slides and amusement-type entertainment. Keep it natural.
1	one of the problems with insisting that 'all kinds of participants' is the goal is folly - as long as the groups are using the monorail and NOT traveling up the canyons in vehicles - OK, otherwise, no
1	people who are seeking quiet/solitude should be separated from motorized vehicles.
1	preservation of what is now there. Preservation higher priority then providing more recreation
1	receive input from SL Valley citizens
1	recreation should be secondary to healthy ecosystem. The health of the ecosystem should not be compromised by invasive recreational activities

Count Response

1	reduce impacts on our environment
1	same comment
1	same person needed
1	see above
1	some areas need to be protected. it isnt about everything for everybody...as nice as that sounds it has the potential to degrade natural spaces. some areas need to be protected part or all of the time...for ALL of us. that means not every use is useful or can or should be accomodated in the canyons. there are places where some activities should NOT happen. further, existing rules regarding wildlife and people protection should be but arent be vigorously enforced. example: hunting in canyons with firearms is creating a real danger to people and property as homes and second homes become more prevalent. wildlife violations need to be actively and strictly enforced.. by agencies involved and they need to increase their budgets (and the penalties for violations) to make that happen...advertising and warnings regarding illegal hunting need to be increased to protect the animals AND the people.
1	still pretty general
1	sustainable recreation
1	that do not conflict with....
1	the Zion model is good to look at: they have paved trails with wheelchair access, hiking trails from easy to strenuous, and backcountry and canyoneering opportunities. Something for everyone. In addition they have good map systems, good markings, and amenities such as toilets and garbage cans.
1	the prices for access to ski areas makes recreational experience unavailable for many participants
1	trolleys
1	we have all we need in this area now.
1	we need a Frisbee golf course at snowbird
1	weak, nice sounding but, the "how" is what really counts
1	what does diverse recreation include? 4 wheeling? motocross? mtn biking? hiking?
1	while maintaining existing non motorized access
1	wide range excludes nothing. More fun fairs like Snowbird has? Zip lines across the valley?
1	with little to no impact on the environment

3. How can the Transportation vision improved or implemented?

Count	Response
1	" increase occupancy per vehicle....." should exclude tax paying property owners.
1	"Implement..."? How about "Propose" instead.
1	"Opportunities" for vehicles sounds like more of them. We need the opposite.
1	"Reduce congestion" and "facilitate access" the kind of arguments that can be used to justify all kinds of awfulness. I oppose any effort to enlarge SR 210, even if that means i can't always get to Alta as quickly as i would like.
1	"Transit and vehicles" is also too general. If reducing congestion and facilitating access takes precedent over air quality, you could end up with a super-highway with gas-guzzlers and a speed limit of 100mph. Also, someone could argue that putting an airport at the top of a canyon would resolve all of the problems. the same could be argued for helicopters. Both of these would favor the rich and ruin it for everyone on the ground.
1without road widening.
1	..and provide incentives for public transit use
1	1. Transportation projects should not impede on existing trails. 2. A fee to drive up the canyon, either year round or especially around peak times, would encourage carpooling and use of alternative transportation.
1	A bike/pedestrian path separate from the road would be ideal as part of the solution.
1	A bus route would be really helpful.
1	A fee booth at each canyon entrance similar to Millcreek Canyon.
1	A fee gate is necessary at bottom of canyons to control traffic.
1	Above to emphasize public transportation options (buses, trams, railways etc.)
1	Absolutely! Why can't we mandate more park and ride? If there were buses every 10 minutes like in Zion National Park, we'd have no pollution, congestion issues. In the summer, we should prioritize biking in the same way!
1	Accommodate bicycles as funds are available. Improve routes relying on the bicycle community rather than tax only motor vehicles. Consider limiting bicycle use to certain days like City Creek Canyon and Mountain Bikes on Millcreek/Big Cottonwood trails.
1	Add at the end: safety, while maintaining the natural environment and wildlife as it exists today.
1	Add pedestrians/walking to list of opportunities/projects
1	Add some verbiage that addresses the cost. This is based on the fact that current bus cost is not competitive with just driving.
1	Add support to these projects such as a bike shop with services and classes for safety and proper sharing of the road / signals / etc.
1	Add that transportation is improved without widening roads to preserve canyons as much as possible
1	Add: without significant new infrastructure where such does not already exist.
1	After spending a good amount of time in the Alps and seeing how they manage mountain transportation, I think that we can learn alot from them. They are willing to build infrastructure for the greater good of the area whereas in Salt Lake County we often worry so much about misplacing a single pinecone or blade of grass.

Count Response

-
- 1 Again - a laudable vision statement...but a huge amount of \$\$\$ have spent with no tangible results. STOP wasting taxpayer money on consultants and let's get transportation solved in the busiest canyons. I resent the use of scare tactics to sway public feedback to the recommendations the committee favors. Threatening a tram solution in Millcreek Canyon was absurd. Using accident and volume data from school zones and outside the canyons areas to drive consumers to decisions instead of valid data from the target area...shame on you! I am embarrassed by our government oversight in this area - wasting our money shamelessly with no results.
-
- 1 Again I'm not big on disrupting that which we have. There is adequate transportation into the canyon. The roads become congested primarily on holidays and 'big powder' days. I've skied at Alta for over 4 decades and see and live with the crowded roads. Try the Denver area! Perhaps a few more buses but not so many that it diminishes our ski experience with overcrowding. I believe people would enjoy skiing with others, however we can't always find an additional person to come along. Please don't entertain 'penalties' for single occupancy vehicles. Instead, reward those with over 4 per car, or those that go to the resort early to help alleviate congestion, (nobody ever pats the early bird on the back). I do road and mountain bike LCC, as well as hike. I find air quality excellent in LCC, it's simply the way biology and physics work out with 'valleys'. Go to the mountains!
-
- 1 Again some form of limited access
-
- 1 Again this is funneling more people in one concentrated area. Develop other areas and choices.
-
- 1 Again this more of a goal and one step away from being a number of objectives. A vision statement could be more like the following: Our vision for transportation includes efficiency, innovation, diversity of transit and commuter options, and improved air quality. After the vision, you can have specific goals or measurable objectives to: 1) reduce congestion, 2) improve human-powered opportunities, 3)increase vehicle occupancy.
-
- 1 Again, I believe the word "opportunities" is too vague for a vision statement. How about "Implement transportation projects that are designed to promote the use of bicycles, carpools and mass transit vehicles to reduce congestion "?
-
- 1 Again, building infrastructure like trax and fronrunner is just a waste of money unless it's operated 24/7, if even on greatly reduced schedules. NO SERVICE ON SUNDAY IS UNACCEPTABLE! SEPARATION OF CHURCH & STATE !!!
-
- 1 Agree with all except increase occupancy per vehicle! We are older than the average skier and won't mind paying a small amount to pay for a spot close to the slopes.
-
- 1 Agreeing with this statement depends on how you intend to increase occupancy per vehicle. Single people, especially seniors, could be negatively impacted by this.
-
- 1 Air quality is huge
-
- 1 Air quality legislation. Increase public transit up the canyons (more stops for ski buses).
-
- 1 All canyons need bike lanes, and easy, affordable ways of getting up and down canyons. It has to be cheaper AND faster or no one will use it. A dedicated bus lane in the winter up bcc and lcc would be great or bused only bad workers between 7-9 am
-
- 1 As someone who drives up and down Big Cottonwood Canyon daily, I wish that the bikers would ride their bikes somewhere safer, or pick different times of day. I feel UNSAFE driving the canyon, especially on saturday mornings with the bikers and the runners and the sun all being a factor. There is always someone on foot or on a bike in my lane of traffic when I am just trying to get to work. If I hit them, it;s my fault! But if they are in my lane and another car is coming, its a bad spot to be in. I guess I pick the car to hit, but that's sure going to hurt me. It's really a hard situation. I feel that I am in my lane driving, I should not have to dodge anyone.
-
- 1 As someone who is unable to carpool/ride the bus due to personal circumstances/scheduling issues, I would pay for a reasonably priced pass that would allow me to drive and park in the canyon.
-
- 1 As with all transportation projects, impact to the environment and natural land spaces should be strongly considered in the decision making process. Reducing congestion and improving air quality is also a top priority.
-
- 1 Avalanche canopies should be constructed as a priority.
-

Count Response

1	Be more restrictive on single occupancy vehicles coming up the canyons. If necessary implement a reservation or quota system for very popular areas such as the Crest trail or Lake Blanche trail.
1	Be sensitive to new technologies (for example, self-driving cars, or electric cars) that might make some of these goals obsolete, or at least easier to achieve.
1	Begin implementing the ski area interconnect transportation concept with lift transport of thousands of people to the canyons areas instead of ground transportation. It would be more rapid and less expensive than other infrastructure options.
1	Better and cleaner transportation options. A train would be a great idea. Charge fees to enter canyons in personal vehicles and provide annual pass options.
1	Better green transit options (e.g. Park City's free electric shuttle that runs regularly).
1	Better mass transit
1	Better public visibility into the attempt to resolve, and the options & challenges that face the resolution to this vision
1	Better serve reliable mass transit shuttles up and down canyon. Year round
1	Bicycles on canyon roads are dangerous and cause congestion. There are countless places to ride a road bike, riding up a busy canyon is selfish and should not be allowed.
1	Bicycles on windy canyon roads are a safety hazard. This presents safety concerns for not only the cyclists but for drivers. How often have I been driving in other canyons and had someone cross the center line to move over for a cyclist? Too often! Also, many road cyclists ride 2-5 deep, and it seems no one ever enforces the single file rule. Further, how horrible would you feel if you hit someone?? There's simply not enough room. I agree with increasing transit or building a train to the resorts.
1	Bicycles up the canyons clutter up the cabin, especially in Big and Little Cottonwood.
1	Bicycles? How can bicycles reduce congestion? Bikes are recreation, NOT transportation. The only way to reduce congestion would be to put a train transit option in from the bottom of the canyons. More buses could help but then you are going to need MUCH larger parking lots at the bases of the canyons. Avalanche overpasses in known slide areas to eliminate the parking lots that develop at the bottom of the canyons when they are shooting the road would be good as well.
1	Bicyclists should not be a vital consideration in the canyons. You are talking a handful of individuals vs. millions in buses, cars and trains (future)
1	Bike & Bus lane
1	Bike Lanes. This will decrease accidents and improve safety.
1	Bike lanes or paths in the canyons would be wonderful. Year round shuttles up canyons like LCC could alleviate some of the congestion.
1	Bring in a transportation model that has proved itself in similar settings. This is no time to drag policy, make changes happen.
1	Build a bus facility at 94th S and 20th E; restrict vehicles to property owners, emergency, etc. and have busses run every 5-10 minutes including early and late.
1	Build a ski train and a giant free parking lot at the bottom of the canyon.
1	Build a tram or railway up both canyons.. If not, that then make the road 4 lanes... Simple really
1	Build snow sheds over the road and widen the roads.
1	Build the bike lanes, add buses and payrolls for access, let's get visitors to pay!!!
1	Buses only to the ski resorts! They are too congested with vehicles.

Count Response

1	Buses year round. Stops at trailheads in the winter. Parking structures at the mouths of the canyons. Make the buses free or more affordable. \$4.50 is too much!
1	But how are you going to get larger numbers of people up the canyon if it is clogged by slower buses blocking the lane. All the environmentalist are apposed to a third lane.
1	Buy a parking pass for Alta or snowbird. don't allow cars to park along the LCC road during ski season, especially Snowbird.
1	By making sure that all buses and shuttles are voluntary rather than government mandated. There are many good reasons for some people to continue using their vehicles.
1	Carpooling incentives.
1	Cars should be charged larger fees, maybe implement a public transportation option to get up the canyons at a smaller cost
1	Charge a private vehicle access fee for BCC and LCC.
1	Charge canyon entry fees. Use the money to offer fee (reduced fee) buses.
1	Close canyons to private vehicle and implementation of a better bus system
1	Close the canyons to cars and have only buses or trams run the canyons. If Europe can do it, so can we (the greatest country in the world).
1	Complete the BST
1	Conduct traffic flow studies during peak winter and summer periods to determine if expanding public transportation access can better manage car congestion and parking availability at the resorts. Consult with other high use ski resorts to determine if other solutions may be applicable.
1	Consider a small parking fee (or season pass).
1	Consider adding alpine trains, like in the Alps, to reduce traffic up and down the canyons.
1	Consider building trams from top to bottom in BCC and LCC with adequate parking at the bottom for users.
1	Consider more affordable public transit or stricter parking regulations.
1	Consider using more public transportation/shuttle buses throughout the year instead of just during the ski season. Maybe a small fee for private vehicle use should be considered with the funds being put back into area protection efforts. This might help deter those who don't appreciate the area (vandals/graffiti) from hanging out in the canyons.
1	Considering cycling days and canyon access fees for vehicles, similar to Millcreek Canyon.
1	Construct parking garages at the base of Little Cottonwood Canyon and allow buses only up the Canyon during the winter months
1	Continue to charge a fee for canyon access in Millcreek. This encourages carpooling. Consider implementing a fee for other canyons.
1	Continue to consider physically impaired and seniors in respect to facilities and availability and transportation destinations
1	Continue to explore all available modes of public transportation
1	Convince Uta that transportation needs to be regular frequent inexpensive and year round

Count Response

1	Create a continuous "ski trail" next to the canyon roads that will allow carpoolers to leave their cars at the park-n-ride and ski/board down to the bottom on heavy traffic/snow days. Implement heated canyon roads so that snow doesn't stick and traffic is more predictable. Implement carpool or bus only days in canyons where people are required to drive up with more than just themselves. (Exceptions can be permitted.)
1	Create a long range attainable goal for the Wasatch canyons.
1	Create a pre-certified winter permit for 4 wheel drive w/snow tires to pass through inspection point at canyon entrances of BCC and LCC, and STOP all others for inspection and actually inspect. Also, start winter restrictions based on forecast of snow, not after the road is already snow covered.
1	Create a safe bike lane
1	Create safer lanes for biking THROUGHOUT Salt Lake City. Go to any major city, they have so many more bike lanes than we do.
1	Deal with traffic problems on canyon roads. Morning passage should be two lanes heading in. One lane out. Pm passage should be two lanes out, one lane in.
1	Decrease private vehicle use. Add a toll so less private vehicles use the canyons.
1	Decrease traffic and improve air quality through parking fees if you drive alone, especially on weekends.
1	Dedicated bus lane
1	Definitely need more dedicated road cycling lanes and definitely need more dedicated mountain biking trails. Definitely need improved mass transit up the Canyons.
1	Discourage mechanized travel.
1	Do not let Cars drive up the canyon on snow days, ONLY TRUCK with 4-Wheel drive. Cars with all wheel drive cannot make it and it screws up the whole canyon when they get struck.....
1	Do not widen the road! Chargers small daily or annual fee to get in the canyon. That way people are more likely to ride together.
1	Don't focus so much on occupancy per vehicle, because that sacrifices access. Focus on making transit actually useful, reliable and easily accessible.
1	Don't forget walking / hiking. Transit should be ahead of bicycling.
1	Don't overcrowd. Don't "pave paradise to put up a parking lot!" It will look like NJ. Don't ruin a good thing by making it easier for the public to overcrowd an area by easier access.
1	ELECTRIC!! Look to Park City. The air in the valley is awful and it does not need to creep up our canyons higher and higher. I will say, LCC should NEVER have a train put in. If anything, demolish the road for an electric train. Buses in the valley should be running electric only. Homes should be held to a higher standard of building, water heaters should be electric. Rocky Mountain Power shouldn't be attacking solar power, green is the way in Utah. We live in an outdoor eccentric place! We need to protect & preserve!
1	Ease of access creates ability for to many people. Protect the canyons by traffic controls.
1	Edit to read: "...opportunities for transit, commercial and private vehicles, bicycles and pedestrians to reduce..."
1	Electric buses and/or a rail system would be excellent to replace the current traffic congestion.
1	Electric buses, NG buses, no more parking lots.
1	Electric train + Zermatt-esqe transit base parking. Spend the money.

Count Response

1	Electric train service in cottonwood canyons.
1	Electric, or environmentally friendly public transportation in the canyons.
1	Eliminate COMBUSTION from all Canyons.
1	Eliminate single occupant vehicles
1	Embrace emissionless public transit options.
1	Emphasize new public transportation methods.
1	Encourage bus use in the canyons
1	Encourage clean vehicles by taxing vehicles which pollute or emit excess pollutants. Phase out all gasoline powered vehicles entirely. Entire cities in Europe are banning cars. So can the Canyons ban gasoline. There just needs to be alternative clean power planned and encouraged.
1	Enhancing the number of buses that provide transportation up the canyon Imposing a fee for people that do not carpool up the canyon.
1	Entrance fees
1	Especially during adverse weather. A good snow day will draw the most crowds but also has the worst traffic
1	Especially during peak times, like weekend mornings during the winter, the canyons are way too congested. Large parking lots at the bottom of the canyon and increased shuttle service up the canyon, with possible closure to cars (or maybe a requirement for high occupancy vehicles only) would help increase flow and decrease frustration.
1	Establish HOV opportunities and bus service. Charge fees for vehicles with less than three occupants. Consider adding bike paths so that bikes and cars don't mix.
1	Establish a Canyons fee system with substantial cost and use that to subsidize transit.
1	Establish public transportation up big/little cottonwood canyons. Ideally a train would be great (reduce pollution, run all year long, safer) but would be harder to implement and build. I don't want so many cars up the canyons but at the same time don't want to sacrifice easy access
1	Ever tried to get up any ski resort canyon on a saturday morning?...Yup. there is a serious problem. IF we get the olympics, i think it should be mandatory to install a rail system up both big & little cottonwood canyons. Lack of vision for transit is a Serious concern for me
1	Except per my statement in #2
1	Exclude bicycles. They don't belong on freeways or in the canyons. They are too dangerous and cause air quality degradation as cars accelerate after slowing down and finally passing them. (they would be okay if you build a real bike lanes for them.)
1	Expand park-and-ride lots and circulate buses in the canyons - limit personal auto travel.
1	Explore user fees in the canyon or a pay-to-park system. Incentives, such as cars with three or more do not have to pay, will help lessen the push back. Single occupancy vehicles must be made less convenient and more expensive to access the Wasatch. Salt Lake County must make difficult discussions to achieve this. Only then can we truly achieve this vision.
1	Facilitate access hopefully isn't low on the priority list
1	Fees to enter canyons
1	First, no bicycles in canyons, second, do not think of mandating multiple people per car.

Count Response

1	First, we do not need a train in Parley's, Little or Big Cottonwood Canyons. If necessary, close the Cottonwood canyons to private vehicles and implement a "bus" system, much like the one in Zion. Increase public parking at the mouth and along Wasatch. When the canyon opens, buses go up first. Make them run on natural gas too.
1	Fix the road first that will improve safety more then anything else. Limiting cars, etc will only frustrate locals and tourists.
1	Fix the stoplight at the bottom of big cottonwood canyon
1	Focus on implementation of public transportation. Consideration needs to be made for dog owners in Mill Creek Canyon.
1	Force people out of there cars. There have been to many for to long.
1	Fully agree with reduction of congestion.
1	Fully agree. I love the park and ride areas; these encourage public transport and car sharing. Efforts should be made to expand or create more park and ride areas, placing an emphasis on security and safety (well lit, security cameras, etc.)
1	Gert specific. "Reduce canyon congestion and air pollution by the implementation of transit systems that will have as minimal impact as possible to canyon access"
1	Get a toll booth in big cottonwood canyon. This is imperative. It must be a pay to play. Winter and summer.
1	Get the bikes off the road-- they are a safety hazzard--- build them a track or trail--- but get them off the road!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
1	Getting everybody up the mountain might not be the way to go. This is the era of "be nice to everybody." But the mountains cannot expand. LIMITING how many people can access the mountain might be the way to solve the too-many-people problem. Pay-for parking permits. Tolls. Limit the people because you cannot expand the mountains. Trying to get everybody up the mountain is "nice" but not realistic.
1	Given the multitude of plans and vision statements that have gone before, there has been no movement towards actually improving transportation, public safety, etc. So, what is the point of another vision statement?
1	Giving bicycles the same emphasis as a major public transportation system to reduce auto traffic/pollution in the winter seems unbalanced. Can't demand vehicle occupancy without a fast, easily accessible public transportation system. An hour bus trip can't displace a 1/2 drive.
1	Good
1	Great
1	Great vision. Seems impossible to meet all those objectives without compromising on some of the items listed.
1	Great.
1	Greater bus service would be nice, but please do not widen roads or build more infrastructure to increase transit. The best thing the County and FS could do to reduce congestion and improve air quality would be to make BCC and LCC a mandatory fee area similar to Millcreek.
1	Have a connecting trail on the North side of the canyon through the climbing areas much like the Temple Quarry trail that goes up the South side of LCC.
1	Have more opportunities for public transportation and encourage carpooling. Do not impose entrance toll fees! Minimize parking, if the lot is full, sorry out of luck. Minimize road side parking and have select designated areas for it. Heavily enforce parking violations and use the money to fund further projects.

Count Response

1	Having a mass transport system up the canyons would be the ideal way. What that might be... I don't know. A train seems difficult. And a Gondola would be difficult too. Then there's the issue of creating parking lots to hold all these cars are the bases of canyons. But buses don't cut it anymore because they fill up quickly (as do the parking lots near bus stops), and hitch hiking is illegal. So it leaves a lot of people to drive individually up to the canyon.
1	Heavier emphasis on public transportation use. Year round shuttles up and down canyons. Tram or train up canyons to decrease the need for road maintenance and expansion.
1	High quality mass transit, running frequently at a reasonable cost. Increase the expense of driving private vehicles.
1	How about a toll system for big and little cottonwood canyons to raise money to care for the canyons?
1	How do you get agencies to work together, and not be stymied by their own regulations?
1	How should I know if I agree? I have no idea what you're gonna to do "implement" these things. Sounds like a bunch of onerous government regulations is in the works.
1	However, for the property owners, hopefully they would be given consideration to get to their property.
1	I absolutely do not support implementation of vehicle fees in Big or Little Cottonwood, such as those currently implemented in Millcreek.
2	I agree
1	I agree with this especially when it comes to reducing congestion. Not sure what "facilitate access" entails in this situation
1	I agree with this statement, but I've seen nothing done to lower auto traffic/increase shuttling to trailheads. If anything, I've seen the opposite, with park and ride areas ticketing on wasatch blvd ticketing carpoolers. There have been several days I've gotten up "too late" to go skiing and have been unable to park within a mile of Brighton resort - sure its my fault for not being an early AM go getter, but if the valley is going to continue its population explosion the traffic/parking in the canyons needs to be the #1 priority.
1	I am strongly opposed to any widening of road in Little Cottonwood. An HOV lane is not worth it, and the traffic flows fairly well in the canyon., I support HOV lane in the road leading to the canyon mouth. There should be a charge to park at the ski resorts in the winter and no charge for vehicles with three or more. The solution as more to do with parking charges and use of technology than with widening the road infrastructure. Bike lane needed for uphill bikers in lower half of Millcreek - similar to Little Cottonwood. A critical safety issue. Also, the park and ride at 33rd and Wasatch is almost always full. Move the County staging area for snow removal to the open space to the south (between freeway and Olympus Hills Mall) and expand the parking at this park and ride. This helps Millcreek where bikers often begin, or carpools meet, and also helps with traffic in Big and Little Cottonwood canyons in the winter.
1	I believe that cars should be banned year round. Put parking garages where the gravel pit is on Wasatch for BCC. Have regular bus service and plenty of parking. Have express busses that go straight to resorts. Have locals that stop at storm mountain Mill D etc for BC access, climbers hikers etc. have busses run frequently and there is no need for cars.
1	I believe that mass transit is only part of the solution to clean air. We must strive for a comprehensive plan that addresses the realities of industry and the need for humans to not breathe poisons.
1	I believe that statement should include a commitment to implementing public transit to replace independent occupancy cars for canyon transportation
1	I completely agree with carpooling etc but I don't think enforcing a fee would be necessary in order to do that.
1	I do not believe individual cars should be restricted from the canyons.. If there is a per car occupancy rule, it should be two people per car.
1	I don't think highways should be a major portion of nature. The public transportation is good but not the expanding of roadways

Count Response

1	I don't think there should be more cars in the canyons, use transit and bikes
1	I don't think you can implement an opportunity. How about 'Seek' opportunities to indicate the group will actively trying to address the issues
1	I like this idea but I want more specifics first. Right now, I access all parts of my canyons and wonder how this vision will affect me.
1	I made some notes on this above.
1	I support smarter strategies for getting people up and down the canyons rather than building more parking structures.
1	I think Sandy City blew it many years ago when they developed all of the land at the mouth of little cottonwood canyon. Not sure what can really be done now that won't have more negative impact than positive.
1	I think a rail system for both BC and LC could improve air quality and congestion greatly. This rail system should run fairly early and late and have stops at major hiking destinations as well as the resorts. However, I do think a road is still needed.
1	I think it hits the main points but could be rewritten for clarity? Implement transportation projects that reduce congestion, improve air quality, facilitate multi-modal access, promote transit and carpooling and enhance public safety.
1	I think reducing traffic during peak periods is one of the most important issues in planning for the future of the Central Wasatch. I would support closing Big and Little Cottonwood Canyons to private vehicles during peak times and providing a greatly expanded bus service in its place, as long as the bus service was affordable for all user groups and would stop at all backcountry trailheads.
1	I think that improved bicycle lanes and additional parking in Millcreek Canyon would be helpful. I do not think we need to add transit vehicles.
1	I think the access to Snowbird from American Fork Canyon would be very helpful in reducing the traffic and parking issues in Little Cottonwood Canyon.
1	I think there is already too much access and the canyons are being loved to death. There needs to be more management and control so that people who use the canyons take more responsibility for keeping them clean, free of litter and human and other types of waste, etc. I think there should be some type of toll required at both BCC and LCC as there is at Millcreek.
1	I think there should be a shuttle system that is quick and reliable or have people buy passes (like Millcreek, \$40/annual pass) in order to drive up there.
1	I think these can be done by widening the canyon roads whenever possible and thus cutting down on pollution and congestion.
1	I think you need to decrease opportunities for personal vehicles rather than increase.
1	I wish a mass transit system existed that was available to use to go up the mountain, and charge for private cars to drive up. No parking at the base of the mountain for this to work, I once tried to take the bus, parked on the street as there was no parking available in the lot and I got a parking ticket.
1	I wish bicycles could have their own trail. I know bicyclist love to ride up and down the canyon, but the rode is so narrow, I feel they put themselves and others in great danger
1	I would LOVE it if there was a designated AND MAINTAINED bike lane, or at least larger shoulder. Very scary when a car flies around you on a blind corner.
1	I would NOT like to see any of the roads widened up the canyons, since we should limit the amount of vehicles that are up at the top (say, at Alta, which has no more room for parking). I would like to see a profound increase in the frequency of busses (or a tram line), and incentives for people to use the busses, for instance for visitors to the larger hotels to use the busses. I'd also like to see the City invest in a fleet of electric busses (as you see in Aspen, for example).

Count Response

1	I would be concerned that this would require the further widening of roads that would have a negative impact on the environment.
1	I would be in favor of implementing a vehicle use fee for all the canyons PROVIDED that the Utah Transit Authority would operate buses in the canyons at 30 minute intervals from 6 AM until 6 PM THROUGHOUT THE ENTIRE YEAR for hikers, bikers, skiers going to the resorts, and for employees also. Bus stops should be established at the most popular trailheads and ski resorts. The bus fee should be \$2.50 per trip.
1	I would be willing to pay for an annual pass to drive up those canyons. The price couldn't be super high, but I would pay. In addition, the buses up those canyons should not only run more frequently, but they should be noticeably cheaper. I participated in a ski shuttle day through the Wasatch Backcountry Alliance and loved it. Those shuttles would free up parking, decrease emissions, and are an opportunity to raise some money that could be put back into the canyons they service.
1	I would emphasize making these transportation opportunities safe and increasing awareness on cyclists on the roads.
1	I would get rid of private vehicles altogether, except for extraordinary cases.
1	I would like to see a goal of public transport in the vision statement. Ex: have public transport easily accessible and utilized for 80%of canyon visitors by 2030.
1	I would like to see more Park-and-ride buses to the ski resorts.
1	I would love to see a major reduction in congestion as well as the benefits of having better airline quality. Having said that, I also thoroughly enjoy the convenience of have my vehicle at my disposal at a moment's notice whole up in any one of the canyons. So I don't know what a good solution would be.
1	I would stress year round affordable mass transit for all in canyons Too much focus on winter The fact that there is currently no summer mass transit is astounding to me. Use Park City Summit County as an example The best thing they ever did was go separate from UTA
1	I would suggest the Vision Statement needs to state at its end the following: "without significant adverse impacts to the environment. "
1	I'd be happy if it were like Zion, where during peak times, you had to take the bus. And, the bus was very reliable, and frequently running.
1	I'd be more specific. "Reduce the number of cars coming into the canyon."
1	I'd like to see especially more bike and bus access. Actually what would be really cool is no roads up the cottonwood canyons, just a foot path on the canyon floor and a tram line that stops at various points up the canyon. Realize thats a little infeasible at this point.
1	I'm not qualified to suggest improvements but the canyon traffic seems like it could be improved
1	I'm not really sure it's government's job to make sure anyone and everyone can get up the canyon whenever they want. There's a natural balance to things right now. On big powder days, for example, the canyons back up with cars and that naturally limits the number of people that can crowd the slopes. That's OK. On beautiful fall days the parking at popular trail heads fills up and that naturally limits the number of people on the trails. That's OK.
1	I'm not sure how the transportation problems can be addressed. If you plan on increasing activities in the canyons, there definitely will be more congestion. I'm not in favor of impacting the land to accommodate ambitious, personal gains for a few.
1	I'm not sure what the answer is, but a reduction in the amount of traffic would be great.
1	I'm selfishly concerned about "increasing occupancy of vehicles." Carpooling is not always an option. I feel that emphasis needs to be on improving public transportation opportunities.
1	I've mentioned my view in the earlier question.

Count Response

1	I've only been up the canyons in spring and summer, never in winter, so I have no idea what it is like during ski season. I'm against the widening of roads for the purpose of allowing more cars to get into the canyon quicker. Maybe close the canyon during winter to all vehicles except ski resort shuttles and buses. That way people would have to use mass transit to get to the ski resorts. And to encourage use, either charge a very small fee (like a dollar each way, or a dollar round-trip), or make use of the buses and shuttles free. And have them leave every 5 minutes from the "base camp" at the bottom of the canyon. Exceptions would be made, of course, to people who need to travel through the canyons to get to other destinations, but those people would need to stop at a toll or something to be screened. Like the California inspection points that ask people if they are bringing in produce.
1	If a bus only access is implemented during ski season then locals should have a waiver to utilize our own vehicles. I will not spend my day dealing with the bus system. I will seek resorts that I can drive to.
1	If cars aren't allowed up the canyon then I don't agree at all.
1	If it means that the vision includes adding rail service to the busy canyons (Little and Big Cottonwood Canyons) I fully agree with vision number 5
1	If possible create better public transportation between all resorts and the valley. No tolls or fees, just quicker and more efficient public transport
1	If the shuttle service runs every 5 minutes in a reliable and consistent manner in the winters and you charge a high amount for parking at the resorts while you build massive park and ride space at the entrance of the cottonwoods, you practically solve the traffic and air pollution problems in the winter. Again a private sector supported by a long term loan can do the project.
1	If transit is going to be a key solution relied upon to resolve the traffic congestion then it needs to be a comprehensive and robust approach. A half hearted solution (limited hours, limited options (express vs local), parking at the canyon mouths, etc.) will only provide the cost without actually solving the problem giving us the worst of both.
1	If you make it harder to drive regular cars up the canyon in favor of bikes and busses I will be furious otherwise do whatever. Honestly the cottonwoods should be 2 lanes both ways the full length
1	Implement a free for bus/carpool pay for single car policy
1	Implement a high use seasonal fee to enter/exit the cottonwood canyons, as well as promote carpooling by imposing a ski resort parking fee for >= 2 passengers for priority parking. Take Stevens Pass parking as an example.
1	Implement a tax... add \$1 to each lift ticket sold for preservation of the canyons... Believe me... we can afford \$1000+ skis... we can afford the \$1
1	Implement bus/shuttle service in all canyons year round. Future plans : Look into light rail.
1	Implement installation of toll booth from May 1 - Nov. 1st (charging \$5/vehicle) to limit congestion. Provide bus service at \$1/rider ages 6 and up. Do NOT add "train transportation." Winter Season: Alta and Snowbird could offer a reduction in daily ticket price if skiers use the bus?
1	Implement single occupant vehicle fees in little and big cottonwood canyons. If you drive up by yourself, you pay for it. If you carpool then you don't have to. Make bus routes specific to the canyon only, instead of going all the way to train stations just have them run from the mouth to the top all day. This would increase ridership and decrease congestion/pollution in the canyon
1	Implement smaller, faster, and more frequent public vehicles, such as vans, rather than slow, infrequent vehicles such as buses. Implement monitored carpool options.
1	Implement transportation projects that make buses more easily accessible and used year round. For example, a few bus routes that stop at certain locations every 15 minutes, so people won't feel compelled to take private cars up the canyon. The biggest problem with buses is that they don't run often enough

Count Response

1	Implement...effective...transportation projects. Put in trains or shuttles that arrive one after another so there is minimal or no wait. That's the only way this mass transit will be effective. Also, included sheltered, warm, clean common areas at the hubs of these transportation areas with secure lockers for gear/food storage.
1	Implementation of better mass transit options. Consider rail options with higher occupancy for major stops and bus options for other stops along the route.
1	Implementing mass transportation up and down canyon and reducing canyon congestion is a must, but it is done best without disturbing current trails and wildlife.
1	Impove safe access traveling through the canyons. Avalanche control.
1	Improve carpooling , not valet facilities
1	Improve highway safety with guide rail installation, alignment improvements, and snow removal improvements. Prevent Snowbird from impeding down-canyon traffic on this PUBLIC highway for the convenience of their guests. Keep UTA on schedule, and expand schedule so buses are not full and run at tighter intervals for more of the day.
1	Improve public transportation.
1	Improve transit lines and schedules to allow more ease of access. build the light rail up little cottonwood canyon.
1	Improved bike lanes for increased safety and useage
1	Improved bus service can solve issues in BCC and LCC up to the carrying capacity of the canyons. Bus service improvements in '16-17 made a huge difference.
1	Improved winter bus access has been extremely helpful. But a few buses in the summer would be nice too, especially during busy events such as oktoberfest
1	Improving access at the cost of altering the character of the canyons is a bad deal for all. Mass transit and other improvements or additions to the current set of options should only be considered if they don't impact the character of the canyon or harm the resource through construction or increases in usage.
1	In a narrow canyon I don't see bicycles, cars, and mass transit mixing very well, unless the bike path and roads are seperate. If mass transit is to be effective in Little Cottonwood canyon parking at the ski resorts must be removed or parking fees excessive. Otherwise the car will always win out. For the ski season mass transit must be convenient and timely (every 5 mins peak time and every 15 mins off peak) with better storage systems to for ski equipment while in transit. Putting my expensive ski equipment in a bin with other ski and watching the shift against other skis each time the bus turns or stops isn't viable for me.
1	In the winter, for Big and Little Cottonwood Canyons, if someone chooses to drive up the canyon ALONE and chooses not to carpool, charge a \$1.00 toll. Any car with 2 or more riders, bypasses toll station.
1	Incentive bus use, decentivize private vehicle. Create new lane for bikes.
1	Incentivize people to do the right thing-
1	Include options for users who may need access to all "trailheads", some of which may just be a side Canyon with no parking lot. Such as areas used by backcountry skiers, climbers, etc.
1	Include people walking in Millcreek Canyon and the foothills.
1	Include planning for trailhead parking
1	Include using innovative approaches that consider future technologies

Count Response

1	Increase Transit. Decrease the ability of bicycle groups and marathon groups to "hog" the road and restrict other modes of traffic, especially when they want to shut the whole canyon down to other traffic and users so they can race and make money for their "cause" off of the public infrastructure.
1	Increase fees for using those areas (e.g.implement parking areas at the resorts). That would reduce low-occupancy vehicle use and the revenues could be put back into maintaining the environment.
1	Increase foottraffic and opportunities for roadside trails and hiking/walking/biking.
1	Increase public transit and expand shoulders when possible for bicycle safety. Additional parking at the base of the canyons so people can make use of the public transit is also needed.
1	Increase size and accessibility of park and ride. Also later improvements to the public transportation.
1	Increase the number of routes, frequency of buses and season of operation of the ski buses.
1	Increasing vehicle occupancy requirements without improvements to public transportation will cause huge backlash.
1	Initiate bus shuttle service during Oktoberfest. Shuttles would run as needed from the parking lot at 9400 South and 2300 East. Continue ski bus service as per 2016-2017 season. Add more buses on busy days.
1	It is important to take measures to reduce congestion in canyon traffic as the area's population increases. But I also greatly value the ability to drive up the canyons to hike or ski alone on the spur of the moment, and am worried that transportation projects would interfere with something that brings me great joy. Efforts to increase vehicle occupancy, for example, might block me from those activities. Air quality is an issue for the entire Salt Lake Valley, and putting regulations on the canyons specifically seems a poor way of addressing a much more general problem, which is primarily caused by local industries.
1	It is time to change from restriction of traffic to better ways to move people. Build a train up Little Cottonwood and have a developed parking structure at the bottom. Much like Zermatt Switzerland does.
1	It seems that bicycles and public safety is difficult to accomplish with steep hills and many winding curves. What does it mean to facilitate access? Mass transit, widen roads, add new roads, etc?
1	It sounds like you are hoping to increase the number of people in the canyons. Higher traffic brings more problems for the natural state of the canyons.
1	It sounds like you want to push public transportation which is good.
1	It's fine
1	It's great
1	It's not your(or anyones)job to increase occupancy per vehicle.
1	Less parking lots and more bike paths!
1	Less traffic is more good. Minimize impact on the land.
1	Let Snowbird open up American Fork Canyon so we're not wasting gas driving up little cotton wood.
1	Light rail
1	Light rail in big and little cottonwood canyons. Larger parking lots for UTA buses. Large parking structures at Alta and Snowbird. Three lanes up each canyon with the middle lane being bi-directional.
1	Light rail in the canyons IS NOT an option. We need to utilize an electric bus system similar to the ones used in Zion National Park. We need to charge daily use fees or create an annual pass for canyon usage. If we can get the bus system to run at regular times and fees to be INCLUDED with the annual pass purchase, I believe this will help.

Count Response

1	Light rail up the canyons to free up space for bicycles, reduce vehicles, improve safety for bicycles, improve air quality, facilitate access.
1	Like always, increasing uta presence will help in resolving this. Or even a shuttle to take you to the end with your bicycle and let you ride down.
1	Limit access for passenger cars containing fewer than 1 person. Increase ski bus route diversity. Make a ski bus that leaves from the University of Utah, where massive parking facilities exist and are open and free on weekends.
1	Limit the number of visitors. Increase year around public transportation (buses) to all the canyons and charge cars an access fee based on the number of passengers.
1	Limit vehicular access with bus access from parking areas.
1	Little cottonwood canyon has the highest avalanche hazard index of any road in morth America. We really need to figure out how to get people into the mountains, but leave there cars home
1	Look at ways to fund rail/tram access into the canyons.
1	Love the statement but we need to do this NOW! I work at Alta and have always taken an early bus up to work. This year, the early bus was taken away from the schedule! Make people pay \$20/car to drive up the canyon and put in free buses. Have UTA put in a direct bus up to the Alta area. Not only would more Alta employees take the bus (It takes double the time to get up the canyon for me because of all the Snowbird stops) but also backcountry skiers would use it. It would certainly help with congestion and our air!!!
1	MORE & BETTER BUS SERVICE FROM THE SLC AREA NOT JUST THE SANDY AREA !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
1	MULTI-MODAL!! Connections to dense parts of the valley
1	Make canyons accessible to cyclist, pedestrians & skiers (via mass transit), and campers (via vehicular permits). Roads used only by associated businesses, contractors, land owners, and emergency respondents.
1	Make mandatory use of CNG and/or electric buses for Big & Little Cottonwood Canyons on days where air quality is orange or red.
1	Make sure this is a heavy part of the conversation. Funding will be required.
1	Make sure to leave personal access open with private transportation
1	Manage congestion by implementing better public transportation options.
1	Mandatory ride share, improved public transit
1	Mass transit is 90% to the advantage of the ski resorts. They get mass transit only to the extent they bring something to the table to trade.
1	May need offer free transit and charge for private vehicles.
1	Maybe light rail?
1	Maybe require more public transportation or car sharing. On busy weekend days in the winter, require a minimum of 2 or 3 people per vehicle or close down the canyon outside of public transportation. Sometimes there are long timeframes in between bus schedules.
1	Mechanisms to increase car pooling need to be clearly identified and supported.
1	More buses more often a parking structure at the mouth of big Cottonwood small or Shuttle buses for dispersed Recreation opportunities

Count Response

1	More buses! Work with resorts to incentive carpooling, bus riding.
1	More buses, even vans to carry people and their gear. Charge a fee to use the roads. Come on the people can afford their hobby they can dam well afford a small entrance fee.
1	More busses, a TRAX station that runs along I-215 to the mouth of big cottonwood, wider shoulders for safer bicycling
1	More consistent bus schedule throughout the year. Canyon use fee. More parking near mouth of canyons.
1	More emphases on reducing congestion through public transport and a type of 'canyon pass' that all drivers should have.
1	More frequent bus schedule, implement paid parking at ski resorts unless goers have carpoled.
1	More frequent shuttles.
1	More parking at base of canyons is needed and maybe a free, electric, shuttle bus or vans.
1	More parking at canyon entrances & more frequent bus service. Dedicated buses from parking on busy days. Long term some form of rail transport .
1	More parking for buses. There is no incentive to take the buses when it is near impossible to find parking. Or re-think the entire system (maybe change to a tram, or train)
1	More parking near the months of canyons and more bus availability.
1	More public transport all year long with increased frequency during peak hours. More parking lots with connection to public transport throughout the city. Canyon closures formpritate vehicles during peak hours to allow efficient bus service.
1	More separated bike lanes, consider tunnels to access Brighton and Alta
1	More transportation options Electric buses. Think Zion np Trains but no cars in the canyon- think Europe.
1	Mostly agree, with the proviso that the transit element of this should prioritize many more frequent buses/shuttles with affordable fares, plus disincentives/penalties for single-occupancy private vehicles. Explore option of electric buses to reduce diesel emissions in the canyons.
1	Must let car come up unless you make the bus service more accessible
1	My dream is covered railways up the canyons. All those cars can't be good.
1	N/A
1	Need a mass transit option, including access considerations.
1	Need better opportunities for road bikes in all canyons. A designated bike path in each, including Parleys.
1	Need to better define the tradeoff. Does the implied plan involve forced car pooling, or is there a plan for congestion pricing? Is this a winter only focus?
1	Need to have less cars, and more room for bikes. Maybe carpool restricted days, and a fee at the entrance for those with less than a carpool.
1	Need to improve mass transit options. Need to think big about transportation solution. Don't solve program for next 5 years need to address problem on a 50 year view
1	Need to start charging entry fees to BCC and LCC (like Millcreek does), with both daily use fees and annual passes, with the money going directly towards management and protection in that canyon. More buses and use natural gas buses instead of gasoline-powered.

Count Response

1	Need to understand better what "transportation projects" are
1	Need ways of moving people in and out of the canyons with reduced traffic and parking - trams or cables in the cotton woods!
1	Needs to be a multi-layered approach. Lots of options need to be available to entice people to participate in car pools, increased bus options, trains, and better bike lanes!
1	Needs to touch on roadless areas and reasonably foreseeable future developments. Limit or prevent road proliferation. Discuss wildlife movement patterns. Habitat fragmentation?
1	No bicycles on canyon roads!!
1	No comment
1	No less than 2 people per car going up big and little cottonwood canyons on the weekends. This will significantly reduce traffic as well as make parking easier. A very expensive toll could be put in place single occupancy vehicles. \$50
1	No more access needed
1	No more transit
1	No one wants to ride the bus. Ski areas need discrete parking garages to better handle the traffic.
1	No single occupancy vehicles. Make Carpooling with 2 or more mandatory. Bus shuttle system is good. People should use it. Limit number of cars up the canyon per day.
1	No suggestions
1	No trains in canyons.
1	None
1	Not in favor of rail into Little or Big Cottonwood Canyons
1	Not really committed to any kind of a statement
1	Not sure
1	Notifications signs of parking situations up the canyon
1	Number one priority needs to be drastic reduction or elimination of private cars. Frequent bus (or better, rail) will allow for active transportation in the canyons, minimize parking needs, cut down on pollution, and improve overall peacefulness.
1	Offer an incentive to not drive, especially a SOV. Not quite sure what, maybe a toll with a price based on occupancy.
1	Offer shuttle buses more frequently, especially in Big Cottonwood Can. This would allow hikers in summer the same ease offered to skiers in winter.
1	Once again, protecting the environment from further degradation is the primary operating goal. Working toward FEASIBLE transportation improvements should be the focus, as opposed to madly trying to get more people uphill as quickly as possible. If the canyons have too many people in them, maybe they should have to make a reservation at a very low fee to access the canyons. The canyons are not able to handle many people, no matter how responsibly they gain access. Treat the canyons like a precious asset- don't kill the golden goose!
1	One person In a vehicle should be required to take the busses to reduce congestion, pollution and preserve available parking at resorts and trails. Also in winter or on storm days no vehicles without 4wheel drive should be allowed up the canyons. I realize this is currently a requirement but it is poorly enforced
1	Only support more transit and bikes. Let's get rid of cars in the canyons

Count Response

1	Parking is a major problem in the cottonwoods during both summer and winter. This problem is intensified during winter at the resorts. I would rather see the problem solved with creative ideas like Europe. Lifts, trams and gondolas make more sense than wider roads and parking structures. Let's go green and make skiing a mode of transportation.
1	Parking space availability increased Frequent bus routes
1	Pedestrians and bicyclists should be separated from vehicles. Resorts should build parking structures to reduce road side parking.
1	Perhaps we could design a bike/walking path next to (But separate from) the roads up Big & Little Cottonwood canyons so runners & Bikers have a safe place to exercise without having to be dangerously IN the roadways. Also more Park & Ride areas available near the mouth of both canyons would help with car pooling for resort employees (& some guests). Just as an example, the Gated, Un-developed, area at the mouth of "Big Cottonwood" (Tavaci?), could be temporarily be used as a "Resort Employee/Car Pool parking area" or something instead of sitting there completely vacant. Ultimately, some kind of Train or Tram/gondola type system running up & down both of the Cottonwood Canyons from Wasatch Blvd to the Resorts would VASTLY help the increasing traffic issues that have been constantly getting worse each winter.
1	Plan for peak use days vs non-peak use days.
1	Please See my first comment
1	Please make sure the transportation segment includes destination facilities. I would totally ride the bus if I could have a nice warm locker room with lockers big enough for a sports bag and snow boots. In fact, that is the only reason I haven't ridden the bus. I am talking about Alta specifically.
1	Please see previous answers
1	Please, no additional transport right-of-ways in the canyons, like new rail corridors. Three lane roads, slug lanes and some snow sheds are acceptable. Bus or shuffle transport is much more flexible and accommodating to variations of service needed than a fixed rail system.
1	Possibly a train or rail that would go up the canyon and reduce motor vehicles.
1	Prioritize the use of non-petroleum based transportation in the canyons and focus on mass transit.
1	Private car transit could be limited by allowing more buses and more incentive to use the buses (more stops and more parking areas at base, perhaps cheaper fare).
1	Private vehicle use needs to be significantly reduced through use of user fees and improved public transportation. Ski areas in particular with concentration of people going to the same location affords significant opportunity to decrease canyon traffic with improved public transportation.
1	Private vehicles should be banned from state highways UT 210 and UT 190. Emissions-free transportation should be provided to take people from a parking locations and transit stations to trailheads and ski areas.
1	Private vehicles should be limited to car poolers during the winter season. The congestion up the canyon creates dangerous roadways after winter storms and increases poor air quality.
1	Promote awareness by campaigning in the fall season for "full vehicles for full fun in the Wasatch", increase bus frequency and install a few extra bus stops for backcountry users along the canyons.
1	Provide a bike and runner lane up canyons for use by bicycles and runners.
1	Provide adequate parking in the valley and a bus system that runs on a schedule that is convenient to use and enough buses to prevent over-crowding. The current parking situation and small number of buses per hour makes using transit difficult for people who do not plan on being up the canyon all day.
1	Provide choices of transportation.Do not prohibit any.

Count Response

1	Provide enough public transportation .
1	Provide incentives for taking public transit or carpooling. Increase public information about the benefits of reducing traffic. Increase bus traffic up and down the canyon.
1	Provide sufficient parking at base of Little Cottonwood Canyon, and commensurate availability of public transportation, during peak demands in ski season.
1	Provide year round public transportation up the canyons. Work on moving our transportation systems to a 100% renewable energy resource.
1	Public buses and ride share promotion would be great!
1	Public transit should not be limited to buses. I'm not at all sure how you increase per vehicle occupancy and I do not believe tolls should play a part in limiting access.
1	Public transportation especially in winter needs to be drastically improved. Does no good to have public transportation if there is no where to park to access the transportation. In winter public transportation needs to be operating from the day the resorts open. Highly recommend monorail, train or something along those lines. Buses are a poor option.
1	Public transportation needs to be improved and people encouraged to take it especially on bad air days. Carpooling at the mouth of the canyon. Preferred parking at the resorts for low emission vehicles.
1	Public transportation or a sliding scale admission to Canyons for vehicles that are HOV vs. single person use could help reduce the amount of traffic up and down the canyons.
1	Put a train up LCC with avy shelters on slide zones
1	Put an emphasis on improvements that can be implemented now, not in five or 10 years, prioritize the solutions that will be least invasive to the canyons themselves (no trains/trams).
1	Put fee stations at the mouths of big and Little Cottonwood Canyons to control traffic, funding improvements in transportation, improvement of toilets and rest stations, decreasing crime and vandalism, etc.
1	Put several multilevel parking structures at the base of the canyons and utilize gondolas for transport to the resorts. Check out how they do it in Courmayeur, Italy outside of Chamonix.
1	Rail system up canyons, especially ski areas to reduce vehicle traffic and pollution.
1	Railway!
1	Realistically, it can't, not without expanding the roads, which would have terrible environmental consequences. Create more bike lanes wherever feasible. Consider lowering speed limits. Most importantly, make the cottonwoods a fee area, which will lower traffic and make things a little safer for bikes. We all know that more transit won't really make an impact on congestion so don't throw resources at it (except for winter ski buses, which make more sense).
1	Really focus on safety of driving on canyon roads
1	Recommend user fees to improve transportation infrastructure.
1	Reduce cars on the roads
1	Reduce parking lot sizes at ski resorts and provide better transit opportunities
1	Reduce the number of vehicles up the canyons.
1	Reduce traffic, not increase capacity. No need to change it, but deflect the traffic. As the congestion increases people will naturally seek other places less congested, and eventually the load will spread out. I'm all for efficient public transportation that's timely and reliable. I'm against increasing roads capacity in any form.

Count Response

1	Refer to Response #2: Immediate implementation of a Canyon Entrance Fee (as National Parks) displayed on windshield in the form of an Annual Pass, Seasonal Pass, etc.
1	Replace "Implement ..." with "Support transportation projects, real-time data usage and public encouragements ("marketing") to meet access, safety and environmental needs and goals." Bicyclists deserve the protection of laws and various means that can separate them from the heaviest traffic and congestion, including periodic road use restrictions due to high traffic, weather, etc. and safety lanes/barriers, off-road bike routes, etc.
1	Require a minimum 2 people in every car going up the canyon. Provide parking areas at base and bus skiers to the resorts. Provide places to eat, sit, relax after ski hours to wait out traffic.
1	Require more than 1 occupant on heavy use ski days. Buses only on all weekends till noon.
1	Require that corporate tax dollars pay for it.
1	Restrict or charge canyon fee to single occupancy vehicles on heavy use days. Provide more parking near the mouths of the canyon to access public transportation. Make public transportation less than the canyon fee to incentivize use of public transportation
1	Ride share
1	STOP FOCUSING SOLELY ON INTERNAL COMBUSTION POWERED, RUBBER WHEELED ROAD VEHICLES. Build a dang train. Get cars off the road, and reduce access issues during heavy snow (snowsheds can permit a train to run when the roads are closed!) Sure, a train costs a lot up front, but then we can still use it 50+ years from now. Traffic volumes aren't going anywhere but up!
1	Same as above..."Parking, transportation and bike lanes/trails could improve this. More trailhead parking, more valley parking, more frequent public transportation service, more bus stops along the canyon roads, and more space for bikes on the roadside or on a parallel bike/pedestrian designated trail."
1	Season parking pass
1	See above. Instead of large buses, more frequent vans or small buses which can move more nimbly would be great. Keep up the bike lanes - make them a bit wider/expand them.
1	See prior comments
1	Should emphasize public transportation and the importance of it
1	Should include vision to decrease private vehicle use and portions of canyons devoted to parking of private vehicles.
1	Show real research regarding current usage.
1	Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.
1	Ski train up the cottonwood canyons
1	Snow-sheds in slide paths. Nominal entrance fees for big and little cottonwood canons.
1	So... are you going to build more roads? wider roads? bike lanes?
1	Solutions for increased public transit and low emissions transportation are a positive step. Increased access for automobiles is not.
1	Sounds awesome! More buses for ski areas
1	Sounds great

Count Response

1	Spot on
1	Start with no single riders then just hybrid then electric. Same time hybrid busses should be used with regular and late night schedules
1	Statement has internal inconsistencies. It's nonsense. "facilitate access" and the other things which mean "limit access" are opposing.
1	Stop car traffic in the cottonwood canyons and only offer Public transit
1	Stress mass transit options, but not necessarily light rail.
1	Support the transportation improvements with better network outside the canyons
1	Take the played out granite quarry and make it a parking structure. Run buses from it. Ban cars
1	Taxing vehicle use while subsidizing public transportation.
1	The Cottonwood canyons in particular should be closed to private cars (unless they have a permit to access their home) and should be changed to only. Bicycles and shuttles or light rail system that runs frequently that employees and visitors would use.
1	The canyon roads are not safe for both bicycles and motor vehicles; cars, buses, trucks. Ban bicycles on canyon roads except for special days/times when motorized vehicles would be limited.
1	The canyons are completely unsafe for road bikes. See #4, don't over develop the roads or areas to satisfy everyone. Restrict traffic in the canyons in summer to bikes only for 4 hours 1 day/wk. Reduce congestion by mandating HOV+2 between 9-11AM weekends.
1	The devil will be in the details of how this is implemented.
1	The end goals are correct.
1	The great part of our canyons is there accessibility. If other modes of transportation are incorporated, those have to be efficient. The few hours you might have in a day to run up a Canyon, you won't have additional time to add 30 min to an hour by taking public transportation.
1	The implementation of this statement has not really occurred. There are constantly vehicles going up the canyons that are non 4x4 and without snows on days when they are supposed to be restricted. The honor code doesn't always work. The frequency of public transit could be increased to encourage people to use it.
1	The key here is creating viable alternatives for car traffic and keeping the roads safe for cyclists, runners and walkers. Increase incentives for and frequency of public transportation. Reward ride sharing. Consider a small fee for cars or, perhaps, membership that includes the fee through lift pass purchase or a summer recreation pass purchase.
1	The more people in a car the cheaper
1	The more traffic to keep off of Wasatch, the better. As an avid cyclist it's scary enough already.
1	The northbound traffic out of Little Cottonwood Canyon needs to be slowed down via a lowered speed limit AND controlled with a stop light to allow residents who can only leave their subdivisions via Wasatch Blvd. With the newly installed intersection at Wasatch Blvd and Little Cottonwood Canyon, during the morning commute and winter ski hours, when skiers are coming down the canyon, exiting our subdivisions will become more dangerous for us than even currently exists!
1	The only caveat should be with respect to private landowners, who should have unfettered access to their property.

Count Response

-
- 1 The only congestion in the canyons is Saturday at 9am-2pm. With the exception of the Ski Traffic, all that requires is for those Rich ass Resorts to provide Free shuttles. At \$100 bucks a ticket to access leased land, They can "reduce Congestion". Saturdays... Too bad, wake up early... Hiking Hung over, isn't exactly an important demographic. I have counted the number of vehicles on non weekends, during the winter without resorts it's as low as 30-50 cars in each of the canyons. I suspect that the only Traffic problems are actually the Ski Resorts. They are rich, they can solve it without the TaxPayer.... How if they charge \$120 bucks a ticket and use that \$20 bucks for shuttles.
-
- 1 The problem with these vision statements is they do not tell you actually what they mean or do not mean. So saying that I agree with them is hard.
-
- 1 The road needs to be wider to accommodate bikes. Too dangerous for them now. A rail line to the resorts in Little Cottonwood would be best--busses are too slow and cause traffic jams.
-
- 1 The state should fund and UDOT should build an additional dedicated lane into both Big and Little Cottonwood Canyons to facilitate up hill traffic in the morning and down hill traffic in the afternoons. It could be directionally switched to accomodate am - pm heavy traffic flows. Additional UTA Canyon appropriate / environmentally sensitive Buses should be purchased and put on line to run every 10 to 15 minutes on heavy skier use days from December 1st to April 15th in each canyon to alleviate the serious traffic problems that have arisen over the past 25 years, and get skiers to the four resorts far more efficiently. The resorts should contribute to ther costs as should ther state, county, and east side cities. There should NOT be a tunnel built from the Park City side to the Salt Lake County side under any circumstances.
-
- 1 The transportation system needs to be built for a growing salt lake valley population. Private cars need to be removed from both BCC, LCC if the traffic congestion is going to be fixed for the long term. Allow commercial traffic and residents of the canyons to drive in BCC, LCC but have a high capacity and seasonally adjusted high frequency public transit option for all other traffic. Ideally the public transit option would not be busses but a system designed to be much less impacted by the avalanche danger.
-
- 1 There is insufficient valley both width to safely provide for this wide variety of transportation without killing someone. Given that for the most part you are in a municipal watershed the most important thing to protect is water quality even if it means limiting access and restricting parking.
-
- 1 There needs to be some kind of Train system that goes up the canyon. The worst congestion days are heavy snow days when no one wants to spend two hours in a bus. There needs to be some kind of mass transit system that bypasses the road.
-
- 1 There should be encouragement to use transit & make it more affordable, but not force people to use it or carpool, not everyone can fit into transit schedules or has friends going up at the same time. Widen the road, but do it in a conservative manner. Maybe 1 more lane & use flex lane option like is being done on 5400 south
-
- 1 There should be more dog friendly hiking and off-leash options, more bike paths that are safe and accessible and there should be a train system along I 215 East bound that offers connectors to downtown and up each canyon.
-
- 1 This at least visualizes a specific future.
-
- 1 This can be addressed more by PSA and helping people understand that where you have a mostly two-lane road that will take an act of congress to widen they must be patient and courteous. At least correct or improve the grammar; "...transit and vehicles..." You lost me with that phrase. Also, this question is missing the word "...be..."
-
- 1 This is a pie-in-the-sky concept. 1. Skip the bicycle focus. Very few ride bicycles up the canyons. 2. Transit is nice concept but this is US where people drive cars. Worth a shot. What do you do if you want to climb this or that waterfall -- pull the cord and driver stops right there? 3. Air quality is toast in the Valley, not much of a problem up in the canyons. 4. Facilitate access=put in some Gasex units or cover the road like Europe in avalanche areas
-
- 1 This is already such a problem... we gotta figure out how this vision is more urgent.
-
- 1 This is difficult and may require the use of remote lots or building parking facilities near the base.
-
- 1 This is going to be an issue as time progresses. Crowding esp. on the weekends is a problem. Better mass transit (more frequent for one) needs to be implemented. MY worry here is times of access will be limited.
-

Count Response

1	This is outside my expertise.
1	This is probably the most important as SOMETHING needs to be done - again something more concrete needs to happen.
1	This is the #1 issue in the canyons in my opinion.
1	This might need to be reworded to be more forward thinking about innovative solutions in light of coming population increases
1	This one is hard. I have to many feelings on this issue
1	This reads less like a vision statement, and more like a broad goal. I don't envision a canyon where SL County implements transportation projects, I envision canyons that allow people to access recreational opportunities without the congestion and air pollution that come with so many cars on the road.
1	This vision needs to include expansion for population growth, both among residents and tourists. Parking is the most significant issue, particularly in the Cottonwood canyons. I don't want to see massive parking lots up these canyons either.
1	This will just lead to more regulations we already have enough. We don't need for enforcement just let us drive up, park go skiing for a few hours. We are already regulated enough.
1	Through better parking options at the base of the canyons, fees associated for parking at the top, and/or fees for vehicles with only one person.
1	To me this means, charge people for driving up. no taxes! be specific on the types of projects we have in mind. don't hide behind nice sounding smoke and mirrors that restrict people to force them into an "ideal".
1	Tolls in BCC and LCC. The traffic in BCC is out of control in the summer, I've seen bikers, moose, and deer all run off the road. It's treated like a highway to park city - with unfortunately more social driving than utilization of the trail heads. Mandatory tolls in the canyon is an absolute must. LCC in the winter is also a disaster, and a tunnel to BCC isn't the answer. The traffic is coming from Salt Lake.
1	Too vague
1	Traditional cars and trucks need to be eliminated from the Cottonwood Canyons. Mass transit for all is desperately needed to save these canyons and our air quality.
1	Traffic absolutely needs to be reduced. Mandatory carpooling, buses, driving permits, or fees may do the trick. It would be good if the main canyon road were safer for bikes and runners.
1	Train
1	Train or tram in Little & Big CCs mouth to ski areas
1	Train service or gondola from base of the canyons, big or little cottonwoods.
1	Tram and/or electric train access to the canyons and to the Park City area
1	Transit and bikes will never take more than 15% of the trips voluntarily. Transit and bikes will help, but you must learn to deal effectively and efficiently with cars.
1	Transit is fine as long as we are not prevented from driving cars in the canyons. Only allowing buses in our canyons would be awful for people who want to hike daily. We can fit in a hike in 1 hour. Forced mass transit would change that ability.
1	Transportation Vision for the canyons should be to eliminate private vehicles in the canyons (for those who don't live there), increase parking at the entrances of the canyons, and create a reliable, efficient public transportation system for those who recreate.

Count Response

1	Transportation is a critical issue in the canyons. Emphasis should be given to mass transit that does not alter the character of the canyons and effort should be made to reduce person vehicle use.
1	Transportation is important, especially public transportation and resorts should provide some of their own transportation to offset the problems caused during their peak seasons. Cars and buses should not be the main focus of the plan though.
1	Transportation projects are costly and do not reduce congestion or air quality, they increase access and occupancy throughout the canyon.
1	Transportation, congestion and parking are some fhe biggest problems, which will only get worse. Shuttles, park and rides, and even a train will be needed long term.
1	Trax or other train for big and little CC. Limit number of vehicles in canyons.
1	Try to count the volume of parking spaces at the ski areas involved, create parking facilities in the Valley to park those vehicles and run ONLY mass transit up a canyon in ski season to see how that works, as a test. If you don't plan and try it out, nobody will see the benefit. It may take more busses than UTA owns now. Plan and test it out.
1	Turn all existing Park and Rides into high-rise parking structures to accommodate as much parking as possible. If possible utilize unused "Corporate Bowl" near the mouth of Big Cottonwood as additional/supplemental parking on weekends when these lots are not being utilized. Improve and increase infrastructure in Big and Little Cottonwood Canyon to include bus lanes, real bike lanes, and dual lanes when possible. Give tax credits to the ski areas to offset lost income when they give discounts to people that utilize car pooling of at least 4 per vehicle.
1	Use UTA buses on busy summer weekends.
1	Use buses. These can be started immediately and are very adjustable as far as frequency and times of the year. Don't allow private vehicles on weekends or holidays except for those with houses in the canyons or possibly those with special needs. No trains.
1	Use business parking lots near Foothill clinic and Market Street grill for parking on weekends. Charge for parking for low occupancy vehicles. Run buses more frequently
1	Using buses the way they do in Zion National Park. There have to be enough to arrive every 5 min at peak hours and every 10 min the rest of the day
1	Vehicle fees, quotas, better bike lanes, re think mass transit.
1	Very important especially as SLC continues to grow
1	Vision is fine. We will need to limit single-occupant vehicle access, traffic has become too heavy. People will be angry while they adjust because they feel entitled, but that's OK, we need to realize it's not all about me all the time, and just get through the change.
1	Vision seems on point.
1	Wasatch Blvd has become major traffic artery. Either encourage alternate traffic patterns in the south east end of the valley, or make Wasatch Blvd 4 lanes with multiple stop lights to allow safe entry to Wasatch from neighborhoods and discourage continued growth of traffic.
1	Wasatch blvd SHOULD NOT become the free way udot has in mind.. This is a neighborhood!!
1	We are in desperate need of improved year-round mass transit up both cottonwood canyons. The UTA ski busses are great but during peak times they are so packed it can be daunting to use them. Congestion up Little Cottonwood Canyon (LCC) is especially problem that needs an effective solution. Build a avalanche safe rail line up LCC!

Count Response

1	We must figure out traffic or all of this is moot. Traffic is the number one issue that prevents me from getting up the canyons to recreate, especially in the winter. There is no easy way for people who reside north of I-80 (Foothill, University area where I live) to easily park and catch a bus that isn't way down in Sandy. I would take a bus if I could pick it up closer to home and have it go straight to Alta or Snowbird, but as it stands now it just takes too long which deters me from the option. I won't go to Sandy to park--it's too far. Can large volume parking be implemented that is used during the week for all the University traffic (Foothill drive is always congested during the week going inbound) and use it on weekends for ski bus? On top of water tank near REI? I dunno, there's got to be a solution. We are humans and are creative! Bus lanes only that fly by people sitting in the red snake!
1	We need mass transit up big and little C... probably rail.
1	We need more parking lots - so people don't have to park on the canyon road
1	We need to have a complete transit system and ban cars from the cottonwoods to protect them.
1	We need transit. More buses or a train. We can't keep building parking lots. The road situation is already a nightmare on a powder day.
1	We really need to encourage carpooling in the winter.
1	What are some examples of transportation projects?
1	What are the specific projects?
1	When I am in the valley, I take the bus more than 50% of the time. The one reason I own a car is to get into the mountains quickly and have the freedom to go wherever I please. From my point of view a transit system would be great to the ski resorts and more safety for bicycles would be amazing, but I wouldn't use those systems.
1	While I fully believe we need to reduce vehicles in the canyons, the occupancy has to be thrown out. We can't always have more than 1 person in the vehicle. Maybe require a fee to enter the canyons. This would surely reduce vehicles in the short term and then use the money for trail rehab , picnick area rehab and things of that nature. A \$50.00 price tag for a 1 year pass could go a long way.
1	While we currently "share the road" many cyclists act like they own the road. Maybe a way to isolate the motorized from the non-motorized could be done.
1	Why do we have to pay extra for UTA in the canyons as UTA passholders? I'd use it every winter if I didn't have to pay extra. Only season pass holders can get a free ride but few of the locals can afford a season pass. And what about the backcountry users? Can we add stops @ popular backcountry access spots? Can this service be extended in the summer? We need more incentives to use public transit.
1	Why is "occupancy per vehicle" included? This seems like a liberal utopian view that has no reality. Why would two parties travel up the canyon together or separately based on any vision statement? Just charge a per vehicle fee and don't fool around with utopian ideals in the statement.
1	Wide bike lanes and require public transportation only
1	Widen the road to Snowbird/Alta. Three lanes. Two in the morning heading up the canyon and switch to two in the afternoon heading down. Create a high speed gondola system from 94th and 2000 E to the resorts for the winter.
1	Widen the road up Big and Little Cottonwood Canyons to Ski Areas.
1	Widening the roads in the canyons would contradictory to the other vision statements listed here as it would destroy natural habitats. Instead, working towards better and more widely accessible clean/green public transportation should be the goal.
1	Winter traffic in the canyons has been at the point of ridiculous for some time now. It's unlikely to be popular, but perhaps closing the road and implementing a shuttle system at least during peak use times could help.

Count Response

1	With adding signal where needed
1	With consideration for homeowners in the canyons. (they should be exempt from having to use transit)
1	With less tourist traffic we wouldn't need addition transit or regulations.
1	Within 30 years, a mass transit rail tunnel that could heavily reduce the congestion associated with the canyons.
1	Work with cities and uta to offer more park n ride options, etc
1	Work with county and state stakeholders to ensure a mode of transportation that reduces congestion is implemented. A disincentive to drive solo through the canyon has to be implemented. probably some kind of toll is required + increased bus service.
1	Would love a lite-rail system put in big/little cottonwood canyons.
1	Would love some more specificity as what "implement transportation projects means." This could be anything from tunnels, to new highways, to light rail. A specific elevation of public, sustainable transportation over private vehicles should be included.
1	Year around bus schedule to stop at all hiking trailheads on a frequent basis. To do this there NEEDS be be bigger and better secure parking lots at the mouth of ALL canyons.
1	Year-round buses in Big and Little Cottonwood Canyons. Incentives for people to use them.
1	Yes, but we also need to understand how many people each canyon can support. If we are able to double the number of people in each canyon due to better transportation and carpools, then the canyons will be more crowded than they are now, thereby degrading the experience. We need to do a carrying capacity study for the canyons.
1	You might want to emphasize facilitating access for a variety of uses. Access for backcountry skiers looks different than access for resort skiers, for example. I recommend egaging people to learn how different people use the canyons, what this means for transportation, and what kinds of transportation solutions they would be willing to support if designed in such a way as to meet user interests
1	You need to first focus on what can be done without expending any money Or hiring more people. Then you need to tackle incrementally what can be done and what you think you'll achieve I doing it. Again you think you're being specific but you're basically asking for a blank check to do a heck of a lot of things that could be nonreversible
1	Zero emission buses, hikers/walkers/skiers/snowboarders/cyclists only. Paragliders, too. No cars, no motorcycles, no ATVs, delivery trucks must meet emission standards, staff and residents meet emission standards to receive waiver/exemption from travel ban, etc.
1	add a comment on "protecting the natural environment"
1	add the word "traffic" before congestion
1	as long as this doesn't involve major road construction in the Canyons.
1	better bus schedules that serve SLC
1	better bus service
1	better bus service to the cottonwoods
1	better summer public transit. Bus stops at popular trail heads in summer and winter.
1	bicycles in the canyons are unsafe.
1	build a monorail that carries cargo with the semis unloading at points in Utah - cargo on the monorail at the end hub in the canyon(s) have small trucks complete delivery thereby omitting the use of the canyon roads by trucks carrying cargo

Count Response

1	bus rapid transit - toll charges for vehicles with single occupants.
1	by connecting all of the ski resorts.
1	carpool incentives
1	close the roads to vehicular traffic. IE have a car free day (or part of a day) when the canyons can enjoy moments without cars/trucks. Human power only.
1	comment - at times I felt like single occupancy vehicle was frowned upon. Many people are able to get up to ski for a few hours and back to work, and they do not have the time to take the current public transportation. I do not want to see limitations on times where time constraints have me use my private vehicle, then when able use the ski bus.
1	convenient mass transit
1	create huge multi-story parking garages at base of BCC and LCC for ski bus parking!
1	develop a rail system to the ski areas
1	during ski season, only allow entry to Little Cottonwood from one side with no merge to make access quicker. The merge of the 2 entrances combined with the merge of the lanes at the base of the canyon is a mess.
1	either use a bike, public transportation, or pay a fee. Improve bike lanes making this option safer.
1	fee stations for cars
1	frequent, year-round shuttle/bus service, paired with fees for those entering or living in the canyon
1	goal of using public mass transit. Having a train or gondola to get people up the mountain for free or pay per car like in millcreek would be better for everyone.
1	i agree with reduce congestion, air quality, safety. Need to seek methods for movement of people (it could be bikes, transit, vehicles, or other) that is quiet, non-carbon emitting, that compliments or does not have adverse impacts to the environment. When "vehicles" is part of the statement that is then part of the solution, likewise transit. I agree those are key elements of the solution but should not be part of the statement.
1	if transit is a code word for trains then disagree completely. trains do no belong in the canyons.
1	improve bus service to all canyons year round
1	improve general vitality of community and form basis for many new small businesses.
1	include convenience.
1	include transportation projects like the aerial people mover at Newark International airport. We need transit that is NOT on-the-ground and affected by avalanche control.
1	increase transit options
1	increased emphasis on strategies for reducing personal vehicle travel
1	increased public transportation available
1	install a monorail or gondola in each cottonwood canyon
1	kk
1	limit auto access and provide public transport
1	limiting, providing alternative transp. (group), not paving

Count Response

1	making sure to not further congest the canyons.
1	mention provide convenient access to starting points of recreation activities
1	more emphasis on quick, easily accessible - i.e. convenient - public transit
1	more park and ride lots, and VERY frequent bus service
1	more public transportation
1	most certainly for cycling (dedicated) bike lanes), and reduction of traffic with an automated toll for non-residents?
1	na
1	ncrease occupancy per vehicle and enhance public safety.
1	need to get people out of their cars...fee at bottom of canyon for cars with single occupancy?
1	need to recognize some limits to access to address capacity - social and bio/physical. Transportation is the best tool to manage capacity
1	no bicycles in big cottonwood
1	no more building
1	ok -
1	provide more free parking at mouths of canyons so families/friends can carpool. When we have attempted to carpool, there is no parking available at the mouths.
1	public transit and private vehicles
1	rail from downtown to resorts such as Alta, Snowbird, Brighton, etc.
1	ramp up public transportation!
1	reduce vehicle use up the canyons and therefore no need for increased vehicle occupancy. improve group transportation should be the focus
1	see above
1	sooner or later you need to limit the number of people.
1	staggered work shifts/days, work from home, to decrease load. Tax reductions for mass transit usage. rest/parking shelters for bikers/vehilcles
1	tram from SLC to the resorts
1	trollies like they have at zion
1	utah missed the boat, Greed to develop Some sort of system for mass transit up the cotton wood canyons for winter is needed. the land at the bottom was empty in the 1980s mandatory 4x4 all winter with police ck point
1	verbage regarding the reduction of single use carbon emitting vehicles, (not just increasing occupancy) through more robust transit options within communities and/or incentives for zero emission vehicles?
1	we need a trax system that goes to the bottom of canyons
1	we will get to the point where access may have to be limited

Count Response

1	what will be the minimum limit of people in a car?
1	wider should in places buses in the summer
1	with little to no impact on the environment
1	without negatively impacting recreation, wildlife, environment ... (items in #1)
1	yes we need to reduce congestion
1	you can spell check and grammar check this question for starters.

4. How can the Environment vision be improved or implemented?

Count	Response
1	"...connected ecosystem habitats" is redundant, non-scientific. Also redundant with later similar sentence.
1	"...manage..." whose role is it?
1	"Healthy forests" can have many meanings to different groups. For example, to a timber company or our politicians, a forest is not healthy unless it is managed by humans (logged). Either be specific or remove this term.
1	"Steward the canyons and associated foothills for current and future generations through programs and practices that promote healthy forests, preserve wildlife habitat, protect watersheds, improve air quality, and maintain scenic views and vistas."
1	A few more signs might help to implement this. I.e. no dogs or swimming on the bells canyon hike but I find most people are good stewards. Alta ski area has the biggest problem with people leaving designated trail areas during wildflower season. Some additional signs or canyon ranger presence could help that.
1	A project is never done until the work has been done and the plan is in place. There will be changes and hopefully improvements as we move forward with the project.
1	ABSOLUTELY! Top priority.
1	Above plus expert input. Collaboration with our universities?
1	Absolutely... and again... This will be extremely difficult to meet all sector's needs and desires.
1	Again, I would like provisions made to specifically limit any kind of recreational vehicle (snowmobile, ATV, drones etc) that emits any kind of NOISE. There should be fines for any kind of noise pollution in the mountains - making exceptions only for emergency vehicles such as helicopters.
1	Again, by reducing the number of vehicles that use the roads. Imagine not having to plow or pull idiot drivers out of snowbanks.... and that's not even starting to factor in pollution from internal combustion engines.
1	Again, this needs to start with educating our children at home and in schools to the importance of preserving our open spaces. It would be helpful if some of the sedentary decision-makers got off their "arses" and visited some of these places before selling them off for profit!
1	Again, well-marked trails, toilets, and shuttles would all reduce the environmental impact, from car emissions to garbage to off-trail bush-whacking. This would increase air quality, natural ecosystems, and scenery.
1	Again,... Emigration Canyon is a critical part of the entire Wasatch Mountain ecosystem and contains habitats that are critical to healthy wildlife populations in the Wasatch as a whole.
1	Agree, but foothills are often overlooked in current management
1	Air quality. Reduce car traffic!! Run electric buses only. Or have an electric tram.
1	Albion Basin in Summer is world class beauty. Bus transit from lodge to campsite basin the past two summers is moving in the right direction.
1	Allow additional vehicular use of canyons, and recognize that will impact the environment. Allow additional public and private buildings, and recognize that will impact the environment. Encourage additional use at the expense of preserving even the current wildlife ecosystems. Preserve existing ecosystems in mountains further away from populated areas.
1	Allow dogs in the Cottonwoods, but with very strict regulations (ie large fine if you do not pick up after your dog, yearly dog tag fee to take dogs up Cottonwoods, misbehaved dogs with 2nd offense are banned, etc). Also, DO NOT allow access for proposed Wasatch connect with PC/Vail Resorts and others. This will destroy the culture of Utah ski resorts and absolutely destroy the incredible backcountry ski access.
1	Allow dogs where watersheds are not impacted

Count Response

1	Also outside my knowledge
1	Also promote programs that monitor usage and measure the success of stewardship programs in place.
1	Any road improvements must take wildlife into account.
1	As a water resources engineer, I know the watersheds are excellent right now and there isn't much room for improvement.
1	Be specific. What are the programs being proposed?
1	Better trash cleanup of the canyon areas and enforcement of policies to prevent litter.
1	Bingo
1	Build more trails !
1	But don't keep people out. People tend to like trails, but nobody wants trail heads and parking.
1	But we must also define stewardship and for whom or what? Are we protecting habitats over everything else... what is the priority list and how can we keep the system honoring that list even though it might be more expensive and less popular with the robber barons
1	By limiting future development in the canyons
1	By not developing the canyons too much. It shouldn't be all about the ski resorts making money. These natural resources have to be protected. Heavy fines for misuse, such as polluting the water, throwing trash around.
1	By specifying that SLCo should spend more of its public tax funds to achieve the stated objectives. As it is now, SLCo acts primarily as a government regulator demanding that private owners in the canyons make large sacrifices to fund the public objectives. That does not make SLCo a "steward."
1	Can this be done.....?????
1	Can't say
1	Canyon use fees.
1	Challenge will be implementation as it is vague.
1	Charge a small entrance fee like Millcreek canyon with funds dedicated to environmental maintenance and restoration
1	Charge a usage fee. Use the money for preservation and restoration.
1	Community involvement & stewardship. Tax incentives at county/State/Fed levels
1	Consider pay a pay per use system similar to mill creek in the cottonwoods
1	Continue and expand educational program offerings for all ages
1	Continue summer road program in Albion Basin. This works well to limit the traffic and help save the ecosystem. Do not pave the road in Albion Basin.
1	Continue to keep dogs out of LCC and BCC. Please ban motorized use from Mineral Fork. Turn LCC and BCC into mandatory fee areas similar to Millcreek. Give all of the Cottonwood Canyons Foundation volunteers and other hardworking volunteers a giant fruit basket. Increase law enforcement in the canyons to enforce laws for the protection of the environment, particularly laws against camping near bodies of water, swimming in bodies of water, and bringing dogs into the watershed.
1	Continue to limit land use to lower impact activities.
1	Continue to work with multiple environmental groups to educate the public and staff of all businesses in the canyons

Count Response

1	Continue with study, information access and implementation
1	Continue with the current path keeping the canyons safe for future generations. Curtail TRAFFIC and pollution.
1	Continuous public education, initiate "face-lift" weeks in which the public helps clean the wasatch from trash, etc.
1	Couldn't have said it better. Implement it by putting the right people in power. We need to clean up our air & water systems. We need to protect our wildlife with safer routes through roads & highways. We need to stop expanding into canyons, destroying trees. Developers should be forced to plant trees for every tree they rip up.
1	Create a United Canyons department that oversees all other departments needs and issues. A department that helps facilitate communication across all departments involved in our canyons.
1	Cute concept -- but people will NOT buy into the idea that I AM A STEWARD of this mountain. This is an era of consumerism where people buy whatever they want. The forest is free. Therefore it has no value. Use it and dispose of it -- like a consumer product. Be realistic. People do not put value on something that has no cost. They will not be willing to be good stewards.
1	Decrease the amount of contouring and changing grades in the ski area.
1	Deny commercial developments. Listen to citizens and not corporations.
1	Details...
1	Directly address water and perhaps preparedness for natural disasters like fire
1	Do NOT facilitate elk crossing I80 in Parleys Canyon...this makes no sense. And our canyons are so close to a major metropolitan city that we should not be reintroducing bears and wolves and other predators which will make our trails less safe for recreation.
1	Do it now before it is too late
1	Do not sell the mountains for strip mining. It's not okay on any level. Corporate and political greed should be shunned and strictly forbidden. Promote small business where appropriate. Ban plastic bottles. Ban plastic bags. Heavy fines for destroying the environment.
1	Don't allow a tram on top of baldy or zip lines in Little and Big Cottonwood.
1	Don't compromise with development.
1	Don't put the absolute preservation of the environment exactly as is it is, or some scientist IMAGINES it was at the cost of access and useability.
1	Don't think access should be curtailed for these goals
1	Education, too.
1	Eliminate dogs in Millcreek Canyon.
1	Encourage natural processes, but don't try to improve on nature with artificial substitutions to nature.
1	Encourage people to truly understand ourselves as participants in ecosystems like any other--our needs and desires should not take precedence over the rest of the world.
1	Encourage use of public transportation. Allow development of private property, but enforce building regulations that minimize environmental impact. Allow all private property owners (not just the ski resorts and large land holders) who own land in the most prized areas (i.e. Albion Basin) trade their land for land in nearest development area.
1	Encourage volunteers and support volunteer programs for implementing projects inline with environmental preservation.

Count Response

1	Encourage volunteers, there are plenty of people willing to work for the cause.
1	Enforce existing watershed regulations.
1	Enforce rules regarding drones in wildernesses.
1	Environment is not separate from all items in #1. All the changes that you implement for recreation, access etc. should have an environment improvement component.
1	Environmental activists often promote lack of access (or access to favored uses such as backcountry and wilderness) as the solution to environmental issues rather than true stewardship. Environmental statement should emphasize stewardship while guaranteeing access for current activities (such as skiing, mountain biking and day hiking).
1	Environmental impact should be the primary consideration in review of any legislation or development. The existing threats to the skyline, the watershed and the flora and fauna due to resort development and climate change are already overwhelming.
1	Everyone must take care of canyon on their own. The government should stay out of it.
1	Everything comes at a cost; as long as the county's budget is always taken into consideration these are worthy goals.
1	Except per my statement in #2
1	Explain to dog owners exactly why dog waste causes such a problem in our watersheds - as a water engineer it is the question I am most frequently asked by dog owners - a public outreach campaign explaining the science behind it would be great.
1	Explain what restrictions will be implemented to reach these goals. Who has power to influence/change these?
1	Explicit advertising campaigns and educational programs
1	Explore the daylighting, or uncovering, of buried creeks at ski resorts and within developed areas of the Wasatch Mountains. An estimated 24,600 feet of Parley's, Mill, Big Cottonwood, and Little Cottonwood are buried within underground culverts in the project area. Prevent further culverting and burial of headwater streams and wetlands that are critical to downstream water quality and stream health.
1	Fewer cars. Better control of traffic
1	For the environment, let it flourish. A light touch is favored to over engineered solutions.
1	Fully agree with this. Conservation is important and education and restrictions around conserving would go a long way in keeping them that way.
1	Fully agree, however I don't agree with some of the areas where dogs are not allowed . It seems to be more to accommodate bikers than to keep water pure .
1	Fund the Forest Service to a greater degree and let them determine proper course of action. Salt Lake Public Utilities is having a hard time providing flush toilets and potable water. Where are the studies that show improvement in water quality since sewers have been put in the canyons. Is that being offset by the huge number of visitors? Why aren't questions like that being asked?
1	Get rid of the gravel pit at base of big cottonwood and transform into multiuse space including large park/open space
1	Give it more power and stake in all decisions.
1	Great
1	Great concept. But many/most users do not want to be a STEWARD. Too many have the attitude that "I'm free. I'm free. I can do anything I want. it's not my land" People do not take ownership.

Count Response

1	Have a limited number of paved, high use trails, and additional dispersed lower use areas. Have designated hiking and Mt Biking trails.
1	Healthy forests are key. They retain water, cool the ground, eat carbon, emit oxygen. Private landowners should not be allowed to cut trees unless they mitigate. Same with ski areas. it's do-able.
1	Hikers swimming in watersheds. This happens. More monitoring is needed, or higher control on the volume of hikers going on trails.
1	How does this not mention the ski areas?
1	How much will this cost? Who will pay for it? In principle that sounds terrific. Practice it could be a disaster economically
1	Human access to the canyons needs to be managed by reducing the number of vehicles allowed on roads in to the canyons and the number of people allowed to be present in the wilderness.
1	I agree. But I do not think that Salt Lake County is the best steward for Millcreek Canyon.
1	I appreciate the statement about "connected habitats" that should definitely stay!
1	I completely support protection and conservation of our watershed, however the no dog rule is still excessive in my opinion for most areas. Coming from an area that frequently experiences high alpine droughts (Tahoe/Sierras) I have seen water conservation at work without limiting a dog loving communities access to water based recreation and hiking. In the summer times especially it is beneficial for the health and happiness of our communities dogs to be able to get out of the valley heat without an hour drive to American Fork or the High Uintas!
1	I do not see why dogs cannot be permitted in the cottonwood canyons. Ticketing owners who don't pick up after their dogs is the answer.
1	I don't feel we need additional stewardships in this area. Our canyons have great air quality , watersheds and ecosystems. These questions are 'leading' to an agenda - that of limiting private transportation up the canyon. I've been to Mountain Accord meetings and other such meetings at Alta and around SLCounty. The agenda is easy to detect and it's lead by government and special interest groups that generally don't have most of the people in mind.
1	I feel that we do a good job protecting environmental concerns in our he canyon currently
1	I fully agree, with the proviso that the statement would need clearer definition, especially of terms like "improve" - what would improvement of watersheds and vegetation, for example, exactly entail?
1	I somewhat agree - I think this statement misses the context of these canyons as part of a much larger series of mountain ranges. Preserving these canyons is important, but we need to also consider the opportunity costs on this preservation. There may be cases where we limit development or traffic in these canyons, only to increase development and traffic in other canyons. For example, if Snowbird becomes overcrowded and it isn't allowed to expand, people may decide to drive further to Snowbasin or Park City, where these longer drives release more carbon than the shorter drives to LCC.
1	I think more and better trails reduces congestion and erosion. Many of the trails in the Cottonwoods are legacy and need rerouting to prevent further erosion.
1	I think the sheer amount of people in the canyons is detrimental to them.
1	I would add protect and "improve watersheds",.....
1	I'm not sure how thoughtful the general public is with regard to the environment and serve as "stewards".
1	I'd just end this one after the first sentence. It's too long to be effective.
1	If there were more Arbor day type volunteer days and trail maintenance that would be great. Have large ideas...volunteers to rebuild some of the old dams that are there but in disrepair. (I think this is a GRAND idea !!) Don't allow for building on peaks.

Count Response

1	If we want to Pave the Canyons... Can't those people who want that just go to walmart, stand int the parking lot and maybe do Jumping Jacks... Pretend they are hiking. Every Tree removed and Paved section destroys what people go there for in the first place.
1	Implement "Carpool or bus only" days in canyons where people are required to drive up with more than just themselves. (With necessary exceptions).
1	Improving air quality? Although important, it will only benefit the east side of the valley. The canyons will not improve air quality west of I-15. The watershed is important, but the restriction of dogs needs to be relaxed.
1	In Millcreek Canyon, the fee imposition really improved the watershed and visibly cleaned up the picnic areas and trails.
1	In addition to increasing access, more classes for all kinds of outdoor activities would be great. You may be able to partner with preexisting programs to increase frequency or expand hours, such as going through REI or the Utah Avalanche Center to offer more classes and outreach
1	Increase education/awareness. Allow the public to feel involved and engaged in these efforts. Don't just administer a plan but let people help where they can and let them know how they help and where public efforts are making a difference.
1	Increase out houses at parking areas.
1	Increase penalties for private property owners that cut trees and destroy vegetation without first obtaining the necessary permits or clearances. Increase education for private property owners regarding zoning, building, and environmental laws.
1	Increase sign-age surrounding wildlife, ecosystem, etc..
1	Install tunnels or bridges to make roadways (or railways) less obtrusive to wildlife.
1	Integrate these studies with local schools (elementary to post grad) and provide more opportunities to educate and collect data from these areas.
1	It could be implemented by leaving the canyons alone
1	It is good
1	It is partly wonderful, partly exclusive of participants enjoying today what there is today, which I think is a big problem with the national Park Service, too - great to safe for the future but at the expense of those of us now.
1	It would be helpful to better understand what sort of programs are contemplated. I'd like to know the extent to which these programs will inhibit the ability of people to recreate in the canyon.
1	Just a personal opinion that protecting the environment is my top priority for the canyons!
1	Just do it
1	Keeping the signal
1	Leave it alone. Land swaps are dangerous. Protect by minimize development
1	Less development!
1	Less motorized vehicles in Canyon and build a longer bike path
1	Let Snowbird open up American Fork Canyon so we're not wasting gas driving up little cotton wood. They want to trade hundreds of acres of land for access!
1	Let nature be nature. Paving trails is not nature or protecting the experience.
1	Light rail

Count Response

1	Light rail, and keep dogs out of the canyons
1	Limit additional development and where bad decisions have been made in past buy back certain properties. Don,t let the LDS church or other private orgs own the property. PUBLIC LANDS.
1	Limit development and special exemptions or waivers. Just do it!
1	Limit development in the canyons when possible
1	Limit further development especially private homes.
1	Limit growth of ski resorts, enforce recycling/sustainability efforts to all canyon residents/resorts.
1	Limit growth; continue maintenance.
1	Limit high impact recreation such at ATV or 4x4 driving.
1	Limit hotel and private development.
1	Limit or stop development.
1	Limit ski lift access. No pipelines! No tunnels!
1	Limit/prohibit development in pristine/undeveloped areas, and implement efficient/sophisticated public transportation.
1	Limited access to oreserve
1	Love this! Thank you!
1	Maintain and continue to foster partnerships with nonprofit organizations, municipalities, and stakeholders.
1	Make at the highest priority
1	Make each canyon user more responsible for keeping the canyons free of garbage and human and dog waste. Do this by educational programs, requiring fees to use the canyons, etc. I would like to see a ban on glass in the canyons although I know it would be hard to enforce. I would also like to see more enforcement in the canyons up on the trails. There are a lot of people now who build lean-to's and live up there, kids party and leave trash, people take their stupid hammocks and cut down tree limbs everywhere so they can hang up their hammocks, and people build clandestine bike trails. There needs to be more law enforcement in the canyons protecting all these areas.
1	Make sure developments are fully in line with this vision.
1	Make sure to uphold this vision statement despite pushes from resorts and developers!
1	Manage growth and expansion in our canyons. No more building - commercial or residential. We also need to implement better trail systems, transportation, etc to protect our watersheds, air quality, vegetation, and wildlife ecosystems.
1	Manage numbers in canyons to decrease amt of waste, corrosion caused by people and dogs.
1	Maybe access through tunneling from Park City?
1	Maybe add an adjective before 'stewards,' such as 'diligent' or 'conscientious.'
1	Millcreek canyon has potential water quality problems coming from old septic tanks at residences. Could residents be required to replace aging infrastructure?
1	Monitoring and restricting human activity and development in the canyons, creating better, more efficient public transit options and incentivize people to use public transit to access the canyons
1	More donation opportunities to help preserve, and keep big business dollars out. Bus lane

Count Response

1	More patrol of dog violations and car crowding at Trail and ski areas
1	More public restrooms in the canyon. On a busy holiday weekend, the bathrooms at Silver Lake should not ever be locked! I would also like to see a monorail in the canyon so there are not so many cars. Seems like a very efficient way to move people and safer than the road on a snow day.
1	More visibility into efforts and ways the public can contribute to this vision
1	N/A
2	N/a
2	NA
2	Na
1	No changes here.
1	No domestic animals allowed
1	No more Wilderness. It makes forest management too costly. Trees need thinning to reduce fire and beetle risk, and it's way to costly in wilderness.
1	No more housing development in the foothills, no more reopening of old mining claims.
1	No private water rights in the Albion Basin and no tricks to get water to more houses there
2	None
1	Not at the expense of ski terrain
1	Not sure how to do all of this, but I feel it's very important
1	Nothing
1	Now you are talking!!! I love this statement.
1	OK....
1	Obtain a consensus that this is a very high priority through educational programs.
1	Offer grants to all educationally approved non-profit programs for supplemental financial support to help disperse quality public education. Silver Lake in Big Cottonwood and Albion Basin in Little Cottonwood would be two possible hubs for these kinds of educational opportunities. Offer additional support, grants and funding to the US Forest Service and the Unified Police to increase enforcement potential for watershed violations, fines for improper camping violations, and littering.
1	Offer incentives for participating in clean ups, trail work, educators, leading by example, attending classes/workshops that complement this vision
1	On that note, limiting/enforcing pet rules in the canyons is very important.
1	Once again this airs more on the goal side than vision statement, plus every environmental word people can think of is in there when it doesn't need to be. May I suggest the following: We will be a community of stewards that serve our canyons and foothills to provide healthy, scenic, and connected ecosystems for wildlife and flora now and in the future. Goals then could be: 1)Make sure habitats that wildlife favor/need are connected; 2) Improve watersheds by promoting programs/projects that focus on air quality, restoration, and native wildlife success; 3) Ensure the future connection between stewards and the environment by protecting the scenic quality of the canyons and foothills.

Count Response

1	Once again, limit motorized vehicle access beyond roadways. Provide adequate parking and toilet facilities at trailheads. Maintain trails to avoid haphazard destruction of natural vegetation, and disturbance of wildlife.
1	Over development of public and private lands as well as CO2 emissions are our biggest threat. Impose real consequences and boundaries to curb this growing problem.
1	Perhaps offer discounts for dining or a free day pass to those that volunteer. I teach college students that cannot afford to ski but would love to help with restoration efforts and at the same time be awarded the ability to ride in the winter.
1	Preserve the environment without impeding people's ability to enjoy the environment
1	Preserve, preserve, preserve. Preserve the current situation, limit the human impact on the area. Make the people adjust to nature, not the opposite.
1	Prohibit all dogs from all live stream and culinary water source canyons and cleanup the current mess they have made. Millcreek and Neffs canyons are proof people don't cleanup after their dogs.
1	Promote environmental education in grades k-12.
1	Promote programs that improve watersheds, air quality, vegetation and wildlife ecosystems, and scenic quality.
1	Promote programs without inhibiting access management. Population will continue to grow, and we need better infrastructure to minimize human impact, and in return that will promote environmental protection.
1	Protecting the environment in the canyons is my top priority.
1	Public lands open to all people.
1	Push more volunteer opportunities for people to make positive differences in the canyons while promoting networking opportunities and enhanced activities
1	Put in place programs that will protect and improve these things for years to come so they cannot be sold to private developers.
1	Railway to reduce car trips/day.
1	Reduce commercial activities, such as ski areas and helicopter operations. I realize that this is considered a vital part of the SLC economy, but I think we would do just fine not trying to continually grow in this area. I think we are strangling our golden goose with current strategies.
1	Reduce emissions. We now have five seasons. Winter spring summer winter and smoke. This affects everyone. We need a program that will improve the health of our forests West wide
1	Reduce overall traffic to reduce air pollutants and land/water pollutants (e.g. oil leaks). This would require an effective public transportation system that would run frequently, but not be so expensive as to seriously discourage its use.
1	Regular monitoring of water quality throughout canyons.
1	Regulating the people in the area with strict time slots and groups
1	Removing dead or diseased trees by public logging permits will be used to help manage the forest health rather than waiting for a fire to do it.
1	Replace "Serve as...." with "Cooperate with existing stakeholders, forest and wildlife management and, where possible and with "marketing" enhance public sensitivity and cooperation to minimize the public's canyon impact.
1	Right on
1	Rigorously enforce current regulations for snowmobile use, especially in BCC.

Count Response

1	Salt lake county government has proven to be a poor steward. Find another agency to do the job.
1	Same comment as #6. Oh, and how about not kissing the asses of ski resorts by letting them destroy everything this vision statement wants to achieve so they can put in another ski run?
1	Scenic beauty seems to be last behind development in thinking and planning.
1	See above - and restrictions may become necessary in Mill Creek as well. Install more pit toilets at trailheads and popular visitation sites in all canyons. Cooperate with nurseries to eliminate spurge!
1	See answer #7
1	Serve as stewards not only "for current and future generations" but also for the sake of sustainability and animal and plant inhabitants of the area themselves.
1	Should be the number 1 priority of these vision statements.
1	Signage or presence of Enforcement Officers such that the rules, laws are enforced. Respectful individuals using the canyons are often verbally accosted when we point out violations.
1	Ski resorts must agree to forever stay within their existing resort boundaries.
1	Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.
1	So far, I agree with this the most. As long as there is a balance with recreation
1	So long as this isn't construed as prohibiting access in the name of environmental protection.
1	So much of our green space has disappeared already in the valley. It would be interesting to think about having a nature center somewhere to act as a focal point for education and interaction. Something like Walking Mountains Science Center in Avon, CO.
1	So, let us get on with it. Do something, such as limiting the adverse impacts of resort expansion.
1	Sounds fine, but vision and reality can be at odds with one another.
1	Sounds good!
1	Spot on
1	Stop any further resort expansion. They already have the most prime real estate.
1	Stop development. Stop expansion. Provide education for the public. Enforce water control. Have a fee/annual pass to prevent overuse.
1	Stop using mine water to flush toilets at the resorts. Stop using creek water / spring water to blow snow. We need the water down stream.
1	Strict consequences for violating these standards. Strict limits on development.
1	Studies of the watershed,
1	Study approaches by other states and countries and make rescission based on what's good for the land and wildlife, long term this will be the right decision. And again, keep politics and business growth agendas out of it. Some descission should not be influenced by business agendas and money.
1	The Wasatch is a special, magical area. We must have strong legal protections to help the range survive increasing population pressure.

Count Response

1	The easiest way to save the environment of the canyons is to say no and stop all new developments.
1	The environmental statement should include recreational use issues.
1	The housing developments in and around the canyons are a real cause for concern. These areas should remain undeveloped, or developed for recreational purposes.
1	The less management the better. Too much management just complicates everything.
1	The problem with these vision statements is they do not tell you actually what they mean or do not mean. So saying that I agree with them is hard.
1	There is already far too much emphasis on pseudo-environmental values. Drop this entirely.
1	There is an inherent tradeoff between preservation and access. How does this mission intend to address?
1	There is zero recognition in this pile of happy-feely mush, or the other vision statements, that some of these goals are mutually exclusive; nor is there any hint of how conflicts are to be resolve. We can't promote everything that sounds nice all the time with our limited resources.
1	There needs to be a balance where everyone has access not just the rich & the young.create opportunities for the elderly without destroying the ecosystem. But don't make it only accessible by the young & don't let the rich come in & buy up the land
1	There should be more dog friendly hiking and off-leash options, more bike paths that are safe and accessible and there should be a train system along I 215 East bound that offers connectors to downtown and up each canyon.
1	These mountains are our water source, so the growing number of people exploring them increases the difficulty to keep the environment safe from contamination. The best way to ensure that right now is to make sure that everyone is educated.
1	These things already are there they don't need improving. They do need protecting. There is a major graffiti problem going on right now and nothing is being done. Let's solve some of today's problems while we dream of tomorrow's utopia.
1	These things should definitely be addressed while still allowing reasonable public access.
1	This area needs to be properly developed and not let tiny environmental aspects control the development. Do not cater to the loud environmental activists.
1	This can be done but it seems that sometimes environmental groups are not willing to compromise when it comes to making something work for everybody and everybody that wants to enjoy it. I recognize preserving it is how we keep people coming back and agree with it, but there has to be a spirit of collaboration that isn't just for businessmen, sports enthusiasts, bird watchers, hikers, etc. It has to be for everyone.
1	This can be done with balance of recreation and smart transportation.
1	This has to take precedence over commercial development.
1	This is a fantastic vision. I think the best way to implement this vision is through educating the users of the canyon.
1	This is intertwined with the traffic and congestion, we aren't good steward until we address these issues - we're 'loving' our canyons to death.
1	This is my 100% priority.
1	This is so important. There needs to be a long term view in managing and preserving out canyons while using them.
1	This is the most critical buy in. The legislators who don't ski, mountain bike or get tired and dirty hiking to the many spectacular canyon locations MUST embrace the stewardship mission.
1	This is the most important part, to me.

Count Response

1	This must be primary. All else derives from it.
1	This one I support all the way. The ecosystems of the mountains should take precedence over any human need or use. Humans are healthier as a species when our ecosystems are healthy.
1	This one is good
1	This should be the #1 priority. These open spaces should be pristine and our drinking water and air quality protected. Human recreation comes after these priorities are met.
1	This should be the core of the entire land use plan. No one has ever visited some place and complained about too much nature, too many parks, too many trees, too many streams. Development should be limited to ensure this is available for all rather than a select few who can afford to patronize private developments within the area of discussion.
1	This should be the highest priority of the canyon plan. Mention should be made of preserving viewsheds, landscapes, and ridge lines. Mention should be made of proactively protecting the canyon flora and fauna in the face of impending climate change. With the additional pressures brought by climate change many sensitive species are finding these alpine environments increasingly fragile. These are the same alpine environments which are increasingly at risk of development by ski resorts with their endless efforts to develop and expand uses, put up more unnecessary trams and ski lifts, zippiness, roller coasters, etc. Given the growing pressures of climate change and the increasing uncertainty for the sensitive flora and fauna, preserving these areas from development should be a top priority. Mention of climate change and it's expected impact should be addressed by the plan with efforts to mitigate impacts and protect these fragile areas highlighted by the county.
1	This should be the highest purpose and use of the canyons.
1	This should be the prime goal and value for the public lands in the canyons. If private landowners are pinched by this, let eminent domain relieve them of their issues. If private land can be taken for a highway (for the great good), why shouldn't access to remote land be a public responsibility
1	This should should be the guiding principle for all of the other mission statements, or the only mission statement.
1	This statement is kind of silly. Can you "develop" (read interfere) to even the smallest degree and still have claim to be a "steward" of the environment?
1	This topic around Environment should underpin each of the other topics in this vision. Don't muck this area up.. It's the only natural area SL valley hasn't ruined. The valley is littered with gravel pits, quarries and and king of eyesores at Kennecott.
1	This vision is in direct conflict with recreation and transportation.
1	Through minimum human intervention.
1	Through negotiations among all parties who have a vested interested
1	To improve the traffic congestion, the environment would have to suffer a little, but it wouldn't be that much, I believe.
1	Too broad. "wildlife ecosystems" could mean to not allow any human access to the area.
1	Train... less cars, expensive up front as tunnels will be needed for avalanche issues but worth it in the long run
1	Trash bins at all trail heads,
1	Use eminent domain to condemn the giant gravel pit at the mouth of BCC, reclaim the land and turn it into a park/
1	Using revenue from recreational use to fund ecosystem management and protection.
1	Vision seems on point.
1	Watershed and wildlife are protected when they are not being exploited.

Count Response

1	Watershed is a salt lake city problem of which they try to control completely, they are a big problem for development of any kind. They are a bureaucracy thats out of control !!
1	We live in a desert water is a precious resource. Need to have smart planning for future development.
1	We need to be allowed to take downed dead trees out of accessible parts of the forest service land. This reduces fire hazard.
1	We need to help our population do more to drive less and improve air quality in order to support healthy ecosystems. Again, better quality mass transit with incentives to use it would help.
1	We need wildlife corridors. And huge amounts of education, because the outdoor industry and Instagram has left a new generation of enthusiasts inspired but without understanding.
1	Well thought out master planning
1	Where dogs are admitted have pooper bags
1	Where is the money and management?
1	While balancing rights of property owners and visitors.
1	While these goals are very important, severely limiting economic development, including the construction of additional ski lifts, hotels and commercial activities in defined areas within both Little Cottonwood Canyon and Big Cottonwood Canyon should not be adopted.
1	Who is doing the "serving"? More Forest Service boots on the ground would go a long way. There has to be money available to pay for decent management staff. I also think that having a volunteer coordinator to think up ways to involve people in clean-up projects etc. would be a very good idea. Again, is there money available for this, or not?
1	Who is serving and promoting here???? Is it Public and private partnerships? Reward those landowners and businesses who serve and promote the most.
1	Who serves as stewardship?
1	Wilderness is a resource that should be noted and address and not left off of the vision.
1	Wildlife and natural plants should be priority
1	With a fee based access to the canyons, that money could be used for better trails and their maintainance
1	With the understanding that uses of this environment and its historic uses adjacent to a large metropolitan will require managed impacts
1	Work together with the residents visitors and corporations to come up with these plans instead of fighting against each other and accusing one another.
1	Work with Salt Lake Climbers Alliance, Access Fund, and other groups who share an interest in environmental conservation. Continue the "no dogs" policy to preserve the integrity of the designated watersheds.
1	Would like to see a commitment to any clean up that might need to be addressed as a result of past or present human impact. Also a moratorium on building in upper Alta canyon, if anything the illumination of structures as they become available. Think more like Yosemite vs Deer Valley. Please don't let them build a mammoth hotel up there.
1	Would like to see something about preservation efforts.
1	Yes but I see too often that this statement is used to stop any development and it must be understood to go back to the first statement to provide use for ALL participants.
1	Yes yes yes. Have a commitment to NOT developing the Wasatch Mountains ANY MORE. HANDS OFF!!!!

Count Response

1	Yes! Connections are important for both people and wild life.
1	Yes, do this! Even if it means limited access in some areas for habitat restoration.
1	Yet, make them accessible but not over-crowded.
1	You should enforce the "no Dog in the Canyon rule" people totally ignore it and do what they want with their dogs
1	accept full responsibility, as residents/occupiers of this land, to manage, etc
1	again nice sounding but, the "how" is what matters
1	agree with this but remember this is one of the premier ski areas and that shouldn't be impacted.
1	and programs that promote public respect for the land and ecosystems.
1	be more specific. this can be interpreted in too many ways. it'll generate fights forever. Use examples of what you mean by this to give context.
1	by connecting all of the ski resorts.
1	can we work "reduce noise and light pollution" into that? The phrase "for current and future generation" is implied and not needed. Protect the environment in the mountains, canyons and foothills to ensure: a healthy habitat for native plants and animals, a pleasant experience for humans, and a sufficient safe watershed.
1	educate the public regarding that a healthy environment/ecosystem enhances the experience of all outdoor activities in these corridors
1	educating the public about their impact
1	education, education, education!!
1	eliminate future approvals for interconnected ski resorts over canyon forests..eliminate or severely reduce motorized vehicles when possible.
1	get the public involved.
1	have some feeder roads convert to crushed cement/and or rock - remove the asphalt to allow for water percolation
1	implemented by restricting growth
1	involvement
1	just don't get all hell bent and hug all the trees. Forestry cultivation of dead growth due to bark beetle damage should be implimented
1	k
1	like with anything...with a lot of money and time
1	many of us do this now, stopping trail growth, cleaning existing trails, and educating users of the trails.
1	maybe even say what kind of stewards you want to be i.e. good stewards or responsible stewards because in general, there are already stewards but just not good ones
1	more signage about no dogs in watershed areas!
1	more wilderness area
1	municipal project that protect and protect the landscape. Walking/biking trails, river walks, ect.

Count Response

1	na
1	parking permits for the cottonwoods season passes no parking on the road snowbird to much danger and hold up for Alta town
1	perfect
1	protect open space and wilderness
1	public education
1	reduce development in the canyon. very simple.
1	reduce vehicle traffic.
1	refer to answer #6
1	see # 6.
1	see above
1	very important to protect environment
1	we need to prevent wildfires by cleaning up the canyons overgrowth of ground brush

5. How can the Economy vision improved or implemented?

Count	Response
1	"...businesses to continue providing goods and services...." A bit vague because there's no stated limitation to what "continue" means. Will businesses (resorts in particular) be given carte blanche to expand on the basis of their feeling that this is the only way they can "continue to provide goods and services?" Language must be very carefully crafted in order to make limitations clear.
1	"...without compromising the environment OR CREATING FURTHER DEVELOPMENT DISTURBANCE."
1	"...without compromising the environment" or public access by all kinds of participants
1	"Immense economic impact" is an odd choice of words. You could probably remove that clause and make the first sentence only: "Responsibly promote the Wasatch Canyons as a unique world class recreation destination."
1	"To provide an immense economic impact" should not be a management vision of a "steward" of an environment. The vision should be responsible management independent of the economic effect. The quantity of economic impact has no place in a vision of management that prioritizes environment.
1	"Without comprising the environment" is the key phrase and may need to be strengthened. Any new development projects need to consider the impact to the environment as well as the experience of those in the canyon. Over-development will limit the canyons' appeal as a destination.
1	"Without compromising the environment" is very important!
1	"immense economic impact" reads to me like you have no actual numbers. Economy, more than anything else, should have solid performance metrics. Our society collects economic data better than anything else. Find it and use it.
1	"without compromising the environment and /or expanding into protected areas." The Wasatch is not a large area. It seems to be shrinking with higher numbers recreating. Businesses that wish to expand facilities and developments will only shrink these canyons.
1	*Without compromising the environment or culture.
1	1) add "ski and snowboard" just before recreation. Nothing else there is world class. 2) instead of enable business to continue providing services, ... say "facilitate timely expansion of business, lodging and lift served resorts to meet growing population in SLC area."
1	A world class recreation destination can be a natural one without the latest new zip line or lifts. Keep it natural. Too much of our world is filled with services "to enhance" our experience.
1	Above plus some type of ongoing oversight of above goals.
1	Absolutely agree with this. It probably has fewer impacts on the environment than most ski areas.
1	Absolutely. Resorts should be responsible for cleaning up watershed. Non-profits can continue their volunteer programs to clean up garbage & heavy metals. I understand this is just for a certain area, but all of Utah is beautiful and needs protection. Like what is going on with Bear's Ears & Escalante-Grand Staircase, we need to protect & preserve this state as much as we can, it is absolutely beautiful!
1	Acknowledge environmental integrity and scenic beauty can also provide an economic impact, in addition to recreation. It is not environment vs. economic development. It is not mutually exclusive, but rather mutually beneficial.
1	Add promote sustainable economical development that conserves energy and promotes ecotourism
1	Again I agree with this idea if further infrastructure development is limited and public access is maintained.
1	Again, promoting it is fine - however a fee station at entrance of each of each canyon to help fun trail management, restroom resources, trash management, and ranger patrol to enforce rules.

Count Response

1	Again, I somewhat disagree with over-emphasizing private business interests. "Economic impact" can sometimes translate to over-development at the expense of the wilderness. For example, I am strongly against the One Wasatch proposal, which would impede on pristine Forest Service land, cause congestion and traffic, and increase the cost of recreation.
1	Again, the devil is in the execution. Especially when you've loaded this with contradictory goals. Enabling all these things always compromises the environment to some degree. What balance will you strike?
1	Again, too much access; e.g., global reach and thus growing no. of visitors might not be the desired end goal
1	Agree and love the "without compromising the environment" part.
1	Agree that tourism from UT recreational opportunities is critical. however statement should be amended to state that businesses and entities that benefit from canyon tourism will bear an appropriate share of the cost of developing environmental protection, transportation and other infrastructure needs.
1	Agree, but silly, marketing ploys like "connecting all the resorts via tram" would have a massive and undesirable effect on the limited wilderness experience that remains in the area.
1	All of our Resorts really need to be connected in some capacity.
1	Allow bike parks in the cottonwoods (I'm talking to you Jenny Wilson)
1	Allow for businesses within the canyons to validate any paid passes to leave/exit the canyons.
1	Allow the business holders and the government to work together to collect fees for canyon use that will enhance both business and better accommodate access to the areas
1	Already congested. If continue promoting in order to get an "immense economic impact" you just make the problem larger.
1	Already is a world class destination.
1	Already over crowded. More people is more disruption. With SLC growing, promotion of the canyons themselves will not be necessary. More promotion of businesses who responsibly guide and/or teaching people how to responsibly engage with the canyons would be great!
1	Already too busy
1	Alta and Deer Valley need to start accepting snowboarders to ensure an equally shared use. Resorts and Businesses need to set the bar on being stewards of their land and environmental impact and not their pocketbooks.
1	Always easier said than done, there needs to be huge penalties for harming the environment and if said companies do so they should be asked to leave the canyons
1	Any business operating in the canyons involves impacts on the environment--that's acceptable to a point but the vision doesn't indicate what are the decisive factors or what level of impact is 'compromising'. If this is simply about continuing to allow resorts and legacy businesses to operate as-is, that's fine, but does it contemplate intensification/expansion? Not clear.
1	Any business should comply with rules and protections set by the forest service.
1	Aren't there other organizations in the "promote" business?
1	As noted above
1	As the Salt Lake valley population increases, the canyons will have enough visitors. In many places its already overcrowded. People will find the canyons without promoting them. Our tax dollars can be spent much more wisely.
1	As the ski industry winds down over the next 50 years, the mountain biking industry will continue to rapidly grow. Utah should remain a leader in the mountain biking industry. Extensive trail networks for riders of all levels will be key.

Count Response

1	At that and add the text "by adhering to state and federal environmental regulations and policies "
1	Augmenting some of the answers above... allow environmentally responsible development (enacting building codes/regs that minimize environmental impact, giving access to water to allow development of private land, consolidating development in development areas/zones, trading land outside development zones for land inside nearest zones, etc.) and improving transportation design to reduce congestion and support more activities (not just ski resort activities, but hiking, climbing and biking along the entire length of the canyons).
1	BUT safety for residents of Cottonwood Heights exiting onto Wasatch Blvd between Little Cottonwood and Big Cottonwood Canyons needs to also be a top priority!
1	Be sure to include in the equation an evenly balanced approach to address environmentally sensitive issues.
1	Bigger is not necessarily better.
1	Bring in even more people? Tough to be Aspen if everybody has to ride around in buses
1	Business and economic viability is important but not at the expense of the environment. It's critical that preservation win over money and real estate valuations. There needs to be rules on sustainable development and existing businesses must be held to higher standards than currently exist. Renewable energy, aggressive recycling programs, and responsible use of resources is the only option to help protect our public lands. There should also be a visible and active education program that engages visitors in sustainability and responsible stewardship.
1	Business profits and greed are a constant motivation for pushing limits...I don't believe this vision is compatible with the concept "without compromising the environment". Please consider concepts of "enough" and "sustainability".
1	Businesses in the canyons are what provide the much needed infrastructure to handle the increased population in the canyons. Let's support them within their permitted areas to continue to grow economically.
1	But be careful, since overcrowding is already a problem.
1	By following it. I've seen how reasonable proposals are fought in the name of saving the canyons.
1	By implementing better access, be it rail or some sort of tram system. People should be able to park at the mouths of the canyons and then take a transit option to their final destination that DOES NOT RELY ON RUBBER TIRES ON A DAMN ROAD!
1	By maintaining high standards of environmentalism and wild-life protection and maintaining the natural beauty of the Wasatch, the range will stand out as a world-class experience. P
1	By nixing it.
1	By widespread public involvement.
1	CONNECT THE SKI RESORTS!!! ...and become a true world class ski destination.
1	Canyon's are already crowded. No need to further promote, perhaps limit the number of riders at resorts.
1	Canyons do not need promotion and increase congestion. they are already promoted enough.
1	Change 'immense' to important contributing...
1	Charge incoming vehicles and sell yearly passes to fund the development projects in the cottonwoods.
1	Commercial interests need to be done within reason.
1	Compromise on this vision, prioritize locations by some type of criteria.
1	Concerned about enhanced use that will jeopardize and encourage overuse.

Count Response

1	Continue limiting development
1	Continue providing goods and services, or new commercial development to provide goods and services? Its a slippery slope. Services yes. No new commercial development with the exception of expansion of the currently established major entities.
1	Continue the current plan
1	Continue to keep businesses centralized.
1	Continue to promote businesses where they already exist (i.e. ski resorts and restaurants) but leave it wild otherwise and try not to increase developments.
1	Control the growth of business who just want bigger profits.promoting the canyons worldwide just brings in more people that profits only a few businesses & forces the locals out This survey brought up the traffic in the canyons & more outside visitorseans worse congestion, forcing the locals out. But the resorts & business & the state all want to bring more & more people here because they are greedy & quality of life here takes a very distant back seat
1	Create and then enforce environmental friendly laws to protect these canyons.
1	Create reserve areas that better protect canyon areas from intrusion by business interests seeking new opportunities for growth.
1	Crowds generating lots of economic activity would disappoint me.
1	Current ski areas are already there, so yes, promote them but without further expansion.
1	DO NOT PROMOTE THE CANYONS. THEY DO NOT NEED A PR PROGRAM.
1	Depends on what you mean by business opportunities. If that means the continued pressure by our politicians to transfer public lands into private hands, than all public land user groups should oppose such proposals whole heartedly.
1	Discourage further business encroachment
1	Do not allow greed to ruin the environment.
1	Do not increase businesses in the canyons
1	Do not increase development, especially the kind that developers want to generate revenue for themselves, not in the interest of these valuable canyons.
1	Do not let big signs like the Wendy's and McDonalds invade our canyons.
1	Do not need or want to promote the canyons, need less congestion- not more
1	Do not need to advertise already over loved not needed.
1	Do not promote the Canyons at the sake of the environmental issues
1	Do not promote the Wasatch Canyons.
1	Do we really need to promote the Central Wasatch Mountains? They are at or near capacity on quite a few weekends Summer/Fall/Winter already. Corporations and populations move here becuae of the close by mountains. Possibly we should focus strategies on spreading out people to the states other recreation areas. Dont promote more people in to canyons that are at capacity.
1	Do we really need to promote growth surrounding a resource that is already under stress? Why not just promote sustainability? Who says you have to grow continuously to be successful? I would argue that promoting increased use of the canyons will serve to degrade them and devalue them in the long run. It is ok to not grow and just sustain.

Count Response

1	Do we really need to promote the canyons as a world-class recreation destination? I don't think the goal should be to INCREASE visitation to the canyons.
1	Do we really need to promote them, they are being loved to death with current use and population is growing
1	Does "compromising the environment" include noise too? Helicopter access? Perhaps state as "without compromising the environment and the primitive experience".
1	Does not need promotion. Further promotion is harmful Look at what has happened to the "mighty five."
1	Don't allow for building on peaks. Don't let the business purchase huge tracks of land. It belongs to all.
1	Don't like "immense economic impact."
1	Don't like the word immense included in this statement. We are having a hard time managing these areas effectively and meeting other vision statements with the population that we already have in the valley let alone beckoning hoards of tourists to help congest the area. I know this always comes down to money. I would pay money to preserve the values in the previous vision statements. The values that attracted me to live here are being deleted by the masses of tourists. The gem that I dearly love is being tarnished by the masses. We are loving the mountains to death.
1	Don't over advertise because it is already overrun.
1	Don't promote at all, there is already enough people here.
1	Don't think it needs to be advertised, that likely increases congestion
1	Drop the word "immense" No other resources get this kind of adjective. Also, "impacts" can be positive or negative. This one needs work.
1	Economic considerations should be limited or reduced as a step toward maintaining the natural environment of the canyons
1	Economic development and land impact are at odds with each other. There is no way you'll get away with development without impacting the land.
1	Edit: "Responsibly promote and manage the Wasatch Canyons as a unique world class recreation destination that provides immense economic impact to the region...."
1	Eliminate Utah's arcane and outdated laws surrounding alcohol sales and consumption.
1	Eliminate the term "immense"
1	Emphasis on "without compromising the environment".
1	Emphasis on "without compromising the environment." I don't really care if some developer is upset because he can't realize his dream of some non-compatible real estate project, even if it would have some positive impact on the economy.
1	Emphasis on not compromising the environment.
1	Emphasis on preserve nature
1	Enable businesses yes but do not promote. The businesses can promote themselves, w/o using tax dollars. And the canyon are already bursting at the seams with undereducated users, no more promotion needed.
1	Enough people use the Wasatch Canyons now. We don't need more users.
1	Ensure that there are vibrant villages at the base of the canyons with ample bus service and shuttle service to the mountain bases
1	Environment is most important

Count Response

1	Environment needs to be the #1 focus please.
1	Environmentally responsible economic development is critical to the long term health and wellbeing of everyone. It can and should be allowed to move forward.
1	Everyone in the canyon, business most of all, should do more recycling and try to use more renewable sources of energy.
1	Everything should not be driven by skiing Wastach is much more than that
1	Exactly! These canyons provide revenue for our state and they need to be responsibly managed to ensure they retain their appeal as a tourist destination lest that revenue decline.
1	Explicitly clear trail markers could be helpful in keeping traffic on-trail and not compromising the health of the surrounding ecosystems. I also think that more literature (guides, maps, etc.) would make it easier to uphold this vision statement.
1	Figure out a way to turn tourist dollars into better public transportation up the canyons
1	Finish land trades to preserve high canyons and valleys even if base areas have to be sacrificed for the ski resorts. Full sewer facilities required. No more unauthorized tree removal as by prior developers.
1	Focus and do not kneel to the clause "without compromising the environment "- that phrase needs to be much more specific
1	Focus on NOT compromising the canyons. There is a balance here. For example, opening up more area for ski runs is reasonably low impact that allows for more recreational activities. Building more intrusive things like the idea proposed a few years ago to build condos up by Patsy Marley are a bad idea. We don't need more accommodations up the canyons.
1	Focus the statement more on protection and less on profit. If the purpose of the canyon is to provide "immense economic impact" any project can be justified if it makes money for the investor (who would most like ship the profit to NYC anyway.)
1	For greatest quality use over generations concentrate on preservation
1	Further promoting the Wasatch Canyons as a unique world class recreation destination as the lowest priority to managing the current high usage levels and protecting the wildlife and Open Spaces.
1	Government should get out of the business of promoting
1	Growth needs to be carefully planned. Public opinion needs to be sought out and taken into consideration. We want the canyons to remain wild and canyon like for hundreds of years to come. Not Park City part 2
1	Have to compromise the environment a bit to improve the traffic congestion.
1	Having more and more people is counter productive to the other mission statements of having a clean, low impact, low pollution and low congestion canyons. They were fine for all these years. Bringing more people causes people to have less ownership of the land. I already pick up sacks full of trash whenever I'm hiking in the Wasatch front, more people will only further worsen the problems.
1	Helicopters must be eliminated from the Wasatch.
1	How about trying to educate those businesses to become good environmental stewards? Right now their only goal seems to be more development and more people with the end result of spoiling what we have for everyone rather than sustainable low growth scenarios.
1	How do we act as "stewards" of the environment and balance the needs of a delicate ecosystem (previous vision statement) and then immediately jump to a vision statement that seems more concerned with maximizing revenues. Protect what we have without prostituting our resources.
1	How much more economic impact can the canyons really support? Do we really want to spend taxpayer money to upgrade the resorts to a point where local taxpayers can no longer afford to use said resorts? No! Resorts should pay for any upgrades themselves.

Count Response

1	How will this be evaluated? Will data be collected yearly?
1	I agree AS LONG AS access remains free. The gift of this area is that enjoying the beauty and all that the Cottonwoods have to offer is free. I DO NOT support the fees at Millcreek, and if fees are implemented in the Cottonwoods, I will take my gear and go elsewhere. I moved here to ski, hike, and mountain bike and I spend several days per week there. I spend 60+ days skiing and spend a lot of money to support the ski areas in the Cottonwoods, but I will take my love and support somewhere else if proposed fees go through.
1	I am a bit reluctant to have emphasis on economic development as a goal, because too often such goals result in severe compromise of environmental and recreational objectives.
1	I am all for a strong economy, but that almost always leads to increased environmental impact and a degradation of the resources. It's a good idea in theory, but never works in real life, much like trickle down economics
1	I am concerned about the "immense" impact. I don't think that should be a vision or goal
1	I am less interested in outside people having access to the canyons than the local population.
1	I am worried that promotion will not aid in the goals or environmental conservation
1	I believe in businesses being able to succeed and prosper but think "without compromising the environment" is an important part of that.
1	I believe that businesses are getting the final say in the Wasatch, not the local user. I do not agree that the direct economic factors should hold sway over other factors. There should be no more expansion of ski areas in the Wasatch.
1	I believe we need to address the current population as well as the current influx of tourists and the negative impact we already are making upon these open spaces. Lets get a handle on what we already have before we blow it up any bigger.
1	I do not believe any of the canyons should be connected to each other OR PARK CITY
1	I do not believe it is the role of a management plan to promote anything. The role of the plan is to allow multiple user types reasonable access. The ski areas and hotels can do their own promotion.
1	I do not believe the canyons goal is to provide an immense economic impact to the region. If this is in the mission statement, the canyons will be ruined as development is justified under this premise.
1	I do not like that Utah ski resorts have out-priced the locals. I have a family of 4. A ski day costs me \$300 without gear. That's impossible. This is PUBLIC land. If resorts get to use public land, it should be priced reasonably for the public to actually use. Or it should single-handedly fund the school system.
1	I do not think additional "immense economic impact" is possible w/o damage to the environment.
1	I do not think the canyons need to be promoted. That will only cause congestion, too many people and cars in the canyons.
1	I do not think the economic impact needs to be "immense". How about "reasonable"?
1	I do not trust the ski resorts to put the public before their profits. I believe that the environmental impacts should trump economic interests. No more ski lifts, no more building huge buildings on peaks.
1	I don't believe the canyons need any more promoting. We need to talk about responsible use, carry capacity, and sustainable forms of recreation and economic activity.
1	I don't believe the county should be promoting any businesses over others at taxpayer expense. Allowing businesses to operate as they have seems reasonable, but without playing favorites through the county. Businesses should take care of themselves well enough.

Count Response

1	I don't believe this can be implemented. When you use the limited, delicate ecosystem of the Wasatch Canyons for commercial gain that will create conflict between business and the environment, and that at best will create compromise and inevitably the environment will LOSE. The you destroy the natural resource that was what originally attracted business, they leave and the you end of with neither the commercial, economic gain or the natural resource.
1	I don't see this as a possibility "without compromising the environment." The compromises have already been severe and further promotion of tourism will only increase the impact. The Wasatch is not Disneyland. It is our home.
1	I don't think an immense economic impact is desireable. It could drive the wrong sort of development
1	I don't think every canyon needs to provide everything a user needs. There are already too many businesses and too much development in the canyons. We are loving them to death. There need to be some reasonable limits enforced.
1	I don't think it is possible to "promote" greater commercialization of the Wasatch canyons than we already have and meet the other stated goals of preserving the ecosystem and non commercial user experience for the public.
1	I don't think it should be world class to benefit non Utah residents. I should be for local residents.
1	I don't think the canyons should be promoted, as they are crowded enough. However, existing businesses, and maybe a few others, can provide goods or services, as long as without compromising the environment is enforced.
1	I don't think we need to develop and promote the area any more. We already have hundreds of thousands of visitors annually and the thought of expanding that makes me sick. I am happy with the Wasatch Canyons remaining a regional or national destination, but not international. I have seen the damage done to Banff and Aspen and it is not pretty. And once it's lost, you can't get it back.
1	I don't think we need to promote the canyons as a destination...human use is already too heavy.
1	I don't think we need to strive for "immense economic impact"
1	I don't think you can promote businesses without effecting the great environment we have in our canyons.
1	I don't want to open the canyons up to businesses, we need to control the growth on business opportunities. The mountains are for the people, they are not for profit.
1	I fear year-round development by the ski areas will negatively impact the environment. Visual elements such as trams, roller coasters, etc have no place in the Wasatch. Economics should not trump environmental concerns.
1	I feel based on the usage that I see their is no shortage of people that know what an awesome place the canyons are.
1	I feel this is hardly necessary. This area is not big enough to attract any more people than already do visit from afar. Due to it's limited size, it should be viewed essentially as a regional park, for regional citizens. The current ski resorts can not bring in more people without seriously impacting the environment and transportation.
1	I get that tourist \$\$ is what makes everything go, how about focusing more on getting locals to enjoy the mountains? Better local discount rates to show that the industry actually cares about those who live here as well. We both know that tourists are going to come no matter what, but you don't have to gouge us as well.
1	I have lived in Utah my whole life - I know tourism improves many people's lives and it may be their business but the congestion decreases my quality of life and I don't want tax dollars promoting the state - businesses can pay for that themselves.
1	I like that this statement explicitly support business development in ways that don't compromise the environment. This is a great statement!
1	I realize the canyons are a huge source of revenue for the city, state, and county. I know the statement says "without compromising the environment", But I'd like that reiterated as much as possible. A thriving economy should be a distant priority relative to the survival of these environments.

Count Response

1	I support economic growth but it is foolish to think growth will not impact the environment. The immense economic benefits language is pretty strong too. Until the resorts and more sustainably, this statement is simply false.
1	I support tourism but believe that they want to change our canyons to provide "world class recreation" to the rich and the locals, environment, and animals will suffer for it.
1	I think that existing businesses' growth needs to be better controlled to minimize environmental impact
1	I think that often times people view business development as contrary to environmental conservation which is not true. For example, by limiting ridgeline building Snowbird was forced to drill through the the mountain for Mineral Basin access. To me, that is much more damaging to the environment and much less economical.
1	I think the Wasatch Canyons are pretty well promoted already, and well-known as a world class destination. More promotion may just cause a surge of visitors before we can be ready to handle them.
1	I think the Wasatch Canyons are too small and too fragile to be promoted. Promotion should focus on Summit County and the northern Utah resorts with the intention of shifting pressure away from the Wasatch Canyons.
1	I think the priority needs to be protecting our canyons and not about economic gain.
1	I think the priority should be care of the environment rather than "immense economic impact" At some point, the emphasis on profit becomes immense development, which often limits access and destroys the environment
1	I think we have way-over promoted the canyons - we should be asking about their carrying capacity - don't want to kill the goose that laid the golden egg. There are already too many people using the canyons.
1	I think we need a better balance.
1	I understand the importance of tourism and the economic impact. The term 'without compromising the environment' is fantastic, however I feel me and my family are compromised when it comes to enjoying the quality of life that SL Co and the local canyons for the economic gain of private ski resorts.
1	I understand we want to promote tourism, HOWEVER, we need to be good stewards of our land and NOT be greedy. Look what's happened to our Mighty Five. We need to keep our Wasatch Canyons the "best kept secret" in the West!
1	I worry that marketing the Canyons as a worldwide tourist attraction adds to our air problem, congestion in canyons, and increases desire for commercial entities to develop the area further.
1	I would deleted the second half of this first sentence that reads: to provide an immense economic impact to the region.
1	I would just hate for the environment/natural space be compromised further to benefit businesses and services...
1	I would like a stronger environmental protection statement. Projects like the Alta Tram, building new structures on Wasatch Peaks, etc, should not be allowed.
1	I would like some clarification on "immense economic impact" I feel that could be harmful. What does immense equate to. I think it should be something more like "responsible economic impact, considering future generations,..."
1	I would like to see outdoor recreation promoted locally, but not beyond that. We already have a problem with crowds. Let's get a handle on the current usage before promoting the area to a wider audience.
1	I would not like to see over development with too many businesses. Make sure business services currently located within the canyons are fully utilized first.

Count Response

1	I would not say that the vision is "to provide an immense economic impact to the region". The economic benefits of recreation along the Wasatch front is already immense. By wording it this way it sounds like the goal is to increase the economic benefits when in reality we don't actually need to do any more promotion for this happen. The word is out. Utah is an outdoor playground. The state is growing rapidly and will continue to grow. And people aren't moving here for the politics, they are moving here for a good quality of life, access to the outdoors, available healthcare and education. In the overall priority the economy as related to outdoor recreation does not need any subsidies or support. Resorts will continue to be profitable and real estate companies will continue to develop. So I would be careful with the wording of this vision. "to continue to promote a healthy economy in the region".
1	I wouldn't do too much promoting. There are too many people/cars now. More promotion =more problems that have not been addressed
1	I'd hate to see any further commercialization of the Wasatch Canyons. Public use and quality experience should be the highest priority, not economic. This includes not promoting/marketing use of these areas and driving up visitation numbers at the expense of quick access to uncrowded public space. We don't want what is happening to Zion to happen here (thanks for nothing Mighty Five).
1	I'd like to see this vision be about recognizing that the canyons have a positive economic impact, and therefore need to be protected and developed to preserve them for the future.
1	I'm fine with responsibly promote, but must limit development to existing footprint. Any development should blend in with the natural environment. For example, no buildings on mountain peaks or ridges, only out of sight. Improving environment is a must.
1	I'm highly concerned about the statement "without compromising the environment" - this language is too broad and vague. In order for this statement to be acceptable, it needs to be far more specific (as to what constitutes "compromise to the environment."
1	I'm opposed to promoting the Wasatch world wide.
1	I'm torn--I appreciate promoting our Wasatch, but it has been over-promoted in my opinion. I think Snowbird's Octoberfest has ruined fall in Little Cottonwood. Talk about over-promotion.
1	If a business wants to promote itself, it can do so. I do not see why a plan for the future of the Wasatch needs to be involved in promoting businesses within the Wasatch. Ski Utah does that for ski areas, as do the ski areas themselves. Is a canyon master plan going to promote ski shops, lodges, restaurants? This plan needs to focus on the canyons themselves. Promotion is something individual parties need to do for themselves. Now a plan that enables businesses to thrive while fitting into long term goals for the canyons (which undoubtedly means environment, transportation, etc...), that is fine. But I don't think "promote" has any business in this vision/plan
1	If by "responsibly promote" you mean "strictly limit" then I agree wholeheartedly. We need to recognize that the area is a limited resource, and also recognize that it is possible that the area has reached its limit, and simply can't bear any more traffic. The easiest way to ruin our canyons utterly, is to refuse to recognize that overuse will certainly destroy their "value" as a recreation destination. Not to mention doing irreparable harm to the ecosystem. If the canyons are already bursting at the seams, it isn't responsible to try and get even more people to come.
1	If compromise means maintaining the existing footprint of designated development areas, then 5.
1	If housing must be constructed, it should be for residents and employees, not vacation rentals. The potential to develop the Treasure Hill area in Park City is shameful. What makes Park City unique and full of character would be destroyed by this multi-million dollar development looming over the historic town. Just foul.
1	If promoting is necessary then sure but it feels as though our brand is established when I can't get up the mountain on big snow days due to the line of cars all the way down the canyon. Fix the infrastructure (travel, accessibility) issues first then promote.
1	If the Wasatch is over-utilized for tourism, it may become over-ran to the point of no longer being the gem it was promoted as.
1	If this is possible.

Count Response

1	If this were to happen, we would surley and slowly destroy the canyons and all that lives within them including local Utah populations.
1	If we want responsible to the commercial side we need to connect all the mountains with cable cars or chairlifts in that way we spread the we're people can stay
1	If we want to preserve the canyons we need to stop development. It's not an economic goldmine, it's a prestine place to escape the urban jungle of the salt lake valley and recoup
1	Immense economic impact should NOT be the main focus of our Canyons. The unique natural environment is the reason all of us go there. Its enjoyable without ski resort, golf courses, and organized recreational activities This sounds like a survey to promote larger Ski Resorts. I hope that is not motive of this survey. But the wording in them tends to lean that way. The canyons should have small businesses that accent the environment only.
1	Immense economic impart comes at a high price. The canyons may continue providing services without compromising the environment. Immense growth will highly impact and compromise the environment.
1	Immense seems too strong.
1	Implement avalanche mitigation strategies to promote public safety and avoid road closures.
1	Implementation of this will require a new travel plan. Increasing the number of passenger cars in the canyons to promote the economy is detrimental to the ecosystem in the long run.
1	Implies no new businesses allowed.
1	In a vacuum each vision statement works as an independent clause, where their aren't competing interests. The obvious challenge results from the need to balance the competing interests. For example how do you "improve the watershed, air quality and vegetation..." while promoting the already over-run "Wasatch Canyon as a unique world class recreation destination, to provide an immense economic impact to the region."
1	In order to put your money where your mouth is you need to improve access and better preserve these lands.
1	In spirit I agree, but who determines what is 'compromising the environment'? Things like new ski lifts (unsightly) or more busses/shuttles (more exhaust) going to fall under that category?
1	In winter there are too many people in little cottonwood xanyon. Absolutely no more development of any kind.
1	Incentives or disincentives for businesses to meet specific targets on things like reduced energy use, green programs and recycling. Promote employee shuttles/carpooling/bus use
1	Increase focus on environment.
1	Increase tourism and revenue generating activities
1	Induce all Canyons employees to use mass transit/park&rides. Add more UTA buses and delivery times to Little Cottonwood Canyon.
1	It already is world class and should not be exploited
1	It can be implemented by actually building some serious transit options, like the gondolas envisioned by One Wasatch, or a train system into the canyons.
1	It can be improved by leaving it alone.
1	It is more than just the environment -- it is the environmental experience. Part of this is to avoid over-development and over-crowding.

Count Response

1	It is too crowded and polluted already. I don't think we need to be promoting this tiny area any more. It's already a mob scene!!!!
1	It might be nice to have some sort of a clause emphasizing that that all economic value from these canyons comes from the preservation of their ecological balance/beauty.
1	It might be wise to avoid promoting the Wasatch too well, lest we become another Moab or Bend, where only the very wealthy can live in Salt Lake City.
1	It sounds like there will be a McDonald's put in halfway up each canyon...
1	It sounds like you want to promote the wasatch as a recreation theme park. Yes that draws tourist who bring money, but it doesn't include anything about promoting the wasatch as pristine wilderness that should be protected. If it's promoted like a theme park it will be treated like a theme park.
1	It still isn't clear what the plans are.
1	It will be difficult to have a strong economic impact on the citizens without compromising the environment, I don't know how this will be implemented.
1	It's already busy... that's the problem we're trying to solve. Everything is a compromise, poor choice of words.
1	Just more of the governors program of recruiting wealthy French skiers with the idea that 10% end up moving here. I have lived her all my live and witness the immense economic impact. More construction, more crime, more bad air, fewer camping spots. Utah is moving backwards and doing so with immense economic impact.
1	Keep a balance between the vested parties.
1	Keep big business, other than the resorts already there out, make sure resorts and mom and pop business are responsible
1	Keep the canyons as non-commercial as possible. Only very essential business services should be allowed.
1	Key is 'responsibly'. Right now ALL of Utah's attractions are over-promoted, and pricing-out the locals in favor of tourists.
1	Key phrase- "without compromising the environment"
1	Key word - continue. Do not allow additional business development that would increase the footprint of what is currently there.
1	LCC has enough visitors and locals. With the size of lift lines on busy day, how can you handle another 1000 snowboarders?
1	Last sentence should be edited or changed to reflect that business should continue to provide goods and services responsibly. "without..." is very limiting and not fair to the businesses that bring in the \$\$ for the economy.
1	Least important: there are plenty of jobs and opportunities in the valley
1	Leave it alone.
1	Leave it as it is.
1	Leave things alone...
1	Less development!
1	Let Snowbird open up American Fork Canyon so we're not wasting gas driving up little cotton wood.
1	Let that happen naturally. Good news spreads. We don't need to make the canyons a commodity. How greedy is that!
1	Light rail to facilitate environmentally friendly and efficient travel
1	Limit additional development especially when it only benefits a select few.

Count Response

1	Limit commercial expansion, or at least the amount of land the expansion can happen on. Brighton should be able to build lodging, but not outside of it's footprint.
1	Limit development.
1	Limit expansion of ski resorts. Don't let the desire for more money ruin the natural beauty of the canyons. The more tourists/skiers the more theme park it becomes, ruining the outdoor beauty. Don't worry about the money, environmental stewardship is more important.
1	Limit new businesses outside of the current ski areas.
1	Limit the development in the canyons to maintain it's allure and value to residents and visitors.
1	Limited development to preserve. Your statements are promotint Wall to wall development. More Econ oriented than preservation
1	Limiting private business future development within the canyons, facilitating private buisness outside the canyons
1	Local food, low waste, less cement!
1	Look at the big 5 campaign and it overwhelmed the Natl Parks in Utah. LCC and BCC are too fragile to responsibly handle much more vistorship.
1	Main point - without compromising the environment
1	Maintain commercial and public facilities
1	Maintain promotion of the recreational opportunities that currently exist, but cease expanding development. Park City/Deer Valley area is now a zoo.
1	Maintaining and preserving the environment should be based first on impacts to wildlife and the water resources. Low impact and compatible recreational use should be next, driving a large economic impact is a distant third, and generally not realistic without compromising the first two.
1	Make sure that economic interest in the canyons do not compromise the outdoor experience.
1	Many "businesses" in the canyons operate outside of the law and have done so for a long time as the cost of getting caught is negligible. Support increased fines for Short Term Rentals that have been operating without permits. As may of these make upwards of \$400 a night, make the fine equal to \$400 per day of non-compliance.
1	Mention something about the small size of this area... something to the fact that any economic advancements have to keep in mind the limited size of the area.
1	Money is always going to be a necessity to keep our canyons in pristine condition for all to enjoy. It is how we wield the power over what money is accepted and is deemed corrupt. At the end of the day if a business proposal compromises the health and well being of our fragile ecosystem in these canyons we need to ensure the right laws are in place to keep that proposal form moving forward.
1	More dinning Food options
1	More focus on environmental protection rather than economic impact
1	More is not necessarily better. Economic impact to the region is nice but not at the cost of our air quality in the value. It would be nice to see the businesses within the canyons observing sustainable practices such as solar panels, reclaimed materials, etc to set a good example for the tourists especially.
1	Must make sure that business profits do not override ecological protections. Perhaps businesses that want to be in canyons cannot give to campaigns.

Count	Response
2	N/A
1	N/a
1	NA
1	NO MORE BUSINESSES inside the Canyons. NO MORE!
1	National Forest lands already receive more visitation than our National Parks. They don't need to be promoted as a destination. Businesses within them, like the resorts, yes. But the focus for the canyons should be on education about the natural resources, and how to use them without loving them to death. We need to facilitate the wise use of these resources by providing good access/transit options so people can patronize the businesses via an efficient, safe transit system. People could relax and enjoy what the canyon offers without the stress of lines of slow moving cars or dealing with inclement weather. As a resident, I would love to see some options for healthy, high quality, affordable dining options in the canyon, and some basic services in the canyon for residents like a small community center and a place to buy a gallon of milk without having to drive down the canyon.
1	Need a lot more hiking trails so we can handle more people. Also need rangers or folks patrolling Resort need better weekday discounts to move traffic off weekends.
1	Need better roads, like they have in Colorado. Need to move people efficiently and quickly.
1	Need further definition of what types of businesses are appropriate and their impact on the environment, water quality, wildlife, etc
1	Needs to be more specific on types of businesses. Not all business could meet this vision.
1	No expansion of businesses.
1	No further development in the canyons please. Just reuse what has already been developed.
1	No money needs to be spent to promote the Wasatch Canyons as a unique world class recreation destination. It has already been discovered. Spend \$\$ to maintain current businesses.
1	No more buildings!!!! Sell a pass
1	No more business growth in the canyons
1	No more helicopter skiing.
1	No more new economic development in the canyons.
1	No more promotion needed. Less is best
1	No promotion is necessary. With continuing to promote and increase congestion in the canyons we are losing what makes the canyons such a valuable resource.
1	No promotion needed. Please continue to provide services and goods without compromising the environment.
1	No promotion of these canyons is needed. They already seem to be at maximum sustainable use in my opinion.
1	No public money for promotion.
1	No ski link connection - incompatible with wildlife corridors. Climate change and other economic factors are diminishing the industry in any event: don't kowtow and don't accommodate.
1	No ski resort expansions!

Count Response

1	No. Human recreational visitation to the Wasatch is already significantly straining the ecosystem and stressing wildlife. As previously stated, I wish to prioritize environmental protection values, and allow for only that kind and level/degree of recreation and business that is compatible with that highest value.
1	Not a fan of the companies that serve, metaphorical garbage, in replace of local products. For example, Starbucks being able to pay the higher rent that the local coffee shop can't afford anymore.
1	Not interested in becoming overly commercialized. Let Park City and Colorado do that.
1	Not really sure how big business and protecting the environment go hand in hand. Maybe I'm not giving the resorts the credit they deserve. We do need them to be successful for the local economy but not at the expense of ruining our canyons.
1	Not sure about the use of the word "immense"
1	Not sure further "promotion" is necessary. Canyons are over-loved as it is.
1	Not sure?
1	Not too much commercialization. This takes away from nature
1	Only encourage moderate concentrations of people and not very high concentrations, even at the ski resorts. In some situations, there are already too high concentrations allowed,
1	Other than ski resorts, no need to do much out of state promotion.
1	Our canyons and ski areas are already overcrowded. Traffic has become ridiculous. I don't see adding new businesses up the canyons as responsible development. Little and Big Cottonwood are already world-class destinations.
1	Our population and recreational visitation are growing faster than our roads, parking areas and water supply can keep up with. Economic growth is not an issue, keeping control of the greed and over development should be the focus.
1	Pay above minimum wage and advertise with posters at resorts and trailheads
1	People are going to continue to go to the Wasatch or come from other locations to visit the Wasatch. Any increased promotion of the area for recreation is not going to improve resource conditions, but impact them.
1	People will find them. They do not need promoting.
1	Perhaps future development should be curtail
1	Perhaps over promotion is causing some of the current problems/challenges. Does this area NEED to be overly promoted??? A paradigm shift may be needed in how fragile and/or overused areas are promoted.
1	Personally I don't want to drive more traffic to the canyons.
1	Please don't over-do it. With the rapid population increase of the greater salt lake valley we are already seeing increased skier counts on the mountains. Note that out of state visitors will only increase the congestion, which is exactly what we do not want. The word is out, I think you could cut back on the promotion of the region and not take a hit in terms of visitors. We waited too much in lift lines and canyon traffic last year...same with the national parks. We are already considering moving out of the valley due to the numbers of people moving here - we don't want to make this California. Please don't love it to death....Also, you could help the congestion by better managing the traffic up into the canyons. On snow days, they don't need to clear the road to the point that you could ride a skateboard on it - make it 4WD mandatory and actually enforce it at the mouth of the canyon. Just do it. That would greatly ease the issues. Get the road open sooner (again, don't over-do the plowing, for goodness sake), enforce 4WD, and the line won't be miles long. It's not rocket science...
1	Please emphasize protecting the environment and maintaining access for locals. Salt Lake is much more than a tourist destination.
1	Please grandfather existing businesses but do not permit additional business expansion in any of the canyons.

Count Response

1	Possibly install cameras along the canyon to catch teenager tagging boulders, breaking glass beer bottles around the parking areas, etc. There are SO many car break-ins that happen both in Big and Little Cottonwood Canyon - increased police presence? Cameras? LCC is such a beautiful canyon that is slowly being ruined by thieves and vandals.
1	Preserve the environment of the canyons. Ignoring the temptation of economics
1	Priority should be given to protection of environment and natural resources over business needs
1	Promote in order to provide economic impact, or promote the fact that they do have an immense economic impact? I agree that we want to enable businesses to provide goods and services while preserving and repairing the natural environment and preventing future environmental degradation or damages. (Repair damages already done such as ground water contamination from long-term septic tank pollution.)
1	Promote the canyons in a way that emphasizes sustainability. Emphasizing profits tends to do more harm than good.
1	Promote the canyons to the people of Utah instead continually try to build more just to attract tourist from outside utah and the USA to spend money. Population growth estimates for Utah indicate a continue increase in population that can sustain "businesses" (resorts) if marketed and catered to.
1	Promoting the commercial canyons is fine, but I think we have enough visitors in Millcreek Canyon already -- probably too many.
1	Promoting tourism balanced with consideration for local access and enjoyment
1	Promotion is the least of these priorities.
1	Promotion is the worst of priorities for this goal.
1	Promotion may make current problems worse. The secret is out.
1	Promotion to date has been too successful. Transportation, parking, and existing congestion issues need to be addressed before promoting further.
1	Prove through actions not just words that it is guaranteed that businesses will provide services and goods without compromising the environment.
1	Providing an immense economic impact without compromising the environment would be a challenging goal to realistically achieve.
1	Public money should not spent to advertise the canyons.
1	Raise prices, lower the number of day users. Stop handing silver spoons to the resorts.
1	Recognizing that with changing environment and greater demand on the resource recreation may be curtailed as needed
1	Recreation is slowing killing the Wasatch. Our ski slopes are incredibly destructive.
1	Reduce ski area attractions and activities that appeal only to out-of-town users, e.g., snow cat skiing, helicopter skiing, the Ski Utah interconnect Tour.
1	Regulate and monitor expansion. Require regular future impact reports from businesses.
1	Remember our mountains are different than Europe. They need to be treated as such.
1	Remove recreational before destination? People see it more than just a playground.
1	Remove the word immense. This puts too much emphasis on monetary gain from nature. Also after "without compromising the environment " state "or the natural state of the land".

Count Response

1	Replace "Responsibly...." with "Recognize the immense economic impact of the Wasatch Mountains canyon businesses and support them by sensitizing (marketing) canyon visitors/patrons to the need for everyone's 'care for the canyons'."
1	Replace the word 'immense' with 'substantial'. Delete the word 'unique' (we aren't).
1	Require minimal land and water impacts for new construction. Require all businesses to have environmentally friendly operating plans.
1	Responsibly disclose to incoming visitors that the Wasatch Canyons are overburdened and unable to accommodate increased tourism. Pack a picnic lunch for sitting at the base of the canyons on a Saturday.
1	Restrict future development to existing footprints and activities
1	Revise to "... destination that provides an immense ... to Utah. Within ...
1	Run ski lifts during summer months.
1	Said how i like it.
1	See my response above. We need to balance the economic impacts with preservation not just in these canyons but across the whole Wasatch. For example, I would rather let Alta expand to Grizzly Gulch in exchange for creating a serious, strong uphill policy, than not let Alta expand, and risk some people driving all the way to PCMR or Snowbasin. We need to seriously consider opportunity costs - it's not worth preserving something here if it degrades something somewhere else.
1	Seems advertising our great skiing only attracts more congestion. Good luck with this one.
1	Should include Community views
1	Shuttles from downtown into the canyons would help. I agree that the canyons can be a great economic driver for the county and state.
1	Ski areas already have preferential treatment
1	Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.
1	Ski resorts should not be allowed to grow or construct new lifts. We have a "world-class recreation destination" as it is.
1	Slow down the promotion. The canyons are already overcrowded, Business will prosper with the expanding population base.
1	Some promotion is fine, but the canyons will become more crowded all on their own. I don't think advertising for monetary gain is valuable to the land and residents.
1	Sorry---there has to be some 'Endpoint' where capitalism is kept from exploiting the environment.
1	Specifics how to protect environment
1	Still protecting the environment.
1	Stop Alta from building a lift on Baldy
1	Stop advertising, the Canyons are already too crowded.
1	Stop being greedy.
1	Stop compromising the environment.
1	Stop promoting. Keep this local. We have already ruined Southern Utah with the States five campaign of the National Parks. Now congested and prices going up.

Count Response

1	Stronger emphasis on protecting the environment
1	Support existing businesses to thrive but limit advertising/promotions that will further popularize the region.
1	Take care of the land and wildlife first and the economic benefits will follow
1	Tax incentives and credits to all businesses that meet and promote Lead Certified Green Building improvements. Utilize social media to promote year round tourism and implement a resort tax on goods and services to help create revenue. Return of a portion of tax revenue to these local communities in relation to the amounts received.
1	Tax tourists... I can say that... I'm a tourist.
1	That will never happen. Those businesses are the worst stewards of that land. It's always about them, them making money. Always about Bigger parking lots and More Hotels, More garbage, More cars, Low pay jobs.... I have never met a person who loved to work at any of the "Canyons enabled businesses"... Except for the pass.
1	The Canyons - "it is what it is". Frankly, I'd rather see people go to Colorado to ski and hike. Inviting too many people to these canyons is over-bearing. It gets more crowded every year. Maybe I need to move away. But we let the almighty dollar bill rule everything. The canyons should not be part of the economic solution; the valley should be the economic solution.
1	The Canyons don't need advertising. Look what's happened to the "Big 5" national parks in Southern Utah - they've been advertised to the point of outright dysfunction. You can barely get into Arches, and Zion isn't much better. With the population of SLC expected to continue booming, and outdoor activities continuing to grow in popularity, I think the marketing is taking care of itself. Also, why the heck did you include the word "immense"? Is this a case of say it and it will become true? This seems to be directly at odds with the statements on Environment and Transportation, and arguably on Recreation as well. I'm not against people making some money in the Canyons, but let's tone down the rhetoric, please.
1	The Wasatch Canyon area in question isn't large enough to be positioned as a "world class destination". We have enough people in the canyons already. Too many more will ruin it. I've seen it happening in the Cascade Mountains outside of Seattle for years. Jam packed parking lots to ski or hike. It NEVER use to be like that, and a negative change in the experience forever as a result.
1	The Wasatch Canyons are being trampled by people and polluted by their vehicles. It is imperative that the number of vehicles and people allowed in the canyons at any time are restricted.
1	The Wasatch Canyons are first and foremost a crucial water source for downstream cities. Profits for out of state companies should not be permitted to compromise the environment.
1	The Wasatch Canyons do NOT need further promotion. That will result in further traffic and degradation.
1	The Wasatch Canyons seem to be at capacity serving the people of Utah. If we promote the Canyons as a recreation destination, they will be overcrowded and used irresponsibly.
1	The Wasatch does not need any more tourism, it already has too many as it is. There is plenty of excess capacity to accommodate tourists at the massive Canyons/Park City complex. Do not authorize ski link please. We could exploit the Wasatch Canyons for far greater economic impact than we currently we do, but to do so would be to compromise the quality of life for residents. In the Wasatch Canyons prioritize preservation and low-impact recreation over economic impact. Work with Summit County to improve transportation links to Park City to promote economic growth there while preserving the Wasatch Canyons as the natural, undeveloped side of the Wasatch Range.
1	The Wasatch provides benefits to everyone. It is important to continue being competitive in the market and attract more visitors.
1	The Wasatch range is already well known. I agree that future promotion should be done responsibly and in-line with the existing capacity (transportation + recreation areas)

Count Response

1	The Wasatch sees enough visitors already and Utah's economy continues to bring thousands of new residents to the Salt Lake Area each year. Rapid growth is responsible for most of the major issues facing the canyons now. I don't think focusing on profiting off the Wasatch is an appropriate or necessary use of resources at this time.
1	The are already world famous and don't need more promotion. Promote Park City if needed. They are already extremely crowded with tourists.
1	The area needs no further promotion. The use of these canyons is going to rapidly grow without any promotion. Resources should be spent elsewhere.
1	The businesses are trying to grow too much and are already overcrowded. Let's not continue to market the businesses in the canyons. It's only making matters worse. Even with better transportation, the areas in the canyons feel too crowded.
1	The businesses should use sustainable practices.
1	The canyons are already dealing with congestion, more promotion is not necessary until the canyons can better handle the traffic.
1	The canyons are already taxed, particularly in Winter. More is not exactly MORE
1	The canyons are currently overloaded with people which are threatening water quality. Emphasis needs to be place on water resources versus economic pursuits. If we loose our municipal watershed everyone in the valley will suffer.
1	The canyons are important to the county and state's economy; however, the plan should not allow for significantly increased growth of the economy within the canyon. If growth is allowed in the canyons, one would assume primarily by the ski resorts, they should be required to find ways to offset the increased transportation, urbanization, and intensification of use resulting from the increase. Too often it seems that members of the public who want to use the Wasatch are being pushed out of areas by commercial interests -ski resorts and Wasatch Powder Guides. More and more of the public are using public lands, that means these backcountry areas are increasingly crowded. Meanwhile, ski resort uses expand, the powder birds are flying all over the wasatch without adequate notice of their flight plans; the result is that the public wanting to use public lands without paying a commercial interest are getting squeezed out. With the increase in public visitation and crowding issues, the permits and allowances of commercial interests should be reviewed and amended so as to lessen the negative impact they're activities are having on the public.
1	The canyons are too crowded already, marketing is unnecessary!!
1	The canyons are unique because of their wildness. Commercial exploitation is the wrong way to go.
1	The canyons don't need any further promotion. I do agree with the second part of this statement, thought.
1	The canyons really don't need more promotion. They are overcrowded already. But I fully agree with uses that do not compromise the environment.
1	The danger with advertising is that some canyons are already too crowded.
1	The economic benefits should not come at the cost of the environmental protections or user experience, as noted above.
1	The economic value of this area is in the ecosystem, including the human entwined element. If the flora, fauna, air and water are compromised then the economic value will be compromised.
1	The economy should only be considered as a lesser consideration. Protection above all is more needed. Those who benefit economically never seem to have the environment's benefit as a bottom line, only profit.
1	The environment will be compromised.
1	The idea behind the statement is good but the wording is clunky in the first sentence. Responsibly promote the Wasatch Canyons as a unique world class recreation destination. (Would be a better sentence.) Enable businesses in within the canyons to continue providing services and goods without compromising the environment.

Count Response

1	The key is WITHOUT COMPROMISING THE ENVIRONMENT!!!
1	The majority of large businesses that benefit from tourism are not Utah based and the jobs they provide for locals are low paying. I want to save and preserve our canyons, but no so that Vail resorts or Cummings can simply put more cash in their pockets by over populating the mountain.
1	The problem is how difficult it is to expand ski resorts and other infrastructure without "compromising the environment". There are enough business and ski resorts up canyon. They provide benefit for the people thag can afford to use them, and detract from the free enjoyment of evenryone else. Additional development should be limited.
1	The problem with these vision statements is they do not tell you actually what they mean or do not mean. So saying that I agree with them is hard.
1	The promotion of the area increases traffic to the area and only makes it worse. Businesses make money on the expense of the environment and the residents. In the last 3 years alone everything in the Wasatch has gone worse: More crowded, more expensive, more dirty. This is not in our best interest as locals of the city and state. The traffic to the area should be decreased and the size of the operation remain the same. It provides for better service and better experience for all patrons. I would rather pay a bit more to enjoy a less crowded area that's cleaner and more pleasant. Local businesses have survived for decades with less traffic. Their operational costs are similar, there's no reason for increase. All of those businesses are now owned by large corporations and aren't local, so the money doesn't even remain in the state.
1	The resorts need as many people as possible to support their business on the other hand more people is also a big factor in contaminating the environment
1	The resorts need to stay within their existing boundaries and not create a interconnected range with condos lining it everywhere.
1	The sentiment is good but the wording is confusing is could be stronger and more clear
1	The ski resorts are already crowded enough. Parking is terrible if you don't get there early.
1	The water resources in this area are vital to a diverse economy beyond the needs of continued development for private recreational enterprises
1	Their beauty is their own promotion. They don't need any more promotion, and couldn't support bigger crowds anyway. Economic development should be subordinated to environmental protection.
1	There are many other areas in Utah that can be destinations. We do not want to overdevelop our local canyons for the rest of the world.
1	There is always some environmental compromise, so you need the money in place to counteract all you can. Most people I know go to ski resorts in other states because Utah does not have a "party vibe," and quite frankly that's what most people do on their ski vacations. The canyons need more parties and events year round, especially during the ski season. In order to provide an immense economic impact, there need to be a lot more events and marketing and easily accessible information on the internet.
1	There is no need to promote the Wasatch Canyons since they are already at capacity. Allow existing businesses to continue existing practices but discourage expansion. Expansion of a commercial entity comes at the expense of non-commercial recreation opportunities.
1	There needs to be a balance between promoting the Wasatch canyons while at the same time minimizing the impact of over crowding and over use of the canyons.
1	There needs to be some conversation and agreement about carrying capacity. Economic growth only to the extent it does not change the user experience.
1	There should be an emphasis on small and local businesses over businesses owned by large, unaccountable corporations.

Count Response

1	There should be more clear commitment to low-impact and minimal development of canyons that involve commercial usage
1	There should be more dog friendly hiking and off-leash options, more bike paths that are safe and accessible and there should be a train system along I 215 East bound that offers connectors to downtown and up each canyon.
1	These are perfect goals. If you a vision statement is truly the direction the county wants to pursue, may I suggest the following: Salt Lake County will be known as a unique world class recreation destination with a healthy and vibrant economy that is respectful and interdependent with its natural environment.
1	These lands should be managed for the greatest good of the people, and often the businesses are in direct conflict with this goal. Examples might include helicopter skiing, endless expansion of the ski resorts and associated development, etc.
1	They are already at capacity. They do not need promoting. Sorry
1	This can be done well
1	This cannot be done at the expense of the natural environment.
1	This feels like a pretty flimsy statement. Only if the "without compromising the environment" is strictly enforced, which it will probably never be.
1	This happens passively now.....no promotion needed. We should promote our commitment to protection....then the rest will follow.
1	This idea of NO FURTHER DEVELOPMENT espoused by Mayor McAdams is in direct contrast to this vision. Responsible development makes sense. And that does not mean only ski resorts. Private property owners have rights too and they have paid for these rights. Land grabs by regulation must not be allowed.
1	This is a nice sentiment but I continue to be leery of businesses (for profit ventures) meeting an altruistic goal (protect the environment). I think the best way to achieve this is to create incentives for businesses to do both with the protection of the environment the primary factor because it will always be under pressure/attack and once gone, is irreplaceable.
1	This is an oxymoron. Our quality of life will continue to deteriorate as long as growth-based economic models are promoted over sustainable ones. If money is always the primary objective, the environment will be compromised. I'm so tired of hearing that "growth is inevitable", because it doesn't have to be. Just look around the world at the countries with the best standards of living and the highest quality of life.
1	This is how we fund the future, allow for unique experiences in a mountain setting.
1	This is my main concern. "Responsibly" is the key word and I think more definition of what success is should be outlined. Economy is what drives impact and transportation congestion, and therefore it must be managed with foresight.
1	This is not a resource that is capable of unlimited growth and development
1	This is real broad. I think a little more definition would be good. I am concerned that money will trump the environment and community.
1	This is the fundamental problem in the identified area and the reason why the other goals are not achievable.
1	This is the tricky part isn't it? Traffic, user limits may need to be in place. Not sure how to balance access and impact. Someones PhD work, right?
1	This is way too general and could be interpreted many different ways, especially by business owners who would like to expand their businesses at the cost of the environment (i.e snowbird expanding into Mary Ellen Gulch). I don't think any marketing should be done about the Wasatch, it is already too much of a destination which is what is causing a variety of problems in the Wasatch.

Count Response

1	This mission statement isn't bad, I just don't think resorts and up canyon businesses need anymore promotion. It's already too crowded! I've was turned around trying to go up skiing many times last year
1	This must have appropriate oversight to control impact on natural surroundings.
1	This should be last and least important until we've managed the other issues
1	This sounds like a Segway to a larger amd more imposing for profit undertaking.
1	This statement contradicts the real feeling of this survey to this point, and hereafter. The businesses do provide world class activities. We need to be careful of over marketing the areas or it will become so busy that locals will go elsewhere. We need to maintain some sort of checks and balances, as we currently have, so business does meet the needs of the people and the environment.
1	This statement is useless for any sort of guidance, it's written for everyone to agree to and does not address the contradictions with the other statements.
1	This vision statement is worded poorly. I do not agree with businesses IN the canyons promoting the outdoor recreation. I do, however, agree that outdoor businesses (run responsibly without commodifying nature) should be able to promote the Wasatch Canyons just as long as they remain outside of the canyons.
1	This will be interesting as the economy is going to be at direct odds with environment.
1	To me, "without compromising the environment" means there will be no expansion of resorts or increase in private land. If that's the case, I'm good with this.
1	Too crowded already.
1	Too many people already. Can't realistically promote and add more without compromising the environment more that we already have
1	Too many people now. Keep the Wasatch a secret.
1	Too much focus on economy at detriment to environment.
1	Tourism will take care of itself we are on the map.
1	Transportation solutions are critical. Without them we will all lose and the mountains will suffer.
1	Uh...that statement is an oxymoron. Businesses prioritize \$ over the environment EVER single time.
1	Unfortunately I believe there is considerable ambiguity with the statement "compromising the environment." What constitutes "compromising the environment" could be very subjective.
1	Unfortunately, with promotion and growth in the region, big and little cottonwood canyon are a traffic nightmare during the winter, especially holidays and weekends.
1	VERY carefully and conservatively promote Wasatch Canyons but do not SELL IT OUT for the sake of profit. DO NOT freely or casually allow businesses to build in LCC or BCC.
1	WITHOUT (emphasis) compromising the environment.
1	WITHOUT COMPROMISING THE ENVIRONMENT
1	WITHOUT COMPROMISING THE ENVIRONMENT - businesses need to provide goods/services within their existing footprint - restrict further development since wild/open space already so limited in these areas
1	Watch out that business and land development do not compromise the natural beauty of the art and destroy or over use the resources.

Count Response

1	We already compromise the environment with unlimited snow mobile access...
1	We already have enough people moving to the area. We don't need more, especially at Alta
1	We are currently compromising the environment to a very great degree. All the vehicle traffic and energy usage at the resorts is obviously highly significant. How about "Reduce current environmental impacts without falling below year 2000 tourism revenue".
1	We do not need more businesses in our canyons, period.
1	We do not want to be a world-class recreation destination, the canyons are way to crowded as it is. Stop the promoting of the canyons and Utah.
1	We don't need more people to visit the Canyons. The economy is doing fine and we don't need more growth.
1	We don't need more promotion of these canyons. They are crowded enough.
1	We don't need more tourists & advertising bringing BIGGER crowds we are maxed out already !!
1	We don't need to promote the canyons at all. We need to protect them.
1	We need to realize that if we are to preserve these spaces as the beautiful spaces that are attracting people in the first place that business profits can't be our main concern. If too many people are attracted to the canyons they will destroy the areas they are traveling to see.
1	We need to restrict traffic, not increase it.
1	We probably don't need to advertise the canyons anymore than they already do. Too many more people will show up and get tickets for parking on the road!
1	We should support our ski industry but not at the expense of the environment. We need less cars up the canyon.
1	What does responsibly promote mean? Will services be able to provide and expand their operations? More information is needed.
1	What is wrong with ski resorts existing only for skiing in the winter? The focus on year round revenue is disgusting!
1	What services and good are being discussed here? I don't won't the canyons commercialized.
1	While I agree that the area public land, I don't believe that we need to pimp out our local gems for the profits of a few. We get plenty of traffic/customers/revenues out of this already. More users degrades the experience for everyone. The world already knows about this area and I don't believe that the local community is well served by the further "promotion" of this heavily used area. Out of state recreation seekers can find other places to enjoy that don't have such dramatic local watershed, environmental and congestion impacts.
1	While I realize the economic advantages to this region, I get concerned about additional business development. A uniqueness of our tri-canyons (to places like Colorado or the PC area) is their minimal development. I support enhancing already established businesses success but not at the expense of more development. Let's keep them as wild as possible! That itself draws people to them.
1	While maintaining access and reasonable cost to local residents for the same recreation being promoted.
1	While maintaining the current quality services provided, not to expand further.
1	While the economy is important and a balance needs to be struck between preservation of wilderness and development of the resource, that balance was tipped to an irreconcilable level in favor of the economy decades ago. We have a thriving city and multiple resorts that have already stretched beyond their boundaries multiple times to support the economy. It is time that we all rally to support something besides the almighty dollar and preserve what is left of the previous wilderness that is so popular and prized.

Count Response

1	Why promote the canyons for more use when overuse is the biggest problem. Promote other areas and spread the love around. This is exploiting our resources.
1	Will there be restrictions on vehicles or people implemented like Mt. Rainier, Yosemite, etc.?
1	With the hordes of people constantly clogging trail heads and parking areas and ski resorts I absolutely do not think that canyon recreation should be promoted. There is only so much room in each canyon.
1	Within limits. There should be limits to development
1	Within the Canyons enable businesses to continue providing and expand buildings, services and goods without devastating compromises to the environment.
1	Without compromising the environment is key.
1	Without compromising the environment is key. It's no secret that the businesses are giant revenue creators, but I would hate to see these places be ruined for short term, economic gain
1	Without compromising the environment! Our ski resorts are already world class. A healthy mountain environment and extensive backcountry access are also significant economic drivers!
1	Without disturbing the environment is critical, perhaps impossible with this vision statement
1	Without first improving traffic and parking infrastructure, further advertising will lead us to the same overcrowding and erosion issues that currently plague our national parks.
1	World class recreation is not a fancy meal or a high thread count bed linen, nor is it a high heeled affair at 11,000 ft. Let nature dominate....and people will come!!!!
1	World wide promotion has already made our national parks crowded. More people, more businesses only compromise the environment.
1	Would love to see the inclusion of working to open opportunities to access for those with financial limitations.
1	Xxxxx
1	Yes, the land swap would be good to settle those issues. Look at how much Alta is trying to make all these changes now, before a land swap is implemented
1	You are going to have to develop more popular trails to spread people out.
1	You can take your "provide an immense economic impact" and shove it up Park City's overly developed ass. There is no way to do the first part of this statement without compromising the second part of the statement. Seriously, stop.
1	You cannot promote environmental health with increase traffic and usage. The wasatch is a gem and should valued.
1	You must define compromising the environment because the ski resorts and the heli ops have a different idea of what compromising the environment means.
1	You seem to be fishing for the support on the basis of pontification. It is super unclear with your driving out or what it is you were saying in specific.
1	Zero Footprint for all Business.
1	add "and dispersed recreation" after "the environment"
1	additional private business operating out of the canyons would lead to conflicting interests in the direction of the canyons and is something I do not support.

Count Response

1	again control growth, residential and commercial
1	business and population growth needs to be restricted/regulated to prevent overuse and damage to the resources within the canyons and mountains between.
1	business interests should take second place to environmental concerns.
1	business should continue without compromising environment, however we dont need to promote canyons. they are over congested as it is
1	businesses largely don't care about this only bottom lines. reduced business presence.
1	by connecting all of the ski resorts.
1	by having a zone set up where the businesses locate, not just anywhere private land is available
1	change 'to provide' to 'which provides'
1	control the number of hotels
1	currently over promoted
1	delete "immense". Replace with "substantial"
1	disagree if it means increased spending to attract more people here as the canyons don't need advertisement and have enough visitors already!
1	disallow further commercial development in canyons. more development, more problems, with diminishing returns on quality of experience for everyone.
1	do not sell out. leave nature alone
1	don't believe much promotion is needed
1	don't want overusage or unmanageable crowds in the name of commerce
1	eliminate "to provide an immense economic impact to the region"
1	emphasize without compromising the environment or degrading other recreation experiences not tied to the canyon businesses. This statement give too much emphasis to businesses within the canyon.
1	emphasize without compromising the environment.
1	enable businesses to continue providing services and goods without compromising the environment.
1	enhance the environment, through sustainable practices
1	if a ski area interconnect is done it should emanate from each ski area and not nother general spot. A b"of the canyon multi area complex could be built at the little cottonwood side and at the practice side parking would be at the base complex with cog train access. A ski down "highway" would be able to have snow most of the winter
1	im not sure. But we have to be careful about having more and more people heading to the canyons.
1	increase mass transit & communication of such from various hot spot loading locations (eg. hotels). implement use fees for the canyons. communicate loads & access via apps to different resorts
1	involvement

Count Response

1	it cant. its like waging peace and war at the same time! world class? really... quality matters and we have enough population issues...which is WHY this all needs to be protected! we should be focusing on the the quality of the experience with the people we have.. NOT, how many MORE people can we bring in. Quality does matter and should be a priority.. we cannot do this while simultaneously trying to see how MANY people we can get and then "not compromise the environment" we must not pretend otherwise...its silly.
1	it is over loved to death, time to address the drive, parking and season pass to use the roads and forest
1	k
1	keep it a secret
1	limit promotion=limit impact. I don't believe there is a lack of people visiting the canyons. Social media and advertising from ski resorts has made the canyons much more crowded in the last few years.
1	limits to further business expansion in the form of buildings / infrastructure.
1	local bussiness that work with the same ideals
1	more promotion would in all ways compromise the environment with increased impact from traffic, air pollution, noise pollution, and more development
1	more wilderness area. stop expansion of ski resorts
1	na
1	not sure promotion is necessary. Already have a reputation.
1	provide immense economic impact without compromising the environment is an oxymoron -- don't exploit this natural resource
1	renewable energy, water conservation
1	require business' to utilize the monorail and disseminate their goods and services without using the roads entering the canyons
1	some compromising might be needed, but balancing out the overall plan might work better
1	sounds good to me
1	there are more to the canyons than just skiing. not all canyons are world class destination worthy. they are overrun as it is and do not need any more people in them
1	there are more to the canyons than ski resorts and homes. Obviously the space in the canyons is limited. At some point, enough.
1	this is a bullshit statement in my opinion. As demand grows, quality declines period. And then more development will be deemed "necessary" to accommodate demand screwing the environment.
1	too many people now.
1	without compromising the environment should be replaced with "while balancing environmental concerns."
1	world class recreation does not need world class growth. limiting future development will make our canyons even more desirable to locals and visitors alike
1	you can spell check and grammar check this question for starters.

6. What are your ideas for Land Use?

Count	Response
1	A light touch. Hospitality and recreation.
1	Absolutely no more development
1	Adhere to the written County Ordinances
1	Allow for mechanisms to support mass transit into public lands.
1	Any use that does not harm the wildlife and environment. NO MORE DEVELOPMENT.
1	Areas for hiking, shoulders on the roads for biking, better parking for skiers.
1	Backcountry recreation
1	Balance land use versus environmental impact.
1	Bike lanes
1	Both public access and private responsible development are required
1	CONSERVE
1	Combination of both public and private land
1	Community gardens
1	Complete the bst
1	Connect all the ski resorts per the One Wasatch plan
1	Consistent with previous statements
1	County should facilitate responsible private development.
1	Curtail development in canyons
1	Develop around resorts and leave everything else wilderness area.
1	Develop funding mechanisms to offer increased sustainable recreation opportunities
1	Developable parcels OUTSIDE of the canyons.
1	Development goal should put skiing first. It's our greatest resource in the canyons.
1	Do not take private property from owners period!
1	Does this limit use to those who live there now? Will it become the next JH for rich only?
1	Don't build restaurants on top of mountains (Snowbird).
1	Don't take away individual property rights with the pretense of it being watershed
1	Don't touch privet ownership in the canyon.
1	Don't use anymore, the canyons are fine as they are now.
1	Emphasis on usable open space, limited vehicular access.
1	Encourage foot traffic only within the protection of wildlife and the physical environment.

Count Response

1	Enough private development and ski area expansion. Upgrading good idea expansion not.
1	Exchange for only parcels outside the canyons
1	Exchanging undevelopable lands for developable parcels would encourage unwanted development.
1	Expand Wilderness Area and manage similar to National Monument or Wilderness Area.
1	Expand designated wilderness areas,Create additional roadside viewing areas
1	Expand land protection.
1	Expand the ski resorts
1	Forest Service Managed Recreation Area
1	Foster the enjoyment of the land use for the largest number of people.
1	Freeze resort expansion
1	Have public workshops to generate further ideas
1	Hiking areas and wildlife preservation
1	Hiking with dogs
1	Hiking, biking, skiing and scenic observation.
1	Hiking, camping, skiing, non-motorized outdoor recreation
1	Hiking, climbing, skiing, camping.
1	I admit I like to keep as much of the Wasatch open as possible--that's why we love it, right?
1	I agree with the statements
1	I am for preventing any more private or commercial development in the canyons
1	I am leary of developers who will overdevelop the canyons.
1	I believe current land uses are more or less correct, growth needs to be managed carefully
1	I do not support development unless it is intended for use by the public.
1	I don't think the canyons should be any more developed.
1	I like what has been done already.
1	I think the status quo has been pretty good. Most of the land is in fact federal land.
1	I would like to keep as much open space that is available for all to enjoy, hike and camp
1	I'm really for preservation as the main objective.
1	If by "funding" you mean more taxes then hell no!
1	Increase public lands, reduce development, and preserve the ecosystem.
1	Increased undeveloped wilderness areas.
1	It is our land, let us use it ie develope it in some cases.

Count Response

1	It would be annoying but maybe payment to drive vehicle up canyon and use the areas
1	KEEP IT WILD
1	Keep LCC special: restrict development rigorously.
1	Keep areas open for everyone's recreation -hiking, biking, skiing, climbing, enjoying nature...
1	Keep as much as natural as possible.
1	Keep canyons open to public.
1	Keep development out, they are already way too developed. Keep them pristine!
1	Keep it as wild as possible and don't mess it up!
1	Keep it free and open
1	Keep it natural.
1	Keep it open and accessible to all. Minimize development
1	Keep it public and limit the amount of development of both private residences and at ski resorts
1	Keep it public, above all else. Expansion by ski resorts puts public land at a great risk.
1	Keep it wild
1	Keep it wild and undeveloped.
1	Keep it wild.
1	Keep it wild. We can't spoil these resources for future generations
1	Keep land accessible to everyone also with some responsible commercial use
1	Keep land open for recreation and reduce building
1	Keep much of it Wilderness. Less development. Keep the same great opportunity for recreation
1	Keep public lands in public hands
1	Keep the land open and public
1	Keep the land pristine as possible
1	Keep the nature in land use - hiking and biking only!
1	Keep the wilderness as intact as possible, we already have enough businesses in the canyons.
1	Keep them undeveloped. Leave them wild.
1	Keeping it minimal. Development should remain in Salt Lake City.
1	LEAVE IT NATURAL NO MORE DEVELOPMENT
1	Land not owned by resorts or outside private companies
1	Land use needs to follow the availability of infrastructure.
1	Leave all land as is, stop developing and allow for wilderness to remain as is!

Count Response

1	Leave as is!
1	Leave as much land undeveloped as possible
1	Leave as wilderness/trails, no development!
1	Leave it alone as much as possible.
1	Leave it alone, don't need for congestion.
1	Leave it alone. It is ok to upgrade existing structures.
1	Leave it as it is
1	Leave it like it is!
1	Leave it untouched
1	Leave the canyons as natural as possible. Minimize motorized use.
1	Leave them alone. Protect access to existing public land. No resort expansion!
1	Leave undeveloped alone. Develop or redevelop property within the city limits.
1	Less development
1	Less development, more open space. Preserve the open space we have.
1	Less private land, more open space, less development.
1	Less ski lifts, no helicopters, more trails.
1	Let it be used by wildlife. Limited and controlled access for humans.
1	Limit access
1	Limit any further land development in the Wasatch. Keep it pristine.
1	Limit development. Infrastructure improvements.
1	Limit growth. Period.
1	Limit people impacts please.
1	Limit private ownership in canyons.
1	Limit single and multiple family home development. Strictly limit. The less, the better.
1	Limit use to human powered transportation where appropriate.
1	Little to no more development
1	Maintain and protect the land, don't let businesses turn it into a recreational theme park.
1	Maintain the current open space by communicating this will bring more long term benefit (revenue)
1	Make all canyons off limits to dogs and enforce current rules regarding public use.
1	Make sure all parties are at the table during land use decisions
1	Maximize open space and trails. Less development and commercialization.

Count Response

1	Maximum open space; stay within the state rules for development.
1	Minimal development and keep open spaces open.
1	Minimize fragmentation and acquire undeveloped lands and protect as wilderness areas
1	Minimize private development. Condemn low-quality, antiquated development.
1	More dog friendly/off leash spaces
1	More hiking trails / parking at those locations.
1	More natural space. Charge to get in Canyon to walk or bike
1	More protection, less development.
1	More recreation. Fewer Cars. Limited commercial use.
1	More ski resorts.
1	More trails. Conservation stations. Education opportunities
1	More undeveloped land. Fewer cars. Keep existing ski areas as they are. Fewer cars n
1	More wilderness or area that will not be developed in any way.
1	My ideas for Land Use: more wilderness but otherwise leave it alone.
1	N/A
1	NO additional development needed in these canyons.
1	NO to any invasive tram across the iconic face of our mountains
1	No development
1	No development inside the canyons.
1	No expansion--maintain as is.
1	No further development! Ecosystem, wildlife friendly, low environmental impact, preservation.
1	No land exchanges and no new development
1	No mining or drilling. No major construction. Biking, hiking, skiing,
1	No more buildings! Keep it wild and open to the public to enjoy.
1	No more development.
1	No more private development!
1	No more resort expansion in LCC and BCC, no zip lines or new impacts to ridge lines in canyon.
1	No more resort expansion.
1	No personal development only public projects.
1	Non motorized is best.
1	Not interested in wilderness area which limit our land access and recreational objectives

Count Response

1	Not sue what the proposal would drive
1	Only recreation. No more building of restaurants, hotels, homes, retail or industry.
1	Open area and no more development
1	Open land use for the public. Natural land preservation education for the public.
1	Open quiet space for wild life and recreation that doesn't disturb the environment.
1	Open space. Hiking Walking Observing nature in nature
1	Open space. No private ownership.
1	Open to all locals.
1	Open, free and accessible without development.
1	People powered not for profit human use of the land.
1	Picnic areas. Paved bike paths.
1	Places where all people and dogs are welcome
1	Please strive to keep more land natural and undeveloped.
1	Preservation first, trail access second, development only when it can't be stopped.
1	Preserve open space whenever possible. NYC without Central Park would be sad!
1	Preserve the natural environment. It is as simple as that.
1	Preserve wildlife and protect open spaces. Discourage overdevelopment.
1	Preserve, preserve, preserve!
1	Private property rights must be recognized
1	Protect
1	Protect and expand wild and undeveloped land. Limit its use to non-motorized users.
1	Protect for the perpetual enjoyment by the public.
1	Protect it please! No more resort expansion!
1	Protect pristine areas.
1	Protect the canyons
1	Protect the land from over use, i.e. limit access to some areas by permits system.
1	Protect the rights of property owners in the canyon
1	Protect. Visit and use responsibly.
1	Protected and public use
1	Pubic funds for in-holdings.
1	Public lands in public's hands. Preserve, conserve, and leave no trace.

Count Response

1	Public, free, and wild. Keep the dollars OUT
1	Quite introducing new recreation such as mountain biking and cross-country skiing.
1	Recreation
1	Recreation - hiking, skiing, camping
1	Respect private land and encourage public access
1	Restrict access. Keep our wilderness clean and pristine
1	Restrict development in the canyons, they are too crowded now!!!
1	Road side view points implies more cars and we need fewer in the canyons.
1	Roadside viewing is a disastrous idea without a bypass or "scenic" road route.
1	Save as much as possible of Canyons land for undeveloped recreational space.
1	Save these areas for recreation and stop further development.
1	See my earlier notes, we need to be careful here and consider opportunity costs.
1	Shuttles not buses that start at base of canyon (party bus, with pregame drinks)
1	Ski lift to Brighton Alta snowbird or solitude from af canyon
1	Ski resorts are not allowed to expend beyond their existing boundaries
1	Ski touring, mountain biking, climbing, moto, snowmobiles, etc
1	Skiing and hiking - not private home ownership
1	Stop development.
1	Stop raping the wasatch, Stop trampling the NF.
1	Stop the developments
1	TDR mechanism should focus on developable parcels *outside* the canyons, not within.
1	TOD's can only be a good thing if managed carefully
1	Take care of what we have
1	The canyons should be kept as natural and wild as possible.
1	The land is wold class, it should be treated accordingly
1	The more access the better
1	They are the same as those in the plan
1	To be able to use them for recreation. Backcountry skiing, hiking, not used for development
1	Un-developed open spaces without threat of oil/gas development or mining.
1	Undevelopable land should only be swapped for parcels outside the canyons.
1	Use the balance we have. All this proposes that we move too far one way.

Count Response

1	Vigorously protect what we have now. More development will only destroy the wilderness.
1	We need less future development and more designated wilderness open space.
1	We should not support additional land development in the canyons.
1	Why does land have to be USED. Humans are already such stupid users. Ugh.
1	Wilderness
1	Wilderness
1	Wilderness, protected areas, some business
1	Wilderness.
1	Wildlife restoration. Don't need any more land use...enough is there
1	Y'all should have been around for the MPD-PC workshop discussions of these same issues!
1	Yes I agree to use it
1	You have covered them.
1	You have to implement better traffic flows first.
1	Zero commercial/residential development.
1	connect all of the ski resorts.
1	develop plans that support increased users that avoid increased road conjection
1	don't.
1	emphasize open spaces, wilderness preservation and create tolls for the cottonwood canyons,
1	focused compact areas for public land use while protecting the environment.
1	good stewardship by those accessing/utilizing the land
1	hiking, skiing, watershed, Mill Creek remaining open for dogs.
1	k
1	keep it as wild as possible
1	keep it trill
1	keep open spaces
1	keep the canyons as wild and historically protected as possible
1	maintain the status quo
1	many people would are satisfied with roadside viewing areas and short hikes. facilitate this.
1	maybe a light Rail system up the canyon to limit vehicle impact
1	minimal development, protect large areas from further resort development
1	minimize development in the canyons -

Count Response

1	more open space. Support for human powered activities. less lifts, less autos etc.
1	more public, less private.
1	more wilderness area
1	most land swaps I've heard proposed benefit the resorts & developers and not the general user
1	na
1	no further development within the canyons
1	non motorized recreation. Skiing, hiking, camping, Mt. Biking.
1	none
1	organize events which educated the public regarding the outdoor heritage of the designated land.
1	parks and trails
1	preserve
1	preserve as much as possible for recreational use only
1	preserve what's here without adding more development.
1	preserve. not sell or buy
1	ski connect like the alps
1	to preserve the wilderness areas from commercial developments, to protect the local environment
1	very minimal development. maximization of recreation and conservation
1	we need more recreation(trails/trail-heads) and less development
1	wilderness
1	wilderness and non motorized human use, no more hotels, lifts, etc.
1	have a balance of people use and private/public use. don't want traffic congestion problems to escalate.
1	Leave it alone. Restrict large scale infrastructure. The slopes are congested - allow more skiing area but don't increase the footprint for visitors. We already have enough of them. Let Snowbird expand their ski area, but not a silly across-the-road roller coaster. I fear the development; the congestion in Park City is already enough to keep me away from there. If I want Lake Tahoe, I'll go to Lake Tahoe.
1	I believe in lower density, not consolidation, therefore, open space is in my back yard. I do favor large undeveloped space such as corner canyon recreation area. However I believe we have plenty of parks and splashpads
1	Encourage more homes, condos, shops and hotels to be built near the ski areas by streamlining permitting processes.
1	You either plan to preserve with limitations on access or, as these statements infer, maximize access and development.
1	Preserve and protect. Once land is occupied and developed it is gone forever. Roadside viewing areas promotes more vehicles. All commercial development should be energy sustaining.

Count Response

1	They are not making more land. Use of what little natural space left needs to be maximised for lowest impact. No vehicles, no Trams, No Parking lots, No Hotels, No Condos. All development turns Open Space into Private Space. As it progresses all you get is very Hilly Homes with Dangerous commutes.... Overlooking Other homes, and other Driveways. Less Trams, Less "my house is further up the hill than yours"... which leads to "The guy who just lives on the mountain top.... Worse, Then UDOT having to Plow everyone's driveway... As the City develops and grows all open space needs to be preserved. It's simple math. X number of Acres of land/ Devided by the citizens.... You make the quality of life Lower for each citizen when you turn open space into parking Lot..... People are getting progressively less fit... If the average person can walk 1 mile now, and in a decade there are twice as many people and they walk half a mile, we maintain the Person per mile ratio in the open spaces.... and if they don't have a place to get some exercise and clean air... how are they going to get in better shape. Human-powered use of what open space remains, Should be maintained and only given up sparingly. I don't Care if Jeff Bezos wants to put the new Amazon Distribution center on the top of Wolverine. Some things are not worth it.
1	on the last point, I support land exchanges for development outside of the canyons, but I am concerned about abuses of land exchanges within the canyons that simply benefit private interests.
1	I think it is critical to encourage density and a mixing of uses in some of those developments if possible
1	Generally, further private development in the Wasatch should be highly circumscribed and proscribed, if not capped at current levels. Hence on the last point, I would oppose land exchanges for "developable" parcels in the canyons, which would only shift around the impact of development rather than prevent it.
1	As I see it, our canyons are a medium for which recreation and tourism revenue depend. Toward this, the integrity of the environment should be protected to ensure the stability of this while continuing offer new opportunities for recreation and business.
1	I love backcountry skiing, but understand it needs to be shared with the resorts, hikers, etc. I just think the best backcountry areas should not see resort development (north side of LCC, white pine area, etc). Any resort expansion should be proposed and considered by the backcountry ski community as well.
1	Last question - not sure what this is really saying. I would support exchanges of property to be developed outside of the canyon - not inside.
1	Don't believe interconnect is a good idea, like maintenance of wilderness areas and public use of lands but that should not be at cost of private land owners, if we think it is worth keeping as is we should buy it from owners, not legislate away their rights through onerous zoning overlays etc. Compensate owners for taking away the full bundle of rights of land ownership.
1	again very generic. the purchase of undeveloped land is it land that needs to be preserved or is this just to have land put aside. exchanging undevelopable land for developable land, why do that if it is undevelopable?
1	Develop more trail use systems for summertime use by bikers and hikers/runners. Encourage animal congregation through vegetation and distance from human trails in undevelopable areas of the canyons.
1	Land trades should focus outside the canyons. If a parcel is undevelopable it is not part of any future problem. Trading it for a developable canyon property creates future conflict. Not sure what viewing area means. If you are talking greater trailside parking I am all for it. Creating more gawking space just increases traffic congestion.
1	In the Wasatch range we need to preserve the little that we have left without further development or exchange. Leave the development in the city.
1	ski /out yoga studio and meditation. ski/in out art studio... ski in and around wildlife refuge area for local injured/recovering wildlife.
1	Prevent more building in the canyons, allowing only grandfathered structures to remain or be remodeled.

Count Response

1	Remaining open spaces need to be purchased and set aside for environmental and recreational needs. Wilderness is not the greatest tool for this but may be appropriate in the very highest reaches of the Wasatch and in areas that are critical to watershed protection. Limited roadside viewing areas should be created as people pull over everywhere in the canyons now. If you are going to encourage people to get out of their cars alongside the road trails should be established to help protect native flora and prevent trampling of the forest floor. I would support anything that can be done to encourage those holding private lands in critical areas to relinquish those, including land exchanges.
1	The canyons are limited in areas, there is not a limitless supply of this space, save what we have
1	I am concerned about the idea of undesirable areas. Not sure what that entails. Also incentive to work within area allotted...for example Solitude used laND for development and then wanted more space for parking. Hardly seems right.
1	small mountain range next to a big population. Encourage mass transit and dense development in existing areas.
1	Folks travel from the city to the forest precisely because of the views, open space, lack of noise and development, and to encounter nature (animals). These should be the priorities. Once these are lost, there is no reason to leave the city. Unfortunately, this means there has to be limits to growth, development, and use of the mountains. Our forests do have a "carrying capacity", meaning not everyone can get what they want.
1	Offer a mechanism to exchange undevelopable lands in the canyons for developable parcels OUTSIDE of the canyons ONLY
1	I don't really understand the last one. Who is getting what and what is the advantage to each? Somebody gets to develop something. Is more land protected in the canyons in exchange?
1	Minimal development and highest standards to maintain the integrity of the natural environment. There is no more 'land' being produced on the planet so far as I know. [except expansion from volcanic activity as in Hawaii]
1	Conserving the pristine areas has to take highest priority, but in order for this to happen infrastructure needs to be in place to avoid trampling the delicate ecosystems. I do not want to see more development unless it has the effect of preserving the natural beauty of the area.
1	It includes disincentivizing private land owners to develop land and maximizing the ability to preserve the undeveloped nature of the Wasatch.
1	Public ownership can lead to the tragedy of the commons. Private ownership (with rules) is more effective way to protect the environment. Excessive zoning restrictions subverts the public will.
1	It depends on where the land is, and what it is like. To me, with the increasing number of people in northern Utah, the central Wasatch is increasingly becoming a needed place of refuge and solitude for regional citizens. A place where development ISN'T happening.
1	Keep it public not privately owned. Keep the human impact minimal by improving public transport and keeping the foot traffic lower if possible.
1	Not sure about the mechanism for exchanging undevelopable lands in canyons for developable parcels outside. What are the financial interests at work here?
1	Conserve and provide additional open space for recreation and minimize private development, especially those done by large developers for the mega wealthy.
1	Interconnect the different canyons with ski lifts and ski slopes to make the largest interconnected skiable acreage in North America with partnerships with Vail resorts (park City) the national Forrest, Snowbird, Alta, Brighton, Solitude, and open up skiing near the top of Mill Creek Canyon as well.
1	The Wasatch canyons are true gems and must be protected. Increases in population and development will continue to whittle away at these unique resources unless there is strong protection.
1	Keep it natural for hiking fishing camping climbing skiing biking recreation and limiting the amount of commercialization.

Count Response

1	Preservation of Rock Climbing, Trail Running, Mountain Biking areas. More established pull-outs would also be nice for parking/viewing.
1	I think development should be tightly controlled and limited. The canyons should be for wildlife, water and natural habitats, and tourism, traffic, and recreation comes second.
1	We need the ski resorts to be able to further develop so they can compete; however, housing developments should stay out of the canyons. If land is undevelopable, wonderful! Too bad for the developer. The land will remain natural, and that is wonderful.
1	No more commercial development. We do not need it to attract more visitors to our state. The balance has been reached. No more concessions. No more water to ski resorts when private owners of land are not being offered water.
1	Current usage is acceptable, but further expansion of construction would adversely impact our precious Wasatch. And, indeed, policies to limit human powered usage may be needed. Preservation over development.
1	I'm not sure I know what the problems are I sure as heck can't discern from your checklist what it is you intend to do. Again you seem to be fishing for support without clarifying what you're going to do
1	the elimination of multiple houses taking up much needed soil for percolation. Removing asphalt on feeder roads - using instead material that allows for percolation
1	There has got to be a compromise to accessibility, revenue, transit, and preservation in order to make this sustainable.
1	Maintaining the wild areas we have are key to preserving the amazing access and draw that these areas provide for our area.
1	Preserve the land in its natural state for future generations while giving people recreational opportunities to connect with the outdoors.
1	It doesn't take a lot of development on recreation lands (expansion of ski areas as an example) to completely change the feel of the Wasatch. This is a small mountain range next to a big city. Don't make it a part of it.
1	Preserve the environment, educate about responsible land use, increase maintenance of canyons as traffic increases.
1	Recreational use only accessible via public transportation. No further development in the canyon. Better traffic management/park & ride options to access the canyons.
1	Ski resorts should be permitted to expand in Utah. Nothing brings more tourism tax revenue to northern Utah than the ski industry, and to limit this revenue makes no sense. Additionally, skiing is the most effective way to give large numbers of Utahns an experience in their wilderness, so ski resort development should be enhanced.
1	The wilderness area designation currently precludes free flight activities (paragliding and speedflying) which are traditionally practiced in these canyons, and which have a lower impact than land-based recreation.
1	It seems that there is too much pressure on these canyons already, so all avenues to limit further growth is encouraged. The idea of a designated bus lane seems smart. Also having a fee station with free entry for more passengers might be good too.
1	Keep everything undeveloped. If you further develop you worsen air, water, and environmental quality. And it would increase overuse
1	The lands should be open to use, and commercial buildings and access is part of that. Wilderness designations being increased in places where you can see and hear city noise are wasteful and outrageous, as well as not providing the best protection against fire and for the water shed. They make the lands hard to use for most people and limit it to an elite group. The Wasatch has the unique aspect of being incredible mountains that are easily accessible, that should be promoted. They are a useful tool for getting people interested in the outdoors and healthy living. Not everywhere needs to be wilderness.
1	Stop further land development in wilderness areas that don't positively impact the global good. Tavaki is a prime example. Focus on minimizing visual and environmental impact.

Count Response

1	The canyons in question do not suffer from a lack of public land or wilderness as presumed by most of the ideas above. They suffer from a lack of adequate trailhead parking, and lack of trail maintenance on the part of the USFS who would rather close off access than fix things. These are great ideas elsewhere, where private lands inhibit hunting and other recreation access, both to those private lands and to adjacent effectively landlocked public lands (Deaf Smith but one example; many more in valley/foothill areas).
1	The Wasatch should be a wild mountain range minutes from a large metro area. This is the draw. Land use should be diverse but focused on human powered activities, wilderness, and undeveloped areas.
1	Allow ski resorts to develop land within the area they own or lease. Open The Desolation Trail to non-motorized mountain bikes.
1	Expanding Wilderness areas contradicts the effort to provide the increased public use of the land since wilderness areas are the most restricted areas of public lands. Creating additional roadside viewing areas encourages increased vehicle traffic which is counterproductive to maintaining or decreasing clean air, water, and environment. Creating bike lanes both up and down the canyon and incentives for HOV travel is more in keeping with objectives Exchanging undevelopable lands for developable parcels outside the canyons will inevitably be along the foothills and consume even further recreation areas. e.g. land given along the east bench will limit access and trail systems for pedestrians, equestrians, and cyclists.
1	The canyons are teetering on the brink of ruin. All public lands should remain public, with access open to shared users and uses. My biggest concern is expansion of private uses such as cabins and resorts. Private concerns see dollar signs in expansion. Our little canyons are precious, and I believe that they should be preserved for public use rather than private enrichment. I use the public lands in the canyons year-around, and it makes me happy to see so many other people enjoying biking, hiking, camping, back country skiing. What a gift! We must be very careful in not allowing private interests to take away our public lands.
1	Besides restrooms every few miles, i urge you to keep land as natural as its been and put no other buildings up. Just a few signs to let us know where we are.
1	We cannot neglect or forget about everyone's wants and needs in the canyons. Just because a resort wants to develop open land because it will bring more revenue to our state does not mean it is the correct thing to do. The quality of these resorts does not improve because they have expanded their boundaries to make every square inch a ski-able groomed run. That is quantity. Quality comes from providing diversity and uniqueness. A painting is not great because the majority of its viewers like the color red so the painter covers the entire canvas in red. It is great because it has a diverse set of colors and tones throughout the canvas allowing different perspectives of the painting. Each individual can appreciate the diverse painting because it contains a color or tone that is appealing to them. This ensures everyone's satisfaction rather than just the majorities.
1	The location of developable land parcels within the canyons is a concern. I am interested in keeping the open spaces and develop as little land as possible.
1	I support idea that create protected open spaces. So increased consolidation where possible and increased protection where feasible
1	I really like the idea of buying or exchanging private land in thr canyons to public ownership to protect recreation. Some the best places to ski tour and climb are private, and even though recreation is sort of allowed now, I'd like to know it was guaranteed in the future too.
1	Trades for land outside of the canyons sounds reasonable, but inside the canyons sounds like a way for the public to loose useful public land. Open areas near urban communities are highly desirable. Create different venues for the different user groups.
1	Expanded land use should be only for recreation. For example, ski resort and lift expansion as opposed to developments.
1	private ownership and business should be both limited and closely monitored/regulated in favor of the the public interest in these priceless and limited resources

Count Response

1	Keep the open space open and undeveloped, but improve services (restaurants, shopping) along th foothills outside of the canyons
1	A tax increase for the purchase of undeveloped lands would be appropriate, similar to what Park City did with Bonanza Flat.
1	Designated wilderness areas with little development. Connected network of trails for biking, skiing, hiking with some supporting infrastructure like huts and stopover points.
1	Focus on summer uses Take advatange of this great resource close to many people and find a way to get them out in nature without destroying the resource
1	We should not allow undevelopable parcels to be exchanged for developable parcels in the canyons, except for resort base areas. Expand legal public access to public lands through private parcels via easement purchases.
1	Public. Managed by the people. State wants to sell it to big energy. Federal government wants to shut it down and charge fees to access it.
1	Per the final transfer of development rights notion and purchases of land, these trades, if established, should be fair. There are many speculators who knowingly purchased dry lots in the canyons in the hopes of driving the prices up and benefiting financially. Folks should not be rewarded for this speculation. Lands that are either bought or traded should be done only at the fair value. No effort should be made to assist currently dry lots to gain water or otherwise drive up their values. The county should significantly minimize the allowed developable areas within parcels. The character of the canyons are at risk of significantly changing with the move from season cabins to expansive, and sometimes opulent, year round dwellings. The county land use codes should try to stop or at least slow this by limiting parcels from transitioning to year round use and by limiting square footage of developed properties.
1	I worry about the last idea. I am for compact development on areas that are already developed. I am for increasing density, do not want to see sprawl in the canyons.
1	These sound good, but I am not sure about the implementation of some of them, hence my less than full enthusiasm
1	There should be family oriented lodging options (NOT HOTELS) and vacation home owning opportunities that have strict aesthetic and environmental impact parameters. There should be pedestrian friendly base areas with basic needs for snow sport and summer sport use.
1	Additional of bike lane to canyon roads to facilitate access by bicycle, and provision for expansion of parking lots at ski resorts to accommodate increased volume.
1	In this overpopulated world, we need to preserve and protect as much of this land from development as possible. No one 50 years from now will regret doing so.
1	No more development in the Wasatch Mountains. Sadly, Salt Lake County has done a horrible job of preserving any open space. They have a terrible track record of disregarding irreplaceable lands by handing over, without giving the public a chance to even fight for it or turn it into a park or keep the beauty of it, they have chopped down gigantic hundred-year-old trees and not cared a bit about it even when there was urban blight right next-door that could have been developed-- instead they just go for all the open space it's very SAD!
1	Promote discounts for locals to purchase land in the canyons. We are currently priced out by business's and would be better stewards...
1	Tighten resorts area boundaries, and loosen development regulations withing those boundaries. Let's promote wilderness protection and support resorts in developing their infrastructure to handle increased population. Keeping the majority of people that go into the Wasatch in well managed locations with amenities.
1	Use existing parking areas for higher density development and don't allow use of any undeveloped land for further development.
1	These do not mention obvious land uses -- hiking, biking, fishing, hunting, skiing, running, site seeing, etc.

Count Response

1	Maintaining, protecting the land and its ecosystem, keeping access for responsible use of the land for outdoor activities and sports that won't degrade it, and increasing volunteer efforts and collaboration to further its natural state.
1	Work with landowners adjacent to the Canyons to develop sustainable landscaping that conserves water and promotes wildlife.
1	Personally, I'd like to see the ski resorts have more freedom to expand and operate a longer season, such as Snowbird. I know the Forest Service is largely the reason for that, but if there was a way to give them a little more freedom to develop, I'd be all for that.
1	Let the limit of water be the guidelines. Do we need more development in canyons bursing at the seams? Again you are commercializing our natural beauty. .
1	I'm afraid this would allow trading remote, low value land people can't access for high value land that gives an overly developed feel to the canyons.
1	I don't understand the consolidation of land ownership to create continuous open spaces. Do you want us to sell our land and cabin?????
1	see earlier answers .. development should be reduced or eliminated in this valuable area...OR it wont exist in the way it does now...then...whats the point
1	It is inevitable that increased use is coming as population increases. We should maximize low impact uses that help maintain or enhance the existing resource.
1	Let Snowbird open up American Fork Canyon so we're not wasting gas driving up little cotton wood.
1	For this particular region I would put conservation as the primary focus and compact development as subservient to that end. Regarding the mechanism of undevelopable land exchanged for developable I would want to understand the proposal before making a final comment. That being said, in general I don't see the benefit to the larger population in doing so.
1	Land swaps are good but the focus must be on getting private land ownership out of the canyons for good.
1	No more Wilderness. It makes forest management too costly. Trees need thinning to reduce fire/beetle risk and it's way to costly in wilderness.
1	I think safe parking areas are more important than viewing areas. I'm not sure that I fully understand the ideas about land development, so I'm not saying that I directly disagree with the suggestions on this list, but I am vehemently opposed to decreasing wilderness areas. There is the obvious environmental impact, but just as importantly, decreased wilderness space means less ecotourism. People come from all over to experience the Utah backcountry - developing that land will decrease that export and could very likely hurt the local economy.
1	Section 1) Assuming "undeveloped land parcels" means privately owned land Section 5) would change rating depending on areas available to be traded and developed on.
1	I worry about land swaps because they often are in favor of the land owners and a loss for the forest service... I would be careful there. I also think we need to stop development so I do not believe we should swap so the robber barons can further rape and congest the area
1	Everybody should have the same rights to enjoy our federal lands no matter if they're skiing snowboarding mountain biking hiking four wheeling.
1	If it's private already, don't force a take over. Keep the resorts local, we don't need Disney style entertainment and rides to connect the resorts. Expand road capacity to meet demand. Expand Resort Parking to meet demand. Allow reasonable expansion of existing resorts acreage and lift service.

Count Response

-
- 1 There has to be a bigger commitment to purchasing open space for the purposes of watershed protection and good recreational trail development. Expanded wilderness will not accomplish the many needs for rec development we are facing. It will not even protect watershed/environment. A reservation program or system for limiting the number of people in the upper canyons and watershed areas should be considered. Emphasis for open space and trails development to meet recreational needs should be focused in the foothills.
-
- 1 Public lands are absolutely invaluable and one of America's best ideas. We should allow/promote small local businesses in areas where it makes sense, but offer alternative developed areas as incentives as well to maximize wilderness areas. That way, we can help the middle class and promote small business while preserving such a beautiful area
-
- 1 Keep public lands in public hands. Increase car pooling and public transportation options. Train? Ever been to Europe? They're everywhere and work incredibly well. ie Zermatt,
-
- 1 The Wasatch Front is in a unique position of offering true wilderness area within minutes of a metropolis. Keep it a wilderness area. There's plenty of developed crap up the canyons already, Freeze more. And let's serve ALL the citizens who want access. There are substantial numbers of people who find spiritual nourishment in communing with nature in their natural state. Areas should be set aside where the onerous lewdness laws of Utah do not apply.
-
- 1 Leased Forest Service lands in Millcreek canyon and elsewhere should revert back to Public domain after terms of the lease are met or 30 yrs max.
-
- 1 I am concerned about the increasing stratification and skyboxification of our society. I want to ensure the wealthy and super wealthy don't get separate special amenities and opportunities based on being able to pay for them over those of us who are middle class by choice so we have time to enjoy the Wasatch.
-
- 1 Let the current land use continue. No enhanced use, especially in Millcreek Canyon. Finish the park areas in the southwest quadrant that have been purchased by the County to take some of the traffic out of Millcreek Canyon.
-
- 1 I dont want canyons to be developed. I want to keep them wild. Dont take away from the animals up there. I agree with public transportation to reduce pollution and such other enviromental issues. Leave the canyons. Thats why they are beautiful.
-
- 1 Recreation, public use, transportation. The ski shops are good about letting us use their land but now that parking is absurd I don't want to hike/explore the canyons. Land use should be for allowing more people to enjoy the canyons with less of an impact.
-
- 1 I do not support additional wilderness areas because they exclude mountain bikes. Additional mountain bike and hiking trails should be developed. I also do not support expanding the ski areas to promote an interconnection.
-
- 1 Prevent sprawl -- build up not out. Provide a fast public transportation system safe from avalanches, congestion, difficult parking -- how about a parking structure at the bottom of the canyon vs an enormous climate altering parking lot.
-
- 1 I am unsure of the wording for the two I have marked as N/A. If land parcels are purchased and set as open space that is ideal. Public use for adventures and non motorized exploration. However if land is purchased this way and set aside, who is to stop that buyer (land trust, private, etc) from selling it to someone else in 20 years that then develops? Wording is confusing to me.
-
- 1 Land swap mechanism is interesting but there's a big difference in transferring land for development in vs. out of the canyons!
-
- 1 Make ways to provide for more use of the land while protecting it. It is a great benefit that we have to use but we should support further development and use while still finding better and more efficient way to help the environment.
-
- 1 I am a fan of private land ownership, but with regulations. ie if someone wants to build a home in the Cottonwoods that is OK, but if it is near trails or backcountry routes, the owner must allow easement to those recreating in the area. Parking in the Cottonwoods is an issue, so I would support additional pulloffs/parking structures. I do not support additional development of large condos or hotels in the Cottonwoods--frankly, the roads are very packed as it is and they really cannot handle higher vehicular volume. Additional cars on the road will ruin the gem of "quick access" from a major city to resorts.
-
- 1 I support the expansion of wilderness areas in locations where bikes can't be ridden. Please do not take away cycling access where it is reasonable.
-

Count Response

1	I really like the idea of finding ways to purchase undeveloped land parcels to increase "open space" areas.
1	As a climber and geologist the canyons are an incredible resource but human impact is becoming very obvious with the increased use. There are several unreclaimed mines that are leaching toxic metals into the watershed too. I am glad that picnic areas are easily accessible to most people but the traffic up the canyon is definitely a problem. The increase in rescues this year also is concerning as more people make their way up the canyon ill prepared. I want the businesses to be able to make money while protecting the environment. I think my ideas line up with the visions fairly consistently.
1	Recreational as well as water sheds. Not a fan of more people so expansion of resorts in the canyons is not something I'm keen on.
1	Good for the people who managed to already get some land in the Canyons, but I don't think developing them further should be on anyone's agenda. I'm open to the idea of exchanging undevelopable lands in the canyons for developable land outside, but not inside. I think it's ridiculous that there's an "active" mining claim in Cardiff, when no real mining has happened there for decades (nor will any happen in the future). I don't support them being able to develop "their" land (a mining lease is not ownership) just because grandpa poked around hoping to find some gold 80 years ago.
1	I don't want to see more private ownership and development. The canyons should remain as public as possible and residential development subtracts from the canyon "vibe" and adds more traffic.
1	Balanced use that preserves the natural resources, allows ample access and prevents monopolies of use by select stakeholders.
1	Simply ensure that the land in and around the canyon remains open space or appealing to recreationalists. No large developments should be allowed that overpower the beauty and natural appeal of the canyons.
1	No question the canyons and undeveloped lands are the reason I have decided to raise my family and work in SL Co. It is the #1 contributor to quality of life for my family.
1	Shared public huts/cabins? Like the yurt in Millcreek. Turning back the impact of the mining claim history is also tricky, as people feel entitled.
1	would agree fully with the last point if rephrased to say "developable parcels outside of the canyons"
1	To preserve what draws people here for future generations. Structural improvements should have a net gain for the environment from the environmental baselines. Encouraging more people to canyons that are near capacity should be avoided.
1	Use for providing clean, publically controlled water to the local counties. Use for recreation. No mining. No grazing.
1	No more private land expansion, focus on dispersed recreational opportunities. IE the ski resorts now influence or control all of the upper canyon north facing terrain in the Cottonwoods. They don't need any more land or influence. As the climate warms and snow conditions deteriorate, discourage or do not allow the ski resorts to use land development to save their business models. There is already too much concentrated development in the canyons.
1	Get more school children more often into the wild areas, into nature. Assess an educational fee as part of canyon use fees for this purpose.
1	Acquisition of critical parcels of privately held land for conservation purposes is appropriate. The wholesale acquisition of huge parcels is probably not the best uses of resources in these areas.
1	Preserve and expand public wild lands. Preserve responsible non-motorized access to public lands. Preserve and expand responsible non-motorized access to private lands. Ensure access for the disabled and people with financial limitations.
1	The Wasatch Canyons beauty comes from the lack of development. I'm all for exchanging all canyons land for parcels solely outside of the canyons. The last thing we want is Park City developed slopes creeping into the Wasatch.
1	Preserve wilderness. Minimize development to essential expansion to promote preservation and increase access to those who are prepared for wilderness adventures. Avoid overcrowding.

Count Response

1	Using the land teaches us to value the land in an economic sense, we need to also use the land and learn to value it for intrinsic reasons as well. Teaching the public to value the canyons in multiple ways will cost a lot now, but provide savings in the future.
1	Offer buy outs or tax breaks for property owners and allow them to remain until death. Even offer reverse mortgage on the home. Slowly buying back our canyon. Resort building should be discreet not like what snowbird did. Also we do not want theme parks
1	Less private commercial development, limited private residential development, more wilderness and recreation.
1	I'd like to see more moderate hiking trails, i.e., trails that traverse rather than climb straight up. Or upward trails with more switchbacks, so they are less steep.
1	Developing a "Trax"-like system that connected the downtown hotels and convention center with the ski resorts would make sense. If there was a high speed monorail that let visitors get to multiple ski resorts, or to mountain vistas, it would increase tourism to downtown. Ideally a frequent running, smaller capacity transport that was on a separate (elevated) rail that did not get into the canyon road traffic. It should be integrated such that park and ride lots could also use it. I am sure an elevated "monorail" more or less tracking the roads would be expensive to build, but would add a lot of value in tourism attraction. Bike and ski carrying of course need to be considered.
1	Congestion in the canyons is a huge problem. I know some kind of train system that bypasses the road would be a massive undertaking but it could be the solution. Also, I've noticed that graffiti up the canyons is becoming more and more of a problem in the cottonwoods. I wonder if an entrance fee at the bottom of the canyons would help solve this.
1	A train/shuttle system to reduce winter congestion. However, I am also an advocate for environmental protection and am against commercial development in the canyons
1	Do not focus on selling public lands to private sector. Think longterm, rent lands, provide loans to private sector to do development projects, support financially and socially the private companies actively engaged in the development of infrastructure in the area.
1	Keep it consistent with what happened in the past to ensure the recreational and viewing experience is not altered by not letting development be a free-for-all
1	We absolutely do not need more roadside pullouts. What a waste of money. Improved parking at trailheads could be a better use of money or possibly effective public transportation to these areas.
1	Make the cottonwood canyons a mandatory fee area for every vehicle, use proceeds to fund purchase of parcels for open space.
1	no more development (in terms of structures) in any and all parts of the canyons. more biking trails. lots more biking trails
1	Do not take any steps that allow large scale building projects that results in significant increases in population and congestion of the area.
1	I don't see creating roadside access as compatible with other canyon goals as it relates to transportation.
1	As a mountain biker, I am currently reluctantly against expanding wilderness. Instead of outright purchasing undeveloped parcels, consider conservation and/or access easements allowing limited private use while also promoting wildlife and recreation. Consolidated land ownership places lands only in the hands of the wealthy or corporations. Instead, develop programs for affordable access. For example, the one yurt in Millcreek canyon is nearly impossible to reserve. Add more accommodations that are publicly owned and reasonably priced so that the canyons are not just the realm of the wealthy. Why would we invest public dollars or resources in exchanging undevelopable lands for developable parcels? Roadside viewing areas could increase safety? Is that different than trailheads? Include restrooms and/or drinking water.
1	Developing contiguous parcels for wildlife corridors, protecting watershed and views, limiting uses that would diminish the quality of the canyons, such as vehicles and people, ski resort development, etc.
1	Preserve and protect the canyons for future generations so that they can enjoy the same experiences we do today.

Count Response

1	Try not to enlarge the footprint of existing private land development. Have some restrictions on development with water issues
1	I am pretty satisfied with the types and amount of land use we have already. But I'm always a fan of the more open land, the better.
1	The Salt Lake area draws many visitors and people relocate here because of the great recreation opportunities so close to the city. Continued development will reduce it's current and long term value. Rarely are developments un-developed. Be very careful about further developments in the canyons
1	More open space, wilderness areas. Maintaining trails to limit impact on non-trail nature(vegetation, etc.)
1	1. Require the resorts (especially Brighton) to clean up the mess left on the slopes after each ski season; 2. require resorts to remove junk and obsolete ski lift platforms and restore the area to some semblance of its natural state; 3. require additional erosion control on disturbed land areas; 4. clean up contaminated water flowing out of abandoned mines.
1	Hiking, biking, skiing. Undeveloped large wilderness spaces all within a short distance of a major metropolitan area. That is an amazing resource to be cherished and protected.
1	Preserving open space does not mean stopping growth, just growing smarter. In most cases a community can accommodate anticipated growth by concentrating new homes and businesses in a way that minimizes loss of open space and actually reaps more benefits, such as lower taxes. But before getting into Smart Growth techniques perhaps it would be helpful to review the benefits of open space, which include: • much of our food comes from farms' • farming is an important part of our economy; • open space is frequently the source of our cleanest drinking water; • trees and other open space vegetation improve the quality of our air; • our highest quality waters are associated with undisturbed open space (e.g. forests); and • open space recreation areas have been shown to reduce urban crime; and • urban open space also provides residents with limited mobility an opportunity to enjoy and learn of the natural world.
1	Most important, future land use can not adversely affect the drinking water of Wasatch front residents. Nearly every city in the country would kill to have this resource. Many of them did and lost clean water to pollution. Undevelopable land should not be bartered or exchanged for developable with few exceptions for the simple reason that people who buy undevelopable buy it for a cheap price and are often looking to make a profit on speculation, assuming that "if only they can get the government to allow them to develop, they will make a killing". They should not be able to transfer water rights from say, the Heber valley, or trade 10 acres of undevelopable land for developable land worth more. If the undevelopable land has value to citizens at large, then land swaps can be considered, but we, the people need to get something for it beyond just "consolidation"
1	Minimize development of hotels, housing, etc. thoughtful roadside restroom placement. Trail maintenance and expansion. Target outdoors lovers and minimize appealing to those that aren't outdoors lovers - (partiers, car drivers)
1	Land should be used for low-impact wild, active recreational uses that do not require commercial development. Examples would include hiking, biking, climbing, running, wildlife viewing, backcountry skiing/snowboarding, kayaking, etc. Activities that would require more development would include in-bound skiing and snowboarding, camp facilities, developed parks and pavilions.
1	Minimal development within the canyons. Continue to capitalize on the accessibility of excellent skiing outside of the canyons.
1	We should leave the land undeveloped as it currently is. I believe if we further develop the land, we will attract more people , only to further complicate what we are dealing with now, only on a much larger scale. Then, we will be revisiting this very scenario.
1	For areas like Millcreek canyon that are getting "loved to death" alternate days for motor-vehicles to relieve congestion, increase safety, and provide and actual outdoor experience.
1	Mountain bikes are not allowed in wilderness areas. This is a problem. Find a designation that allows mountain bikes. Mountain biking is very popular, trails are already crowded. Exchanging land inside canyons for land outside of canyons is fine. Don't give up any land inside canyons. We do not need any more development in the canyons. Enough is enough. I'm not sure what consolidating land ownership has to do with creating continuous open spaces. No more development!
1	Start charging \$ for canyon access. Discount off ski pass when showing bus pass or car entry ticket.

Count Response

1	The canyons are as developed as I would like to see them. I would like to see land purchased to keep it open space and protected from future development.
1	PLEASE do not develop the land in front of Dan's on Wasatch. PLEASE. You will be hurting the existing community. Even the Around Eatery couldn't do well. The community DOES NOT WANT that built. The damage it would bring is far greater than any benefit. Wasatch is a very unique road for cyclists, and is not prepared to take additional traffic or developments. PLEASE no not sell that off to the highest bidder.
1	Minimize development that will make large areas of "wild" terrain easily accessed (i.e. straight from new ski lifts where there currently aren't any).
1	Follow the Forest Service's Forest Plan on National Forest Lands. Let the county and cities regulate what is occurring on non-Forest Service lands. Push development of the streams.
1	Total conservation. From the amount of people using this area in the summer for hiking etc. more space is needed.
1	The land should not be developed for private profit. I am strongly against any development that reduces immediately accessible wilderness areas and even more-so against developments that would yield profit to private companies at the expense of these land spaces. Development that would improve the economic output of the Canyons should be limited and measured; what makes our Canyons so unique is how naturally wild and full of wildlife they remain despite the presence of multiple world-class ski resorts, an interstate, and private residencies. I am concerned that additional development will focus on profits alone and not consider the unique position of being a steward to serve the public and provide access to what the Canyons have to naturally offer.
1	Responsible development that preserves the character and nature of the canyons... i don't want to see a mega resort up there, and I don't want to see access to the various areas for outdoor recreation impinged upon. If development might create access issues the developer/owner of the land has to allow and ensure safe, reasonable access to the areas affected.
1	Just balance the need for development, the fact is that development of public lands only benefits a few while protecting them benefits everyone. These canyons are an amazing public resource and also add value to our economy.
1	Stress less about it, and allow desired commercial and private expansions, with responsible, workable and reasonable but minimal regulations.
1	Limit development to existing footprint. Maximize wilderness space, improve traffic congestion, improve winter parking at resorts and trailheads, improve water quality and improve air quality.
1	I don't want pristine areas changed. We have a unique ...extremely unique connection with how close we have sustainable untouched land so close to the city. Our quality of life is enhanced greatly because of it. Keep it clean and do not develop.
1	I'm saddened to think everything has to be developed and built upon. I'm happy to honor the land for what it is, I don't need houses and businesses popping up everywhere; I like the open space.
1	Natures playground. Reduce human footprint. Increase protection of wildlife. Keep funding and development platfoms within the community. Keep big business out. Bus lane to make transport both more economical and environmentally friendly.
1	ecosystem preservation - large tracts of land along migratory pathways to preserve an intact ecosystem.
1	Creating additional roadside viewing areas will promote increased traffic Add a reasonable fee for canyon use
1	Not so diverse that no particular land use is highly valued as uniquely compatible with the natural environment
1	Don't let the All mighty dollar be more important than the land itself. I like that we can use the land/public land, however I also get there are regulations. Those should stay in place. If they are out dated the detailed plans should be put to a public vote.

Count Response

1	Preserve as much open space for non-motorized recreation of all sorts. Also restrict drones, fire arms to specific areas and or seasons. Hunting is ok as long as seasons are defined.
1	The Wilderness designation limits usage more than encourages it. When you can't mountain bike in a Wilderness area, it doesn't fit my goal for a recreational area.
1	Expand and connect wilderness areas, backcountry connections near resort areas. Possibly purchase small areas of land to expand parking at busy trailheads (f.e. The "S" curve in Big Cottonwood).
1	Provide a better, faster, and safer way for people to commute up and down the canyons. More UTA buses is NOT the answer. Provide better and safer sanitation facilities in the canyons for people that do use them. Provide more recreational areas to enable more people to appreciate the beauty that is there.
1	Exchanging undevelopable Canyon land for developable canyon or non-canyon land is only going to end up as a windfall for some landowner. Don't make some landowner wealthy off tax payers dollars! They can keep their private property up the canyon just keep it undeveloped.
1	Restrict motorized recreation the canyons. Discontinue expansion and development of lands within the canyons in favor of more wild and protected areas. Disallow hunting in the Wasatch.
1	leave the canyons as they currently are. no more developers running roughshod and cutting down trees
1	Dedicate more wilderness and open space with only limited access across primitive trails. Put a kibosh on future development.
1	Buy up as much open space as possible and make conservation a priority. Develop trails for hiking use and designated mountain biking use. Create programs that promote LNT and educate the general visitors on the importance of conservation and what is destructive treatment of the canyons. I worry if we do not take steps to conserve now, we will lose what we have to development.
1	Try to keep the canyons as undeveloped as possible. Or, at the very least focus on low impact development or compact development that puts open spaces to the public as the highest priority
1	Find ways to protect high use areas (popular trailheads, trails, etc.) from overuse and abuse. Keep development within the canyons at a minimum to keep wild spaces.
1	Give the residents of Utah who pay the taxes and live here the best perks. Protect private ownership, and respect they way they want their business/property used.
1	No "one wasatch", no resort expansion. We have enough resort terrain already. The wasatch is incredible because of the amount of backcountry we have so close to the city. More development ruins that. Build the wasatch economy on principals of conservation. Offer more opportunities for youth to get in the backcountry to experience why it is so special.
1	Not only increase open space and publicly accessible wilderness area, but also improve the quality of spaces currently open for recreational use, involving reducing and ameliorating conditions surrounding leaving human traces.
1	What about support of the congressional land use bill that was proposed by Mountain Accord? Surprised to not see that mentioned.
1	Land use, including recreational use, should follow typical land planning(development) best practices. Create high use (high density) recreational assets that will absorb 85+% of the use (ie Slick Rock trail, Yosemite falls, etc), then don't do anything to improve or advertise the Wilderness areas. The ski resorts are set-up to be the high use/high density areas. They could do a better job of building more trails that will facilitate more public use.
1	Why would we exchange undevelopable lands in the canyons for developable lands IN the canyons? Sure, exchanging undevelopable lands in the canyons for land OUTSIDE the canyon makes sense, but not the other way around.
1	Keep the canyon lands open to the public not private Enterprise or private individuals. Don't let private individuals buy it up. Expand public land but not by ridiculous tax increases or fees to go up the canyo

Count Response

1	make land available for all to enjoy and experience...trams, walking bike hike etc not just the rugged mountain man but all visitors
1	PROTECT it. Do NOT develop it. Do NOT cut down any more trees, unless diseased. Do NOT build more buildings, hotels or private homes.
1	keep wilderness WILD ! protect what we have and limit access via foot trails instead of roads and resorts
1	Countywide special service district for maintenance, enforcement, and improvements to canyons recreation.
1	The definition of "undevelopable lands" and the pricing of lands are touchy subjects for me and y extended family. My grandfather (a Wasatch/Alta skiing pioneer) purchased 2 lots in the Albion Basin in the 1960s. He purchased the lots because of his love for Alta and the Albion Basin, and his desire to always have a place for family to gather there. The locations and views are priceless. The lots were originally granted enough water by SLC for full-time residence development, but the water requirements have since been increased by Public Health and SLC hasn't been willing to subsequently increase the water allocation. We can still build seasonal cabins on each lot, but cannot build full-time residences. So while some argue that these lands are undevelopable, they technically are developable. We have received purchase offers from the Forest Service and Friends of Alta over the years, but the amounts were so low that they were laughable. So we have chosen to continue to hold on to the land and pay the taxes while we plan development of seasonal cabins. While we're currently planning to build seasonal cabins on both lots, I (for one in my family) am open to trading the parcels for parcels at/near the Alta base. This would allow conservation of the basin, recognize some of the priceless value of the Albion parcels, and still allow us to build a family meeting place that resembles my grandfather's vision. This would require that all private land owners are included in the land consolidation/swap conversations--which they haven't been--and that the value of Albion lots is recognized.
1	More public, undeveloped land use. Expansion of skiing terrain for the resorts, including backcountry.
1	I am fine with limited development provided not too many trees are eliminated and there isn't huge cabins being built like the ones you see in park city. I have some concern with expanded wilderness areas. I love wilderness areas and everything they are, however, it seems that mountain bikes are always forbidden from designated wilderness areas which is a huge let-down for me.
1	Don't allow too much growth for private owners. There are all ready plenty of cabins around. open wilderness area is important to keep the canyons beautiful
1	Enlarge parking areas in areas able to sustain them. For example Albion Basin parking is very inadequate for people who want to enjoy the upper part of Little Cottonwood Canyon. Another example is inadequate parking at ski areas in Little Cottonwood Canyon, An alternative would be to improve transit infrastructure to make it easier to use (bigger and better park and ride lots, more frequent buses, more comfortable buses).
1	I don't fully understand question 11's implications. Resorts should be allowed to develop within the areas where they already exist. Extreme resistance should be mounted to any proposed expansion of he resorts into wild areas such as grizzly glitch superior silver fork and so many others. Establishment of more wilderness in the canyons would be my top priority!!
1	The land will always struggle to support the demand because once it can handle a lot of people, more people will show up and demand more land. Therefore, better to keep as much land as possible reserved or as wilderness areas. If anything, make the trails a little easier to navigate.
1	Preserve and protect as much as possible! Don't sell to private owners! Increase transit, not widen roads!
1	Minimal or no additional development other than to increase and improve recreation and wildlife areas.
1	NO MORE DEVELOPMENT in the canyons! The current developments should be more closely monitored. Snowbird and their questionably illegal development has been out of control. The canyons along the Wasatch Front are not the place for developers to make heaps of cash by building condos or million dollar houses.
1	Keep it as wild and undeveloped as it is now or more, not less. Hiking, camping, biking, skiing, etc are all okay. Not concerned with road side view areas. Day camp areas are perfect too.

Count Response

1	Open land space that preserves the environment and allows for hiking, camping and back country touring while retaining a wilderness feel. NOT developing for major ski resorts or housing communities.
1	Leave it as it is! You do not need to develop any more of our canyons. Sometimes things are better left as they are, that is why people love our canyons so much.
1	Accommodate growth and increased demand for use of lands along the Wasatch in responsible ways that minimize the impact
1	Preserve the land as public open space with thoughtfully organized access points and interconnection via human-powered (including bikes, skis, non-motorized simple machines) recreational means.
1	stop continued development. limit development to areas only impacted. the Wasatch is a small mountain range. It cannot sustain continued development and maintain its character as a wild place
1	Utah is unique in the unparalleled access to open space. Fill that space with buildings and development, and our character is lost.
1	As much land as possible for recreation and open space. Responsible transit options to manage traffic, good trail maintenance, but also maintain the feeling of being able to get out away from busy life. No chairlifts going over our current open space.
1	With a growing population we cannot restrict growth it will only cause class segregation and if we want an equal access for everyone we will need to plan for infrastructure
1	There needs to be an emphasis on open space and wilderness. Consolidation of development, or spending money on land exchanges which ultimately result in more impact to the natural state of the canyons would only redirect the problem.
1	Consolidation is a great concept as long as the restrictions in these areas do not prohibit providing amenities to recreationalists.
1	Do not offer land use trades that will promote more second home owner driven building and real estate development. Make sure existing trails and green space is not compromised. For example the existing Forest Service trail between Silverfork and Solitude. This trail is being considered for a land use swap and it will permanently end this unique and highly used trail. Promote more land use acquisitions for water protection like the purchase of the Willow Lake area.
1	There is currently a good balance between developed and undeveloped recreation. This balance should be maintained - in other words, ski resorts should not be expanded or reduced in size.
1	As much public land as possible with good access for the general public. The access needs to be balanced with reasonable regulations, protections, and enforcement to preserve the environment in excellent natural condition for us now and for many future generations.
1	Preserve the canyons open space reduce development ok to replace existing structures for enhancement but limit new ones
1	Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.
1	Ski development needs to be better controlled. The Wasatch needs more land for hiking and back country skiing. Zip lines and the ilk are not appropriate in Big and Little Cottonwood canyons.
1	Preserve the land as is, reduce its commercial use, leave it alone. Let people enjoy the wilderness, not shopping malls, condos, cabins, businesses and stores.
1	Preserve open space and wilderness. I'm not anti-development, but it needs to be very carefully considered. I think some of the land swaps being discussed in Alta for example make sense.
1	No more canyon development! Protect our natural resources, air quality, water quality, sound pollution.
1	Preserve it. It's good for mental health and physical health. We won't get it back, undeveloped open spaces, once it's gone.
1	Unlimited access and enough enforcement to ensure people are not destroying our recreational areas.

Count Response

1	The Wasatch Canyons are a world-class recreational opportunity not only for those visiting the Wasatch Front, but for those who make it home. Environmental stewardship and recreation management should be funded by those who use the land for recreation.
1	Keeping lands natural and promoting hiking, biking, and other minimal impact sports are paramount to me. Expansion of the resorts or private property doesn't align with my ideal use of canyon land.
1	I think most people would agree that the canyons are special places in the county and their essential character ought to be preserved and protected. I am in favor of pushing for more continuous open space.
1	The land should be used in a way that enhances and promotes the environment within the canyon. If someone wants to use land to build a new resort and it involves clearing a section of forest, that's not ok.
1	More open space for public use and recreation, more consolidated development confined to compact commerce hubs
1	1. Public funds should be used to improve the canyons' infrastructure, not to purchase private land that does not bother anyone. 2. The biggest threat to the canyons is forest fires, which generally are not fought in wilderness areas. 3. SLCo and the Master Plan should be balanced enough to allow responsible private development, which is already almost impossible under FCOZ. Consolidation is an unnecessary expense because animals and hikers already cross private lands without hindrance.
1	Development within existing footprints--no new land for resort/home construction. Consider the impacts of new building (materials, transport, etc.) on climate and ecosystems.
1	I am opposed to any further development in the canyons themselves. The watershed must be protected, and this Valley is growing so fast that goal will be almost impossible to accomplish if development is allowed to continue in the canyons.
1	Last point should only exchange canyon parcels for parcels outside canyons. Further development in canyons should be avoided except where it is used to diminish transportation congestion and improve air and water quality.
1	Limit development in the canyons. There are plenty of development opportunities in the valley with out jeopardizing the integrity of our unique and very accessible canyon wilderness and adjacent recreational areas
1	Maintain what is currently established. There is a nice variety among various canyons. Development in Mill Creek Canyon would be a travesty. Alta as it is contains a charm distinctly "Alta". Transportation is a major issue.
1	I would not recommend additional development in the canyons, beyond transportation infrastructure. I would strongly support funding mechanisms to purchase undeveloped land as open space.
1	Development investments should be made in improving areas already developed with little to no expansion into undeveloped areas
1	Minimum development footprint. Environmentally responsible recreational/corporate/private land use development. Realistic public transportation. Frequent electric/natural gas smaller bus services up the canyonbs with expanded parking facilities below, expanded services from SLC valley as well.
1	People should be able to develop their land if they want. I don't feel like there is too much development in the canyons.
1	Definitely like more wilderness set aside, but stress the importance of reducing the number of cars going into the canyons.
1	Pretty much as they are now without increasing commercial development or housing. And improving the transportation situation by greatly reducing the number of cars.
1	Greatest preservation of active public access while limiting development such s paving and building new areas. Keeping the public access wild and prestine.
1	Promote the diverse use of lands, including all users groups. For groups that are expanding beyond manageable levels, consider creating permit programs to promote conservation in the canyons.

Count Response

1	What is "open space" above? What is "compact development"? Need specificity of "undevelopable and developable".
1	Allow open access year round akin to European and other models vs. the closed system being perpetuated currently in the canyons.
1	The Central Wasatch is a relatively small geographic area. The current ski resorts are wonderful, and will always be an important aspect of what the region has to offer. We do not need more development in the Canyons! Open space, healthy ecosystems, clean water, and affordable recreation opportunities (hiking, snowshoeing, etc) are more valuable than any future development would be!
1	I don't even know what that last question means. I am mostly interested in the Little Cottonwood watershed, and the Alta Ski area. I was under the impression that Big and Little Cottonwood Canyon were Forest Service lands. If you are talking about exchanging ownership, then I am disturbed.
1	Allow ski resorts to expand skiing but not lodging. Allow other sports and recreational activities to expand in designated areas.
1	I love access to our public lands and visit them often. I would like to continue to see the land remain undeveloped, more land added to it, and the land that is already developed move to sustainable management. I love that you are so thoughtful in creating a management plan with feedback from all the parties involved. Thank you for your work!
1	Lands in the canyons should be developed by land owners in responsible ways - some purchase of private lands can be good if the benefit can be measured.
1	Undeveloped lands without zoning or water for development should stay undeveloped. The Central Wasatch is small and needs to keep its character with what brought it's people and businesses here. Resorts are big enough as well.
1	Limit growth of ski areas to protect land that can only be accessed by backcountry skiers, limit snowmobile access
1	offer a mechanism to exchange undevelopable lands in the canyons for developable parcels in the canyon but not outside the canyons!
1	Fair and good Zoning decisions. "Wilderness" designations under the current law" restricts "good management."
1	it is very important to keep the canyons as wild, open wilderness spaces. We cannot let the development of the valley spill into the canyons any more, or they will cease to be a refuge from the city.
1	Continuing to create wilderness areas with continued education and awareness for the importance of wilderness areas.
1	Commit to maintaining and improving existing camp grounds, picnic areas, hiking trails, toilets, etc. Create right of way for future electric train transportation systems and for-pay parking structures.

7. What are your ideas for Recreation?

Count	Response
1	provide adequate funding levels for 1st class maintenance and facilities
1	"Keep it simple"
1	A few motorcycle trails would be wonderful!
1	A group picnic area in Millcreek with a cover would be great.
1	A lot of infrastructure is in bad shape, especially restrooms.
1	A small north-south system of rustic yurts for backcountry touring along the Wasatch.
1	ALLOW DOGS. At least in some areas. Please.
1	Activities that do not hurt our land. Hiking, running, limited mtn biking and NO HORSES.
1	Allow dogs for crying out loud. who are these dog haters anyway? Off-leash
1	Allow for additional pull off areas for parking and climbing access
1	Anti-Disneyland
1	As I've mentioned, more avalanche controlled, within boundary ski options.
1	As access is increased, stewardship and education should follow-suit.
1	As stated
1	Backcountry skiing opportunities.
1	Balance recreation versus environmental impact.
1	Better access to canyons particularly Little Cottonwood.
1	Better awareness for all trail users of human impact is a good thing.
1	Clearly marked trails!!!
1	Climber parking and restroom for existing areas of use
1	Close upper Millcreek to mountain bikes.
1	Complete the Bonneville Shoreline Trail from Parleys to Corner Canyon.
1	Compromise on use days per recreation type. Not sure.
1	Concern for increase congestion transportation and parking difficulty
1	Conservation not construction.
1	Control overcrowding is the biggest issue
1	Create "outdoor classrooms" that can be used for public education
1	Create a ROAD bike paved trail from SLC to PC.
1	Create education plans for responsible use of lands.
1	Create mountain bike/hiking trail all the way up Little Cottonwood Canyon

Count Response

1	Create on and off days for hikers and mountain bikers such as Millcreek
1	Create revenue streams from sales of annual passes for Canyon use...
1	Designated trails for bikes and hikers or designated days.
1	Develop a volunteer army to share care, maintenance, funding, first aid, etc. for this region
1	Develop adequate parking areas
1	Develop treasure hunt game that motivates kids to progress and walk on trails
1	Do not allow mechanized recreation into wilderness areas (ie mountain bikes).
1	Do not build public restrooms--they attract filth and crime.
1	Do not waste money on building an app. There are plenty of apps out there already.
1	Don't increase the size of government oversight through taxes and fees.
1	Don't ruin what we've got. Leave well enough alone.
1	ENFORCE EXISTING REGULATIONS and EDUCATE USERS before building more anything.
1	Easy to navigate trail systems for bike, hike, and ski with maps and distances.
1	Education for stewardship is absolutely vital!
1	Education on proper trail etiquette is definitely needed!
1	Encourage non-motorized uses.
1	Enhance what we have now
1	Enjoy outdoors with minimal government intrusion and restrictions
1	Establish a permit system for high use weekends.
1	Existing apps do pretty well for getting directions to trailheads etc--don't reinvent the wheel.
1	Expanded skiable acreage where environmentally responsible.
1	Expanding trail system would be great
1	Facilitate recreation use by elderly and physically challenged citizens.
1	Fee booth in all canyon entrances. Yearly park pass would work as entry.
1	Fewer mountain bikes. Been mowed down once too ofte.
1	Fine the way it is
1	Finish up BST in all of SL County.
1	Fix and maintain the trails we have, and then expand.
1	Focus on maintenance and improvement of what we have, and less development of new areas.
1	Get off your phone and enjoy the natural scenery.
1	Get out and play.....know how lucky we are to have this in our backyard!!!!

Count Response

1	Gotta work for recreation, supposed to burn calories...
1	Hiking
1	Hiking skiing picnic etc
1	Hiking trails
1	Hiking, biking, access, transportation. You don't have to provide a theme park.
1	Hiking, climbing, and skiing in wilderness areas.
1	Hiking, skiing, biking, camping, day use, fishing, sledding, snowshoeing, etc.
1	Hiking. Biking climbing skiing
1	Human powered and not for profit enjoyment of the outdoors.
1	I do not want any paved roads connecting the top of the canyons to Park City
1	I don't think you have to do much. The area is spectacular in its natural glory.
1	I enjoy the quiet outdoors. I don't want to see millions of people trashing the place
1	I love these mountains. Preserve and protect, that is all. Love the ideas I read.
1	I think people take full advantage of existing trails. Social media loves the simplicity of it.
1	I think the opportunities are good. More stream fishing access would be good.
1	I think the opportunities for recreation are sufficient
1	I would love to see the Bonneville Shoreline extend from Mt. Olympus to Parleys.
1	I'd be willing to pay more in county taxes if these recreational objectives could be enhanced.
1	I'd like to see more MTB trails.
1	I'm most involved with hiking, biking and skiing.
1	Improve accessibility to information related to recreation (app sounded like a neat idea)
1	Improve recreation trailheads and continue to build upon already maintained trailheads
1	Improve road access first.
1	Increase access while preserving environment and local ecosystem
1	Increase areas available to skiers.
1	Increase cell coverage in the Wasatch front for safety
1	Increase monitoring and prosecution for vandalism
1	Increased number of picnic areas would be good. No additional campground areas.
1	Interconnect all of the ski resorts with more ski slopes and lifts
1	It's all good. Allow dogs on the trails in all canyons.
1	Keep car traffic out of the canyons

Count Response

1	Keep it all non motorized. Better bike shuttles or busses with bigger racks.
1	Keep it natural and maintain what is there.
1	Keep it natural. Fishing access points are silly, walk and find a spot.
1	Keep it our best kept secret
1	Keep it simple. This isn't a park, it's a wildlife habitat.
1	Keep it wild! That is what makes it magical.
1	Keep it wild.
1	Leave it feeling like your in the wilderness
1	Less development and infrastructure = better experience.
1	Less vehicle traffic, period.
1	Let someone else develop the smart phone app who specializes in app development.
1	Let's improve the trails we have instead of making new ones.
1	Limit camping in camp grounds in LCC, BCC and Millcreek
1	Limit encroachment of wilderness areas.
1	Limit overcrowding
1	Love all of these ideas!
1	Love running. . Skiing . Mountain biking
1	Maintain and improve existing trails. reduce congestion in canyons by mass transit train.
1	Maintain existing facilities and expand trailhead amenities.
1	Maintain skiing at existing levels, expand hiking and biking trails, more climbing areas
1	Maintain the current balance of uses
1	Maintain/ improve low impact recreation
1	Make more trails only for hikers. Mountain bikes have so many trails & they are so used & dusty!
1	Maximize trails!!!! Not a priority to attract people by dumbing it down!
1	Minimize development while allowing access.
1	Money from the fee like in Millcreek could help pay for all of these.
1	More climbing trails to reduce erosion
1	More directional bike trails, better crag access
1	More foothill trail systems and a connection to Summit County from Parleys would be amazing!
1	More long-range trails connecting the city to the mountains directly
1	More mountain bike trails, more climbing areas, more resources for Backcountry skiers

Count Response

1	More opportunities for fishing, biking, hiking and camping
1	More public transportation to facilitate it for everyone
1	More trails.
1	More trails. Focus on pack it in pack it out policies.
1	More variety of hiking and mountain biking trails to provide more variety of difficulty.
1	Mountain biking, backcountry skiing, climbing, hiking
1	Muscle power access.
1	My preference is for more education and less structure.
3	N/A
1	NO MORE DEVELOPMENT Maintenance to preserve nature
1	Natural, low impact access to peaks and mountain lakes for hiking
1	No Ski Link.
1	No fees, less bicycles. No new tax funding.
1	Non-motorized activities and skiing.
1	None
1	Not necessarily an app but improved online resources would be great
1	Not sure what you mean by increas fishing and climbing access --build facilities? allow?
1	Preservation through education and maintenance.
1	Prioritize by lowest cost highest return first.
1	Promote a Canyon Use fee to allow revenue to be collected to support all of the above.
1	Promote lowest impact recreation options...
1	Promote multi-use without expansion.
1	Protect and expand wild and undeveloped land. Limit its use to non-motorized users.
1	Protect backcountry use
1	Provide for the maintenance of these additions
1	Quit thinking that building new mountain bike trails is good for the resources.
1	Reduce snowmobile use in BCC.
1	Respect and incorporate paragliding and speedflying which are low impact forms of recreation.
1	Responsible foot traffic only.
1	Same as they are now
1	See aboveopen space Hiking Walking Minimalist development Natural

Count Response

1	Similar to what's there now and not allow ski are expansion
1	Ski lift from af canyon
1	Ski. Bike.
1	Skiing and hiking and limited bike rideing
1	Skiing and mountain biking.
1	Skiing is #1
1	Skiing, Mtn biking, road biking
1	Skiing, hiking, Mountain Biking, Road Biking, boating, snow shoing
1	Skiing, hiking, back-country skiing, camping, and biking.
1	Skiing, hiking, fishing, mountain biking, rock climbing, bouldering, atv riding
1	Skiing, hiking, respecting and appreciating this place
1	Skiing-downnhill & cross country. Bicycling, hiking, running,
1	Smart trail design that naturally separates biking from hiking.
1	Stop already, you will create more traffic, more trash etc.
1	Support recrerational companies in developing the facilities their customers want.
1	Take care of what we have.
1	The app sounds amazing
1	The bathrooms definitely need better maintenance, especially in Millcreek canyon
1	The canyons are such a gem, and if it ain't broke, don't fix it.
1	The smart phone app is going to require more signal towers - so be ready for that, too.
1	There is no need to add more trails, fishing, climbing. There is enough as is
1	This list covered much more than I considered already.
1	Trails are good. Structures and signs are not.
1	Trails through protected, undeveloped land.
1	Upgrade and increase ski lift access at Alta, Snowbird, Solitude and Brighton.
1	We currently have a great trail system.
1	We need to clean up our current recreation areas and be better stewards of our public lands.
1	Wilderness appropriate activities.
1	You got them.
1	You've covered it
1	as wild as possible

Count Response

1	connect all ski areas
1	getting loved to death, season parking permits
1	i like all the ideas above
1	increase wilderness area
1	involvement
1	k
1	keep it simple and as unobtrusive as possible
1	keep the beaters out of little cottonwood
1	low impact. leave no trace.
1	more connecting trails!
1	more more more, less development
1	more mountain biking & mixed use trails please.
1	more trails equals less of a quality experience for us all
1	non motorized activities.
1	pack it in>pack it out; stay on trails; take a pic not pic the land
1	parking fixes
1	prioritize human-powered recreation (bike, climb, walk, hike)
1	promote active over passive recreation use - body power not motorized
1	skiing and hiking. Mountain bikes are ruining the trails.
1	skiing, hiking, mt. biking access only
1	tolls to help support these initiatives
1	trail etiquette is hard to police. the rules should be a minimal and simple as possible.
1	we need more biking trails in salt lake county. demand is far out-pacing supply
1	we need toilets to protect the watershed transportation to service trailheads
1	Heavy fines for littering, dogs in canyon (except owners that live up the canyons), locals have more access to canyons passes or lower rates, charging out of state visitors more to access canyons , more educational campaigns for protection of wilderness areas and wildlife.
1	Promote the Ourh mountains for all the same activities in order to reduce impact and congestion on the wasatch canyons
1	If you expand recreation opportunities then you will get much more traffic. These canyons don't need more traffic and there are already plenty of trails. We simply don't need more. We need to reduce traffic with what we have.

Count Response

1	1. I'm shocked that there isn't already an O&M plan. Emptying the trailhead trash should be part of this already. 2. I doubt the intended design standards will accomplish any stewardship or sense of place, but I'm certain they'll cost lots of money particularly under USFS procurement rules. 3. Additional Wilderness designations will serve to compress MTB traffic onto already crowded trails. We need more MTB trails not less, particularly beginner or intermediate level. 4. Should reconsider the present firearm hunting restrictions in the tri-canyons, particularly as it relates to upland game if not for big game.
1	Permits needed for large group and organizations who profit from land use, limited and control daily use
1	Allow limited expansion of skiing, hiking, biking and climbing only if the transportation issue is solved.
1	I love the canyons because of the wide variety of non motorized recreation that is possible for all sorts of folks. Building additional facilities/restrooms seems unnecessary as much as maintaining and/or updating existing. Additional trail systems also do not seem necessary and detrimental to the surrounding wilderness. Trails already go up every side canyon to every peak. We need to encourage people to stick to existing systems instead of spiderwebbing out and impacting the landscape more.
1	Brighton should build a dry ski slope on Majestic so people can ski 365. Winters will shorten. They have slopes like this paid for by the Council in Scotland, for example, why not here???
1	more isn't better. Part of the joy of going into these areas is exploring. There are already plenty of trails.
1	Protection foremost, then consider recreation. Keep wilderness as wild as possible. Don't dumb down trails for the masses.
1	Just keep things simple--stick to minimums not maximums. Don't expand trails, for humans or mountain bikes. That just adds to the pressure on the canyons...
1	I think the appeal of the Wasatch front range is that it offers an accessible backcountry experience. If additional developed trails are added, I fear that the canyons will lose their signature wilderness. The foothills are an excellent area for new accessible trails, not the national forest.
1	Dogs on odd days in Millcreek. It smells like dog excrement ALL the time. And people do not pick up their dog's droppings. Halt all additional building. The Only acceptable building permits should be for improvements. No more hacking up the Wasatch. Commit to preserving it for future generations. Don't. Let the developers bully you!! No more building additional homes on top of Suncrest. Flat tabletop mountains look like Southern California- pathetic. Have some backbone! The county has SQUANDERED our beautiful WORLD CLASS hangliding /paragliding park to make cement?? Really?? Couldn't say no, could you? We need our mountains for WATERSHED and Nature. Develop land that is sitting vacant , unused down in the valley. LEAVE THE MOUNTAINS ALONE. CARE ABOUT OUR FUTURE GENERATIONS!!
1	Supporting existing trails and facilities to me takes priority over developing new ones, but with increased population and usage, more of everything can help reduce wear and keep things less crowded.
1	YES to more trail development in the foothills and canyons. Trails are the #1 most requested recreational amenity based on the county's own needs assessments. Signage that can educate and communicate ethical behavior standards is badly needed.
1	We need much better recycling in the canyons. The ski resorts need recycling at the top of every lift!
1	Improve knowledge & stewardship, and access for activities, but limit human made infrastructure development. Be considerate of adverse effects of increased traffic
1	Transportation and focusing on traffic issues in the winter. It's only going to get worse as the SLC population continues to grow.
1	I like the idea of an app but there are already products for this, perhaps a partnership would be more appropriate.

Count Response

1	There needs to be more dog friendly hiking options. By limiting all dogs of SLC to only use Millcreek and Park City, there is extremely high use in these areas making the effects greater (think of the huge effect on Bloods Lake) and these need to spread over more areas, minimizing the effect on individual areas. SLC is the only place I have ever heard of that doesn't allow dogs in the watersheds and that's because it is a law that dates back to the late 1800's and has no scientific basis. It is also very hypocritical to not allow dogs in the watersheds but to allow ski resorts, which constantly have oil and hydraulic leaks from heavy machinery.
1	The biggest challenge is finding solitude. First, do no harm. Do not promote trails that are lightly used - otherwise solitude will be even harder to find. When considering the expansion of the trail system within the canyons, do not overbuild. A couple of additional trails will only be a small increase in percentage terms and will not noticeably affect crowding. But when trails are too close together, it doesn't feel like a wilderness experience anymore.
1	Little and big Cottonwood Canyon really need to do something in transportation or light rail it's getting way too congested in both Canyons.
1	All of these are great. Restrooms need to be a major priority. In addition, there needs to be increased resources available for people to be able to make responsible decisions regarding trash and how they use these facilities.
1	This one's tricky. I think the the trail system has lots of room for development as it's pretty basic for the amount of land that is covered. There are relatively few trails beyond old roadbeds, and many of them are in pretty bad shape. Hiking up to Red Pine is an eroded mess. A trail along the crest from Dog Lake over to the Crest trail would be amazing. I think better facilities at trailheads is important. Right now, most people throng a very few trailheads since they're accessible and "known". I'm happy to know how to get away from most people, but it would be better to spread out the use. The bathrooms close early for the season, and are often full and dirty. More would be better, and cleaned more frequently would be much better.
1	I favor year-around public access to camping, hiking, biking, back country skiing. I strongly support shared access, and enjoy having days/areas that are closed to mountain bikes. I'm not a happy Myers or fisherman, but I'm happy to share public lands in the canyons with people who pursue those interests. I also believe that our back country ski areas are sacred, and should not be sacrificed for the benefit of private ski resorts. I meet back country skiers from all over the world, and their contribution to Utah's economy should not be discounted.
1	Mostly skiers and only hiked a few times as we do not live in SL so not sure it's correct for me to have much input on summer access
1	Trails are great. There are a lot of trails in the Wasatch Mountains. Yet, there is minimal maintenance done on these trails while the focus is on creating new trails. Re-direct the focus to maintaining existing trails before creating new ones.
1	Maintain what is in place in the best possible fashion; expand only if able to maintain for the long term.
1	Given the increasing need/desire to "escape" the built environment (due to growth along the Wastach mountains), recreation in this area should focus on those activities that promote interaction with the natural setting and solitude.
1	- re. public restrooms: explore option of composting toilets and stock with 100% recycled toilet paper - rather than expand foothills trails, stop any further development in the foothills! - I think the existing trails, climbing areas etc. are adequate, and developing more of them will simply facilitate more people accessing more of the total area of the Wasatch, impacting more on wildlife habitat - promote recycling and more importantly reduction and reuse of materials
1	Keep it real. This is nature and we must respect and abide by its rules. What is more awesome than to observe moose and other animals in their natural habitat. It is not ours to change.
1	current offerings for recreation are sufficient. limit access to the canyons by only allowing public transit, thereby reducing environmental impact.
1	Educate via public involvement for all to be stewards. Apps to show parking and congestion would be cool
1	More parking areas, roadside trails and bike paths to alleviate traffic and allow people to walk and bike to destinations rather than always driving. Implement better busing systems

Count Response

1	These are all great ideas but we cannot forget to keep some parts untouched by the hands of man. Lots of people seek diversity and solitude in these canyons. A difficult or unmarked trail is just as important as a well marked and easy to access by all trail. You lose the essence of the mountains if you develop the entire mountain range for access by humans. Just think if every scenic spot was accessible by car with a parking lot right next to it so all you had to do was get our of you car to snap a picture of it. Some areas are best kept undeveloped so that those seeking solitude or a challenge can still get what they want our of this wild and exotic place so close to our urban environment.
1	Train volunteers to maintain and adopt the trails. Little money needs to be spent. Advertise volunteer opportunities and contacts at trailheads, store bulletin boards, etc.
1	I have lived along the wasatch front for most of my life and I'm recent years I have been appalled by the careless use of our trails and canyons. There is increasingly more trash on the trails. And campfires left nut just shouldering but burning and left unattended (fires particularly in the Uinta ranges). I believe fines and enforcement of these offenses should increase. Though I believe everyone has the right and should get out doors more they need to be educated some how about safety and the use and misuses in our wild areas. I understand that growth and progress are somewhat unstoppable forces with our ever increasing population. However I am deeply concerned with the impact on our beautiful and unique mountains. I don't believe in making more roads, trailheads or or increasing accessibility. I believe when you earn the view and you take the journey you respect it . Being able to drive up higher, or get there with less effort cheapens the experience.
1	improved quality and quantity of trash and recycle locations in the canyon. Charge a fee to use all canyons.
1	Significantly increase Forest Service Rangers presence for education and enforcment of correct behaviors. Create education/policing patrols to inform and enforce correct behaviors. Do not add trails (except foothills) within Central Wasatch. Improve and maintain existing trails for higher density use.
1	I personally, hike, climb, ski, mountain bike, road bike in the canyons. I would love more signed bike lanes, perhaps look at what it takes to carve out a dedicated bike lane on both up and down canyon (big and little cottonwood canyons)
1	Widen the roads in the canyons to provide more space for cyclists to ride without fear of getting hit by a vehicle.
1	Love the idea of improving trails, but careful to not allow too many mountain bikes--already the Park City side of the range has plenty of those.
1	Increase the attraction of the outdoors to people. Make it more desirable by adding better bathrooms and trails. Educating the users to protect it is also important
1	recreate means to renew ones self - therefore there should be absolutely no accumulation of any kinds of trash or evidence of human incursion into the forests= institute a fine system to catch these polluters - one time I was at a high Unitah lake and one end was completely filled with all sorts of human trash - disgusting
1	More trails and allowing dogs to hike and camp in the canyons. Better maintained trails are always better
1	Improving facilities, awareness, and knowledge are great. Expanding trail systems if done properly is fine, foothill mountain bike trails that become a spider web are unsightly and tend to be abused. Trail maintenance is great. Many climbing areas are already easily accessible, developing them too much, so it becomes like an indoor gym, can lead to overuse and abuse.
1	Better/more marked hiking and mountain biking trails in the summer would be nice. Allowing dogs in big and little cottonwood would also be nice, although I am aware it impacts the watershed.
1	Designated mountain bike trails would be awesome. Currently multi use trails have been used by hikers and bikers alike and development and designation of biking only trails would significantly clear traffic on current trails like Mill D or Pipeline. Plus it would be pretty great to have a bike system in the canyons.
1	More well designed trails helps all of us out. Some of these can be hiking only, some uphill bike traffic and hiking only, etc.

Count Response

1	My idea is for people to experience the Wilderness of the Wasatch front. I want to see people hiking, biking, exercising. NO CARS!!! I want noise pollution kept to a minimum. It all begins with EDUCATION. Utah does a POOR job about teaching our children at a young age why our environment and wilderness is important and how to protect it for our enjoyment and the enjoyment of future generations.
1	All of the above would be nice but may need to be prioritized if impact on the environment is negative.
1	Connect all the ski areas with high speed tramways. Install at tramway system down to a large retail center and parking hub somewhere down at the bottom of the canyon - either LC or BC.
1	Current quarry trail has multiple parking lots built over the recent years funneling outside people to the area but nothing is done as far as cameras or patrolling to regulate crime. Car breaking and graffiti and the general feeling of safety is an increased problem. Address the problems before promoting or creating additional access.
1	Expand cell service into Millcreek and develop alert system to avoid the traffic jam at the top winter and summer
1	Again, partner with existing stakeholders for facility development & management. Best would be to enhance the "State" role vs the "Fed" role as we are Utah.
1	Mellow, but available - smartly designed and with strict ideas about number of visitors/human impact
1	interconnect canyons/population zones with supported trail system. Example - Argentine refugio hut systems, 10 mountain division huts. ect....
1	I love climbing, but I'm not sure the County needs to "increase climbing areas." The climbers will increase them themselves.
1	I like road biking, hiking, snowshoeing, and downhill skiing in the canyons the best. I've also done climbing and mountain biking in years past, but I'm getting a little too old for that now.
1	Recreation activities should be low impact on the environment. As the usership grows and access is made easier, heavy traffic can cause gradual but sustained destruction on the environment or the natural atmosphere. I do see this in Church Fork picnic grounds that gets extremely polluted by picnic fires.
1	I believe an expanded trail network (hiking and biking) will greatly help diminish trailhead and trail congestion. Trail congestion is one of the the largest problems confronting the Wasatch (concerning recreation). The number of outdoor enthusiasts living in the Wasatch isn't going to diminish any time soon, however, very few new trails have been added in recent years. I feel that this is a critical problem that needs to be addressed during the next 30 years, otherwise the quality of recreation available will become greatly reduced in the future.
1	More mountain biking trails — they're getting crowded!! Let's keep developing world class mountain biking with more access points to spread out the traffic and car/parking congestion.
1	Smartphone apps already exist, i.e. Traiforks. Restrict personal car traffic so that the Canyons can actually be enjoyed without the constant traffic noise.
1	Follow the lead of Mountain Trails Foundation with developing Trails and educating rigorously about trail etiquette. Work with local climbing groups to develop and improve climbing routes, create bike/running lanes through road widening project in canyons for safe biking/running. Provide more garbage cans and picnic areas. Actively patrol Trails for dogs and poops. Poops are becoming a big problem on Wasatch Trails!!!
1	people can carry out what they carry in and a phone app is not that important out doors if there is no reception but if not expensive to develop ok/
1	As a mountain biker and hiker, I feel like the few trails I know about are always crowded. Funding for trash collection and "emergency" trail maintenance is important, but over crowding with signs, parking lots and pull offs would be undesirable in my opinion. Funding for new trail development, hopefully through volunteer work mostly, would be great.
1	Create a trail on the ridge connection Grandeur to Aire and another trail from Jack's Peak to the ridge above it.

Count Response

-
- 1 Population is quickly exceeding the ability of the mountains to accommodate every visitor. More trails, climbing, fishing, and access points won't change this fact. Unfortunately, there needs to be serious consideration to limiting daily usage if we are to maintain the reason folks are attracted to the canyons in the first place. More access does not change this fact.
-
- 1 I love the idea of permanent restrooms at trail heads instead of portapotties. 'Cause those things are nasty. A trail app would be nice, but also clear trail markers at diversion points. Example: I hiked to Bloods Lake with the intention of hiking to Lackawaxen Lake, and then returning to the parking lot at the top of Guardsman's Pass. I couldn't find the right trail for Lackawaxen Lake because there wasn't a trail head and we ended up going the wrong way. I'm not too sure how I feel about creating new trails.
-
- 1 More money needs to be spent for restroom facilities and trash collection to keep the canyons clean.
-
- 1 The easier you make it for people to be good stewards, the more successful you will be. For example, millcreek trails with toilets, poop bags and garbage cans are cleaner and more pleasant than those without.
-
- 1 Not sure that the Canyons can or should accommodate additional campground areas due to topography constraints. Not sure the demand for climbing or fishing would warrant "increasing climbing areas" or "increasing fishing access areas", at least as high priority measures.
-
- 1 Better maintenance of the trail systems, parking areas, trash collection, etc. we don't need to increase the areas unless we are prepared to properly maintain them. We don't need more connections between park city and the wasatch canyons.
-
- 1 While recreation and access to recreation are important, I feel it is more important to preserve the wilderness qualities of the Wasatch than to increase use through recreation.
-
- 1 Be sure that they incorporate co-existence with the wildlife and habitat protection. The wildlife/habitat must take precedence; we humans are visitors and must respect the wilderness. It is important to make recreation possible so that people will become educated on the importance of natural spaces/lands and take stewardship.
-
- 1 Mountain biking and hiking are often at odds. Collisions happen. We need designate one way mtb trails and protection for hikers. If that means designated mtb only trails or designated hiker only trails that could work.
-
- 1 At some point it likely will become necessary to limit users based on carrying capacity established by sound science. There seems little political will to limit population growth OR deal with the consequences, but public lands are different, and the first priority is to protect them.
-
- 1 If there is too much increased access points, trails, etc.... than getting back 'into the wilderness, and away from others/groups" becomes more difficult. It will start to look like the hiking in Colorado where even after driving 2 hours from Denver, when on a hike, it feels like you are just one of a crowd hiking the trail. Utah is still nice in that one can get away from the crowds easily and enjoy the wilderness.
-
- 1 Find an area that has already done these ideas, and see how it went for them. Use what they did and improve on what didnt work.
-
- 1 More hiking trails accessible to children or the less-than-Uber fit. Safe lanes for road biking the canyons (widening the shoulder on BCC has simply led to cars parking along the road, forcing cyclists into the main road--these should be posted No Parking). Better, safer trails to popular climbing areas, such as Upper S Curves.
-
- 1 Increasing campgrounds and picnic facilities is a double edge. The more areas created will create more traffic increasing the already overflowing parking areas. Smartphone apps exist in multiple areas creating a new app will only be a waste of time and money. e.g. MTB project (REI), Trailforks, etc.
-
- 1 Mountain Biking, Hiking, Skiing, both at the resort and Backcountry. Limit camping due to high use. I've no problem paying an entrance fee to perhaps limit access. Ski passes or property ownership should pay lower or no entrance fee.
-
- 1 improve infrastructure for mass transit. Bus pullouts, flush toilets and potable water at select places. interconnecting trails from wasatch front to wasatch back
-
- 1 A network of Shuttles and bikeshare stations would complement each other and help control emissions.
-

Count Response

1	Diversify trail systems to alleviate conflict amongst mix use groups. Broader trail systems, offer lower impact on each individual trail while enabling people to responsibly enjoy our public lands.
1	Less is more, there are already enough trails, encourage people to explore some of the less used ones.
1	I feel lukewarm about these incentives. Again, they are ideas to incentivize development and attract more people ultimately for economic development, which I disagree with.
1	Don't permit any expansion of amusement park features (alpine slides, etc) in the canyons. That's what the valley is for.
1	Recreation opportunities are already rich. There is some room for improvements to trailheads/access points (parking, restrooms) and trail maintenance. There is also room for public transport improvement--serving more stops/access points along the canyon roads.
1	We have to increase the accessibility of waste collection and processing. Restrooms, Trash cans, designated public parking, etc.
1	I think City and County promotion of trail maintenance projects with volunteer groups would promote local canyon stewardship emotions within the local public. The effort could reduce actual maintenance costs.
1	If an area is seeing high impact for informal uses, then consideration should be given to formalizing that use, or actively managing it to reduce the impacts, paired with education efforts. Since SLCPU places such an emphasis on the protection of the watershed (and rightly so), there should be no question that year round toilets (pit or portables) should be provided at every trailhead and destination access in the canyon. I'm okay with increasing some recreation amenities like trails, climbing areas, etc. as long as toilets and transit are provided as well.
1	Rather than building more facilities, consider a reservation system which considers morning, afternoon, or evening, and site visit or back country use. Is Parley's/Summit suggesting a trail up Parley's?
1	Expanding signage is huge. There's a lot of the Wasatch that would be easily accessible if people knew how to find it. It also reduces impact on private land in order to reduce conflict.
1	My main issue is that the resorts are already beyond their parking capacity for the narrow canyons and resort development and footprint should not be enlarged. While companies always want to grow, there are limits defined by nature and we should preserve what little open land we have left in the canyons. As a lesser, issue parking along Little and especially Big Cottonwood trailheads is a challenge in the winter as well as for some spots in the summer.
1	Improve architecture and resources related to stewardship and responsible trail usage while still minimizing human traces, avoiding excessive use of large signage and architecture marking otherwise natural areas.
1	We shouldn't build more trails w/o maintaining the ones we have. The few times there are trail maintenance parties they are well attended. Water bars are in disrepair on almost all trails in the Wasatch, therefore erosion is a huge factor.
1	When the area is near a million plus population, recreation I believe should be managed in way to handle the amount of people coming to recreate. Promote resort development, bathrooms, parking, trail heads, etc... and the overall human impact to the Wasatch will be minimized and more contained.
1	Abandon the "no-cars" idea for the Cottonwood Canyons. Expand and improve the roads and parking in the canyons.
1	I understand that allowing dogs in the canyons can cause problems, but I'd love to see more canyons open to off-leash dogs.
1	I've been a climber/biker/hiker all my life, I'd like to see the capability of the public to use the canyons for these activities. But I've certainly seen climbing areas vandalized or left to waste in trash left behind. I'd like to see budget for maintenance increase, as well as education about the areas, with the goal of alleviating the trash/vandalism issues by giving people a sense of ownership of the environments and a feeling of involvement with their development, along with a greater sense of self when they visit these areas.

Count Response

1	Trail signage/mileage markers needs to be improved and maintained. Trail usage and courtesy needs to be emphasized and enforced (e. g. cross country grooming in Millcreek is continually ruined by hikers, snowshoers, etc.). Trash is always an issue.
1	Allow freedom to roam, climb, camp, swim and fish as long as the activities are not destructive. Maintain bathrooms, recycling and trash receptacles at major crossroads/trail heads. Leave the rest up to the people to use the land how they are able.
1	Recreation is very important as long as it is managed responsibly so we don't overwhelm our canyons
1	Leave things as they are. People do not go to the canyons to see development, they go to see things in a natural state. Leave it wild.
1	Your smart phone app comes with a cost.. Cell towers. Everyone is lost up there anyways, they always have been. If you can't find it.. you weren't meant to go there. You are clearly not qualified.
1	I build apps for a living. Your money is FAR better spent supporting existing apps and providing other resources than building/maintaining an app.
1	A mountain bike trail connecting parley's canyon to summit county would be fantastic and very much appreciated by many.
1	You have to have affordable mass transit year round Easy to keep cars out of canyons if this existed currently It is pitiful UTA has not done this
1	I think skiing, hiking, climbing—what we already have available in the canyons is what should be focused on. I don't think we need additional recreation up there.
1	We already have apps for trailheads. Waste of public dollars to move forward in this space. We have plenty of trails need to reduce people.
1	Eliminate motorized recreation. Strictly limit or eliminate non-motorized wheeled recreation (bicycles, etc.). Well-maintained trailheads to minimize impacts of crowds, but wilderness away from the road.
1	Education on what to do and what not to do would be more important than garbage cans and restrooms - people need to respect these things more or don't have them I think!
1	There should be some areas where the people who are phone addicts should turn them off for a while for their own benefit.
1	Deaf Smith Canyon is a great area to explore, but there is no good access point, without walking up the driveway of a grumpy landowner that denies the existence of an easement. I would love to see this resolved.
1	I think you seem to be at odds with reducing congestion and overuse my suggesting all sorts of things to increase both. Since I'm a cyclist, I like the idea of bike trails but is going to make things More congested and increase auto traffic. Again, I sniff a governmental preoccupation to increase staffing, taxes, and rules
1	Please don't develop the land further. It's charm is its remoteness and wilderness-like. Leave it as is. People can adjust, we do not need to change nature. And those who can't adjust should visit somewhere else.
1	Recreation focused on connected areas without the need for car travel. For examples, a trail system adjacent to Little Cottonwood Creek, connected to the Jordan River Trail in the valley and all the way up the canyon or areas where cars in can park a sensitive central business area then access natural areas via trails with sensitive amenities and placemaking.
1	I see so much human waste on the trails (I hike weekly) from litter to actual feces and toilet paper. Getting the trash and health hazard under control would be a huge improvement. It would be great to figure out how to get people to stop relieving themselves on the trails, andeaving their wet wipes all over. Then work on the dog poops, then litter. Actually, the uncontrolled dogs is rather problematic. Yes, I am a dog owner. I accept that responsibility: It means controlling the dog, or leaving the dog home.

Count Response

1	Encourage volunteer groups (e.g., Salt Lake Climbers Alliance) to help maintain and improve trails. Deal effectively with graffiti and graffiti 'artists' in the canyons. Utilize groups such as Utah State Prison inmates to assist in these tasks, as well as groups of residents.
1	Keep the wilderness by preventing expansion of ski areas and housing from encroaching on the high use backcountry areas
1	Minimal impact on the canyons maximum impact on educating users on proper etiquette and usage of the canyons.
1	Improve and maintain what is already there. Moratorium on more private property or private development.
1	Man, a lot of those were great. More year-round bathrooms would be great. Expanded foothill trails would be amazing! Connecting Parley's to Park City would be swell too. I support funding all of these non-private-resort enhancements. We could do without more campgrounds though.
1	Recreation emphasis should be on minimally impactful activities that are accessible to the vast majority/all people (hiking, primitive camping, nature/educational trails).
1	This last section encompassed much of what I said in the last comment box. I will say this again however, we cannot increase access until we change perceptions about caring for those spaces.
1	The government's footprint is already in the canyon with bathroom facilities, etc. I think it has a duty to maintain those facilities, however I am against the government increasing it's footprint in the canyons.
1	Do not build anything new. Transportation options need to be expanded to lower the amount of traffic in the canyons.
1	Increase access but have specified areas for activities. Mountain bikes take over and make hiking difficult, dangerous.
1	More trails could allow people to spread out a little more, and that could reduce congestion and improve the recreation opportunities.
1	Keep expanding separate bike trail system to link up Jordan River trail with Bonneville Shore line trail and definitely up Parleys Canyon to Summit County so bike riders are safe from motor vehicles
1	I think there is a great opportunity being missed in not developing a major trail system in the foothills behind the UU/Avenues area. The topography is nearly ideal for it and would help take a major burden off other trails freeing up the existing to be able to better serve hikers.
1	human powered to as great an extent as possible while respecting private land owner's right to use as they see fit within the law
1	There are so many existing trails already! Parking is the big problem but a shuttle bus access would take care of that.
1	First, we must eliminate the bureaucratic red tape from the decision-making process. By stating clear and understandable rules and procedures for all, we can see to it that decisions are made both fairly and promptly. This includes transparency and public participation. I'd like to see local municipalities take stewardship over trail systems and organize educational programs to help people understand the importance of caring for our trail systems. This can start with school-aged kids as well as community leaders.
1	Treat the area like a national park (annual passes, use fees, vehicle quotas. Expand BST, add trail heads to take pressure off Bell Canyon and Grandeur Peak, for example
1	Protect remote non-motorised dispersed recreation areas from non-compatible uses, i.e., heliskiing, development, lifts, etc
1	More trails is always better! Implement numbered trail markers along trails and at intersections that correspond with maps for easy locating. The trail system in Helena, MT is a great example.
1	More trails accessible for pups!!! They enjoy it just as much as we do! And with more trash bins and access to disposal it could improve pets owners motivation to pick up after their pets and leave no trace.

Count Response

1	I think you could add additional trail systems for hiking, mountain biking, and trails that connect to others. Also additional climbing areas. I do not think we should take away Backcountry access.
1	Not sure what is meant by "increase climbing areas." Climbers seem to do a good job of developing new routes and areas on their own, no? If you're talking about securing access guarantees from landholders like the Church, then yes, totally in favor.
1	Recreation doesn't necessarily need more opportunities as much as maintaining well, the facilities that we have already
1	Instead of trailhead fees, need to start charging entry fees to BCC and LCC (like Millcreek does), with both daily use fees and annual passes, with the money going directly towards management and protection in that canyon
1	Access points are a critical bottleneck. Well designed ones are a great idea. Bathrooms and trash/recycling at access points are important. Perhaps a pilot program with the self-driving car programs would allow a novel park-and-ride plan. Since access points are crowded with cars, if cars could be parked elsewhere, and a self-driving van shuttle back and forth at high frequency ... that could help, and also allow a technology industry to take hold in Salt Lake City.
1	I am not interested in a fee to access the cottonwood canyons for recreational use like AF cyn and Mirror lake.
1	I love our trails and I love the idea of expansion. It also helps to spread the concentration of people from a specific area. More parking/shoulders need to be accompanied by that, though. I don't think more picnic areas will solve anything. I find that most people eat their lunch on the trails, and if they have small children/groups that would use a picnic area, this involves more planning and people recognize this. PLEASE put more trashcans at trailheads! We all carry food, and sometimes accidental littering happens (ie a food wrapper falls out of someone's pocket). This would help guard against the issue tremendously!
1	While the trails could use improvements and other trails might be nice, the trails we have should be better monitored before expanding the system. Rarely do I visit a Wasatch trail when I don't see someone hiking or picking wildflowers. There needs to be ranger presence on the trail on a more regular basis.
1	I think the effectiveness of being in the wilderness is that it refreshes us from the daily stimulus of developed land, signs, pavement, traffic, and our screens. The more natural we keep the canyons the more they will keep restoring our natural needs for a pure environment.
1	The NFS cannot handle the trails, bathrooms, security, vandalism, and trash. Stop promoting use until there is \$ to pay for additional patrol, garbage, safety, and policing of these areas.
1	Utilize Existing trails that especially connect greater distances and are more level in their contour. Before new trails are built, make sure funding is available to maintain existing trail infrastructure
1	You are going to create roads for people in the wilderness. This will only add to more congestion. Leave it alone, more trails a good idea, to gravel and pave them with cookie cutter standards is shameful. We will be California.
1	Not all trails (and trail heads) are the same. Not all of them should have the same amenities. Take the key, high density assets and make them extremely user friendly. Add parking lots, bathrooms, trail signs and a Starbucks:) to those key (Branded assets) then avoid all of that on the assets that should be lower density or wilderness. Do not promote them. Then as the population grows plan to create more high density assets.
1	Let Alta/Snowbird have access points in AF Canyon while strictly limiting associated residential/hospitality development. More mountain biking trails in South Valley and north Utah county foothills.
1	Where it is feasible, it might be nice to have a non-motorized trail paralleling the highway from the base to the top of the canyon, much like the Quarry Trail or the Pipeline Trail.
1	Give veterans and retirees public safety personnel free access to the canyons and camping facilities.
1	Minimum of motorized recreational vehicles except for very carefully designated areas where they do not disturb natural terrain and tranquillity of non motorized users.

Count Response

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- 1 The canyons are so close to the S.L. Valley and their only purpose should be for recreation and controlled expansion of residential or commercial developments.
-
- 1 Increase infrastructure like restaurants, and bars and children's playgrounds. Provide internet coverage for the whole road. And charge people for using restrooms.
-
- 1 If you're going to build mountain bike trails, hire someone who knows how to build them. Well built mountain bike trails will see more use and not get eroded so easily. Build trails at the top of big cottonwood. Work with Brighton to build bike trails there too. I think maintaining bathrooms, structures, etc. is very important. People feel like they can trash a place when it looks run down. Call me I'm happy to point you in the right direction for mountain bike trail builders: Michelle Tessier 828-243-8509.
-
- 1 facilitate responsible recreation that doesn't harm the environment. many people come up and don't respect the land. public education is key.
-
- 1 Smart phone app showing parking currently available would be a plus, especially for upper Millcreek. However, there is no coverage? Otherwise don't bother. Trail maintenance can be done by volunteers. The Salt Lake area has an under-developed volunteer / mountain bike trail crew compared to other places. Consider putting some public dollars into strengthening the non-profit (and staff) that could provide trail crew ongoing. Don't expect this for free; a little bit of funding for staff can leverage many volunteer hours. Make organizations more like the Mountain Trails Foundation possible in less wealthy areas than Park City. Where Park City has many wealthy donors, other areas may need more governmental support to get things started.
-
- 1 Harmonize the huge disparity in cost for different picnic areas. Picnicing at Silver Lake is currently free, thus it is always crowded. Picnicing at Storm Mountain is \$8 a vehicle - it simply doesn't make sense and these disparities impact visitor traffic. The best model is the Millcreek Canyon model: \$3 flat fee to hike, park, and picnic wherever you like in the canyon.
-
- 1 "Smart phone" Apps? You will need better cell phone coverage for this to work. Good luck with that!
-
- 1 I would like to see driving go away in the canyons areas. If we had no cars, then I would be more for campgrounds and picnic areas... I do not think we need to turn this beautiful area into a parking lot where people do drive by recreation. I am very much into education and trails. I am against garbage and recycling because they should carry out their junk.... EDUCATION. Why not have a huge facility at the bottom of the canyons where all have to pass... and encourage folks to dump there. I think labor costs are better used for education and trail creation rather than picking up after people. If they know there is an easy access facility at the bottom of the road... maybe they will carry it that far? Then it is easier to manage. We put in a garbage area by a popular camp area in Montana... Garbage is piled up waist high around the receptacle. There is no money to empty it every day, but the campground is able to produce that much... Ironically all of those people head to town two to three times during their stay. And they dump their garbage at the close receptacle... YIKES
-
- 1 We have a lot of room for improvement as far as facilities are concerned. We NEED well-maintained warm, sheltered, recreational-based facilities, and thoughtfully connected trail systems. With thousands of people using these areas, we need to be doing a better job designing and maintaining them.
-
- 1 Improve and maintain the trails we have. Make new trails only where definitely needed, but educate the public to stay on them and avoid damage to the "off trail" areas.
-
- 1 I am not sure we should complete projects that increase the use/traffic of this congested resource. Use smarter, not more.
-
- 1 I still believe in pack it in; pack it out. If we give people the opportunity to leave their trash at trailheads they will turn the trailheads into dump sites. Trail maintenance is hugely important. It would be great to get a stronger volunteer based approach going where people from the community can go up and work on different sections of trail. This not only promotes a sense of pride and ownership it also creates natural advocates for responsible trail use.
-
- 1 I believe that any programs, design standards, or features that serve to increase public knowledge about proper stewardship are needed in the canyons. I've many instances of poor trail etiquette, noise pollution, unsafe climbing (drinking, smoking, etc), and graffiti. The public is responsible for ensuring the quality of our land and water, and any programs such as improved trashcans, is a good thing. I feel that there are plenty of places to climb/fish in Utah and increasing that in the Wasatch front will only result in over-usage and larger human footprint on our land.
-

Count Response

1	Smart phone apps? Can't there be one place where people take their noses out of those things and commune with nature?
1	Low impact..skiing and hiking. Not all areas of our wilderness need to provide 100% type of recreational activities for everybody. Let's keep some areas to minimum like Little Cottonwood Canyon and maintain others that are already exposed like Millcreek. I also think the current dog situation is good
1	Ask for volunteers to help maintain parks and open spaces. A novel idea would be to have people on social assistance give 20 hours per week to such a program, including refugees and immigrants. This would help them understand service and 'give back' for that which they receive. It would also help them develop a sense of 'belonging and participating' in our country. We could be the first in the nation to adopt this idea, similar to the conservation core. Again, we need to control expenses(taxes).
1	Improve educational signage to help users understand and embrace proper use of the canyons, while allowing them to pursue the activities they enjoy.
1	Allow Alta Ski Resort to remain a skiers only facility. Snowboarders have many options and do not need access to Alta slopes
1	Transport all users up the canyons on mass transit - hikers, bikers, skiers, those going up for a picnic or to one of the resorts.
1	Yes! More intelligent, sustainably designed trails for the canyons and foothills! Increase options to disperse trail users, create better trailheads where the trail experience can begin, and enforce parking to control numbers. Do not allow overflow parking. We will need more canyon patrols for enforcement of parking limits in the canyons in the future. This needs to be acknowledged and budgeted for.
1	Provide the minimum amount of infrastructure that will allow the trails to support the visitors they see with as little negative environmental impact as possible
1	Water quality and supply is the Paramount factor over recreation and property. Only as long as water is served first.
1	Keep it as it is, but improve existing areas. We can't handle much more traffic up our canyons than we already have
1	The more clear information that people can access, the better people will understand how to appropriately use the land. Understanding fosters respect! I'm all for over-clarifying (with signs, apps, websites, etc.) when it comes to how to treat public lands. And I DEFINITELY support waste management systems in/around the canyons. I've never found much litter in the backcountry, but I think that when we give people the option to recycle/throw things in a trash bin, they're less likely to leave bits and pieces on-trail.
1	Maintain what we have now & provide more trails for elderly who can't make the steep trails.provide better discounts to the elderly at resorts so they are encouraged to stay active. Provide a few roads into areas not being used. Wilderness Backcountry areas are only available to the very fit, eventually we all loose ability to hike to backcountry
1	connect trail system from Brighton to guardsman's pass to ease traffic and parking at the pass its self
1	Nothing new should be added. Maintenance and improvement of existing facilities is fine as long as there is no expansion. Creation of new positions or organizations will only lead to the need to show progress which means building more crap at the expense of the wild landscape.
1	Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.
1	Access, not fake, Disneyland type of paved, restroom equipped, phone app silliness in the survey. Nature must remain natural, not new and improved fake nature
1	We don't need to increase the number of climbing areas or trailheads or trails or roadside viewing spots. The canyons are very well setup already. In some rare cases there may be a need for a trail to connect other trails, but the last thing we need to be doing is building more trails and disrupting more of the natural environment. If anything, we just need to focus on maintaining and supporting our current trails and trailheads and parking lots.

Count Response

1	Promotion and commercial trail van access is clearly degrading the trail system without revenue compensation for the adequate maintenance of those facilities. Improve what's there before expanding and diluting resources.
1	A key issue is to improve existing trails to make them accessible to all, old and young alike. The Wasatch Mountains are a large city park, and it is time we treat them that way.
1	What's missing in Millcreek Canyon is a mountain bike trail between Elbow Fork and the upper Millcreek parking lots. A trail there would be amazing.
1	Additional hiking and mountain biking trails could be developed within the canyons and connecting canyon to canyon to park city.
1	All of the above, and the bathroom situation is paramount. Funding is essential for infrastructure and maintenance.
1	Priority access should be given to forms of recreation that do not diminish the experience of others or create long term impacts to the natural state of the canyon. Helicopters, private lands that consolidate public traffic to smaller areas, motorized and high speed sports, sports that require development (chairlifts etc) and any activity that harms the flora or fauna should not be allowed to expand. In fact they should be eliminated.
1	Additional trails. More education opportunities for the public to be good stewards of the canyons
1	Don't expand anything until you enforce existiing regulations as to parking, trailheads, dogs, litter, etc. Expanding does not solve the problem
1	increasing the number or connected-ness of trails may reduce the burden on any one trail but would likely increase canyon utilization overall. this may need to be accommodated by creating more parking and fixed structures. If trail use is currently unsustainable or harmful, trail expansion or growth will shift stress to other areas, i'd just want to make sure that's carefully accounted for.
1	Less motorized traffic is the answer to all the problems. Get rid of the cars and all these other issues will just disappear.
1	Ideal recreation in the canyons would be trail systems that allow people to explore and exercise while minimizing environmental impact.
1	The more you develop facilities and amenities near the highways, the more people/cars you attract. Too many people/cars trying to use the highways and areas right near the highways, all at the same time, is a problem.
1	Mountain biking and road biking, hiking, camping, trail running, alpine and cross country skiing/snowboarding and touring, climbing, paragliding, fishing, snowshoeing, picnicking
1	Improve traffic up big and little cottonwood canyons during carmageddon by requiring transit or 2+ carpooling. Create a uphill transit lane for vehicles with 3+ in a vehicle.
1	Improve legal access, parking and transit for popular backcountry skiing trailheads. Develop both a road biking path and mt biking/hiking trail connecting Parleys to Summit Co
1	The biggest issue right now is parking. Finding a way to run shuttles to trail heads would really help.
1	Limit mountain bike trails so don't interfere with hiking. Build Bike trail up Millcreek currently dangerous for cars and bicycles.
1	Not to over-do it. Trails are great, but don't build too many of them. I think of more people, and more smog from more cars, and more congestion, and a lower quality of life. Everyone wants growth. I do not.
1	Let the private sector develop the apps. This is a waste of public funds. There are many options already available (All Trails App).
1	I think it is unwise to increase number of campgrounds and picnic facilities. Also, don't build additional parking areas. Trail head bathroom and trash facilities are great idea, if built modestly and uniform.

Count Response

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- | Count | Response |
|-------|---|
| 1 | Increasing the amount of recreational areas interrupts the environmental balance. I think many of the trails could be/should be improved before creating new ones. It is hard to say that when I am a climber and new climbing area would be great except that the human impact on the environment has to be a consideration. Also with the number of unprepared hikers already - education seems much more important than making more trails. |
| 1 | Connect the Bonneville shoreline trail from Wasatch Blvd to the Pipeline train!!!! Do it and do it quickly!! Make it accessible to mountain bikes and hikers. |
| 1 | Making info more available to the public makes it easier for people to recreate in the right ways. I love the idea of an app that shows all the info one might need to best utilize the Wasatch |
| 1 | Don't increase recreation opportunities at a faster pace than ways to accommodate additional traffic and parking. |
| 1 | Really don't understand how much of this promotes my vision or prohibits visions that are 180 degrees from mine. Sounds like developers could do pretty much what they liked. |
| 1 | Right now, people spread out pretty well once you are away from the road. Trail work is important and we need to stay on top of uses distant to the road to ensure there is no degradation of experience or environment out there. However, right now, the pressing issue is the road/trail interface. This is where things are falling apart due to overuse. Trash, parking issues, noise, danger - its at or near the roads and trailheads. This needs to be the area of priority. |
| 1 | Sue for a public pedestrian easement along the roadway of the gated community of Lambs Canyon. Yes the cabins are private land, but its ridiculous the public can't even walk along the road. |
| 1 | Focus on access to mountain biking, hiking, fishing, climbing, and backcountry skiing as well as expanding those systems that support these activities. These are the reasons people want to live in the area. |
| 1 | emphasis should be placed on hardening recreation access points. Don't develop more parking and eliminate roadside parking. Use should be limited to protect water quality. |
| 1 | New biking and hiking trails that are nicely engineered like in Park City. Designated bike lanes separated by concrete barriers. No dogs on ODD days in Millcreek again. Enforce leash laws. Dogs are out of control on off lease days. They are danger to my kids. |
| 1 | Taking notes from Summit Co. Colorado. Expand the Mtn Bike trail systems, both lift served and non. |
| 1 | Paved bike bath in canyons. Wood structure play ground that is simialar to a rope coats for kids. Low ground balance exercises |
| 1 | Strictly limit vehicle use in Big and Little Cottonwood Canyons. Expand bus service, and provide destination facilities for bus riders. Convince ski areas to provide mid-day passes (say from 11:00 am to 3:00 pm) to encourage off-peak use and reduce traffic congestion. Consider usage fees, and parking fees. Increase Forest Service enforcement presence. Be sensible about how much recreation use the available spaces can stand, before they are beyond reclamation. Don't trade away our public lands to developers without making sure that they will help fund management programs. Be honest about the realities, and tough-minded about implementing necessary limits and controls. |
| 1 | Limit development of new trails. This is simply increasing human usage at the expense of other users. The mountains are being overrun--opportunities for solitude and exploration beyond developed areas are rapidly vanishing. |
-

8. What are your ideas for Transportation?

Count	Response
1	ridesharing light rail
1	A high toll seems like one of the only real ways to limit traffic. \$20?
1	A monorail or similar up the Cottonwoods
1	A pass system and more busing options and times available throughout day and year
1	Add a bike lane for cyclists safety, but limit other traffic in the canyons.
1	Add lanes and parking areas as needed
1	All types including rail or tram
1	Allow buses only during volume seasons
1	Allow needed transportation
1	Anything to improve the traffic up the cottonwoods would be ideal.
1	As in the plan
1	Assure that any access fees are applied to all non-resident users, including resort users
1	Avalanche control for the road in Little Cottonwood Canyon!
1	Avalanche tunnels / train system
1	BRT could be an awesome way to expand bus service but not have to run more buses
1	Be flexible for peak hours and days with heavy traffic. flexible lane directions.
1	Better and more mass transit year round UTA could be much more effective !!
1	Bike lanes in the canyons are a must. There are too many accidents when cyclists are injured.
1	Bikes just cause trouble on the roads in the canyons
1	Build a big parking lot outside of the canyon and run a tracks line up and back.
1	Build a ski train
1	Build trams from top to bottom in BCC and LCC.
1	Bus & bike lanes!
1	Bus Oly to ski resorts. Reservation lottery for private parking in off hours.
1	Bus or shuttle
1	Bus stops at trail heads, not just resorts.
1	Buses are not the solution to the winter congestion.
1	Buses generally reduce the number of vehicles. Uber and Lyft generally do not.
1	Cable cars or chairlifts from designated parking lots at the bottom of the canyons
1	Car free canyons would be my dream

Count Response

1	Car pooling and shuttle service
1	Carpooling should be 2 people in a car
1	Charge fees and make annual passes available.
1	Choose one, toll the entrance or have fees at trailheads and other parking areas.
1	Close canyon or have a toll for cars Use a bus system like ZION
1	Create off street parking lots rather than expanding roadside parking
1	Decrease congestion to ski areas. Buses, carpool requirements, widen road. More passing lanes.
1	Discourage or prohibit personal auto traffic
1	Discourage single-occupancy vehicle use and encourage public transportation.
1	Do not charge a toll!
1	Do not pave any more surfaces than absolutely necessary. Use permeable surfaces.
1	Do what is reasonable without dramatic tax increases to accomplish goal
1	Don't charge me more than I already pay in my taxes.
1	Don't restrict single cars in mill creek. We already pay.
1	Don't like the idea of traffic lights in the canyon unless absolutely necessary.
1	Electric buses, electric train in BCC (Zermatt model)
1	Electric train
1	Emphasize transit over car
1	Enforce parking regulations before expanding. Many park over the white line. Enforce!
1	Entrance fee or annual pass(good for all canyons)
1	Evaluate electric or hybrid mass transit vehicles that reduce emissions
1	Expand park and ride service in both Cottonwood Canyons (especially BCC).
1	Explained in an earlier question
1	Explore the costs/benefits of a tram/rail system in the Cottonwood canyons.
1	Fast! Frequent -- continuous! Affordable. Ease of access -- close parking.
1	Favor/reward "clean" technologies (CNG, propane, electric) over fossil-fuel based.
1	Fee based access similar to American Fork Canyon and Mirror Lake Highway
1	Fee for use for non-residents.
1	Fees, bus and van lane, more parking. Bike path like at Vail Pass
1	Fewer cars. Increase in fees
1	Fix the light at mouth of big cottonwood

Count Response

1	Focus on getting cars off the roads, incentivize mass transit use and convenience.
1	Focus on public transport. Provide special parking for carpool (min 3 people)
1	For bike path from salt lake to summit country, only along the existing guardsmen pass road
1	Get the bikes off the road!!!!!!!!!!!!
1	Get the cars out of the canyons - mass transit only!
1	Get the skiers to the lifts.
1	Good ideas buddies
1	Have resort shuttle for Oktoberfest
1	High speed gondolas up the Canyons
1	How about a lite rail system up big and Little Cottonwood canyon? Expand Trax!!
1	How about a monorail?
1	I am only against a toll/fee because I think it should be rolled into taxes
1	I don't know what the amount of traffic is at present and therefore cannot comment.
1	I knew you were thinking of building another lane up the Cottonwoods. Don't even go there!!!
1	I like all those ideas, as the population using the canyons is only going to grow.
1	I like almost all of these ideas but would emphasis a robust public transportation option
1	I think a toll would be good as long as there is an annual pass option for frequent users.
1	I think implementing fees, and increasing bike lanes everywhere would be fantastic
1	I would like to see some kind of shuttle system in the summer.
1	I'd like to see more MTB trails.
1	If buses run, they should be electric and leave every 15 minutes.
1	If bussing to ski areas will be mandatory, I worry about carrying all of my gear on to a bus.
1	Important to keep as little traffic in the canyon as possible
1	Improve biking , physically challenged and senior greater access
1	Improve public transit up the canyons. Incentivize people to carpool.
1	Improved public awareness/education about transportation options to get to and from.
1	Improving and incentivizing public transportation during the winter
1	Improving passenger to vehicle ratios is essential and should be an underlying principle.
1	Increase safety while decreasing environmental impact, including light pollution
1	Increased bus access. Even winter service is limiting. Other cities have more frequent buses.
1	Initiate a toll system and limit noise pollution with motorcycles.

Count Response

1	Install mass transportation up and down the Canyons that is fast and efficient
1	KISS make it easy don't regulate motivate
1	Keep bikes off canyon roads !!
1	Keep it free and wild
1	Keep things accessible, but minimize presence of cars along roads...etc.
1	Leave it alone.
1	Leave it the way it is.
1	Less cars. Don't charge a toll, just restrict auto access, especially single passenger vehicles.
1	Less impact to meet the needs
1	Less vehicles and traffic
1	Let's have a fee to enter the canyons. Let's use the proceeds to improve things.
1	Lifts. Trams. Gondolas. Electric buses and rail systems.
3	Light rail
1	Light rail going up the canyon and nothing else.
1	Light rail is far preferable to buses
1	Like the Uber idea, get folks alternatives to their own cars,
1	Limit the number of cars and limit the roadside parking.
1	Limit the number of vehicles in the canyon to promote, biking, mass transit and public safety.
1	Limit total access on any day to a pre determine #.
1	Limit traffic using busses.
1	Long term solutions!!!
1	Look at how Switzerland manages this stuff. 'nuf said.
1	Love the green ways & staying undeveloped.
1	Love the idea of canyon tolls.
1	Mandatory bus service every 10 minutes with parking at base of canyons.
1	Mass transit, permitted private vehicle use.
1	Micro buses that burn natural gas. We need more frequent buses, but not those nasty big buses.
1	Minimize development
1	More affordable bus service up the canyons in winter.
1	More buses, incentivize car pooling and a toll for single occupant motor vehicles.
1	More mass transportation, less private vehicles.

Count Response

1	More public transportation and incentive for people to carpool.
1	More reliable all season mass transit up Big and Little Cottonwood Canyons
1	Move the masses without restricting ingress and egress to my neighborhood
1	N/A
1	NO FEES OR TOLLS!
1	Need more mass transit solutions that link with down valley population centers
1	Need less cars in the canyon
1	Need to limit people impacts
1	No cars in canyons
1	No cars in the canyons on snow and bad weather days, TRUCKS ONLY.....
1	No major transportation projects
1	No more development.
1	No more transit
1	No other ideas
1	No train!!!!!!
1	None
1	Offer free or low cost transit and charge for private vehicles.
1	Parking below ft union. Buses up and down. But better bus drivers.
1	Parking outside Canyons with access to a Canyon transit system.
1	Pay to park in canyons, pay toll if only 1 person in car, free if >2people
1	Phase-in electric-only public and private transportation
1	Please maintain the canyons as natural as possible. Less cement, less signs.
1	Please, no traffic lights at key crossing areas
1	Promote clean vehicles and transportation.
1	Promoting the use of buses and carpooling is extremely sensible.
1	Provide emissions-free mass transit and prohibit private vehicles from entering the canyons.
1	Public transportation year round
1	Put trax up big and little
1	Rail
1	Rail in BCC and LCC
1	Railways!

Count Response

1	Rather than trail head fees, do a fee at the entrance of the canyon - like Millcreek Canyon.
1	Re-read # 6.
1	Reduce it. More ride-sharing from the mouth of the canyon.
1	Reduce the cars in the canyons
1	Resorts should offer more preferential parking for vehicles with 3 or more riders.
1	Ride sharing, carpooling and dedicated bike lanes are all great.
1	Road Cycling is important to me. Safe access for cyclists needs to be maintained.
1	Season pass incentives, some how
1	See above comments.
1	See previous comments.
1	Shuttles, annual (or daily for one time visitors) passes to drive in the Canyons, better parking
1	Snow sheds could be helpful, esp. in LCC
1	Solutions with as little environmental impact as possible
1	Something needs to radically change with canyon transport. Light rail, extra lanes, etc.
1	Sounding more like Chicago and less like SL
1	Stiick to the mountain accord. Why did we even bother?
1	Summer bus service that stops at major trailheads
1	TRAIN
1	There are great ideas already - I have nothing to add
1	There is no bus service in the summer this is ridiculous!!!!
1	This is a complex situation that currently has no real answer.
1	This is a hard one. Carpooling and ride sharing could have inexpensive and immediate results.
1	This is the biggest problem in the canyons. Wish we could get rid of cars.
1	Three lanes in big and little cottonwood canyons with the middle being bi-directional.
1	Toll The Canyons.
1	Toll/annual pass for big and little
1	Tolls and user fees are good idea with discounts for annual pass and/or high occupancy vehicles.
1	Train or tram
1	Train, public transport, increased bus options, increase ride share options
1	Trains monorail or similar
1	Tram, railway or 4 lanes

Count Response

1	Tram/gondola/trolley up the canyon
1	Try to limit single occupant cars
1	Tunnels and trains similar to europe
1	Vehicles, buses. Possible tram/train
1	We are going to need mass transit for Big and Little. Plan ahead for light rail
1	Wildlife bridges/tunnels only for Parleys.
1	Wildlife bridges are an extremely smart idea.
1	Year round good bus service all canyons These canyons are so much more than powder day issues
1	anything that can reduce congestion of vehicles
1	close canyons in winter to vehicles and allow bus only transit from designated parking areas
1	electric train through tunnels directly from airport to mountain top! Whoo hoo!
1	fewer cars
1	go public, stop private cars from entering LCC.
1	high speed rail system
1	improved and expanded public transport
1	incentivize carpooling - BIG TIME
1	increase wilderness area
1	increasing buses will do no good if there are not parking spots to use.
1	install rail service from SLC to Big & Little cottonwood canyons
1	k
1	large parking garages at base of BCC and LCC
1	less cars carless days more bike infrastructure
1	light rail up little cottonwood canyon
1	limit vehicles with high pollution output and favor electric and hybrid vehicles
1	local/state tax incentives for individual public involvement
1	make the roads bigger and parking lots bigger
1	no bike lane's
1	no cars in lcc build train
1	not interested in having to pay to enter or park in the canyons
1	promote car pooling
1	provide Alta, or Snowbird express busses

Count Response

1	public transit only. sad that it comes to this, but necessary.
1	reduce impact of vehicles. restrict advertising to Utah
1	restrict number of cars. expand public transit. encourage carpooling.
1	safety first!
1	shuttle in Millcreek would only work with expanded parking near mouth of Canyon
1	ski train system in the canyons
1	user fees are vital These are all great ideas
1	what happened to the rail system concept?
1	winter train
1	I like the idea of protected bike lanes. Especially in Millcreek, bikers are vulnerable and they hold up traffic, so nobody wins. Shuttle service is nice during peak times, but not all the time, as they also can hold up traffic.
1	We need to get rid of cars not encourage them. Bike pathways are much better and safer than bike lanes... I shudder to think about a bike lane up the Parley's 500 road race. I think a rail service is the way to go. Think about the point to point hiking possibilities... Europe does this quite well. Why are we so inept at creating great mass transit. It is efficient and much better for habitat... especially if we tunnel
1	Focus on increasing accessibility to parking and transportation ideally through increased positive incentives, such as better bussing services, rather than negative incentives, such as car parking fees.
1	Don't change the canyon unless it pertains to better road/lanes. What about limited # of cars in canyon; once reached, only access is by bus.
1	Buses! The canyons desperately need better winter and summer bus service. Also adequate parking for bus riders. And incentives to get people to use the bus.
1	I really like the nonstopping toll system idea and would also like the idea of selling season passes at a premium as well as the parking phone app/fee for parking idea
1	My dream is to have some form of mass transit that goes underground from the base of the cottonwoods to the ski areas. I realize that this dream is probably not feasible, both monetarily and environmentally, but it is still a worthwhile dream in the next 30 years. In light of this idea, I feel that an added "bus only" lane combined with increased number of buses in the winter could greatly reduce the ski traffic nightmare that occurs when there is fresh snow in the cottonwoods. If people can take a bus that goes straight to the ski areas without any traffic jams vs sitting in a traffic jam instead of skiing, I think they will choose the bus.
1	Great ideas, but I don't think there is enough room to take another lane in Little Cottonwood canyon for the bikers as well as another bus lane. Its too dangerous in the winter time.
1	There are bike lanes. Perhaps keep them clean and repaired. How would the county fund these ideas. It's overkill. People are smart. They can figure out how to access the canyons. And widening LCC would be a disaster ecologically, as there would be landslides and instability of the ground, as seen with Provo canyon. Funding for additional public transit should totally come from ridership. When it comes to canyon road congestion, I believe most would like to recreate with additional people. sometimes those extra people are unavailable. Don't penalize the single.
1	Limits SOVs as much as possible. Facilitate transit and ease of use of transit. Make bikes and transit a priority for traveling up the canyons.
1	I dont think anyone cares about the environment or the traffic problem enough to not drive up a single car. The new transportation system needs to make even the most selfish person think that taking the bus/train want to take that.

Count Response

1	We need frequent, year round bus/shuttle service, parking structures at the mouth of the canyon and at key spots in the valley, paired with fees for entering the canyon for all (including residents - maybe a resident pass). Lights in the canyon are a bad idea. If you have ever driven the canyon in a snow storm, the idea of having to stop at a light is frightening when the safest option sometimes is to keep your momentum - or you're going to slide off the road. Please talk with UDOT about adjusting the cross-slope of the canyon road in key spots when there's a major reconstruction, and adding jersey barriers or concrete safety walls in key spots. There are some turns that are dangerous in a snow storm because the cross-slope sends you right toward the river and a steep drop-off. The whole area above the S-turn in particular seems to be challenging year round. There have been several motorcycle crashes in this area, and several vehicles have gone off the edge here. The bike lane needs to be wide enough in both directions for the entire length of the canyon if there is ever a major reconstruction of the road. Provide education for bikers and runners to stay single file. I do both, and it bums me out when people double up on such a narrow roadway that we all have to share.
1	extremely frequent bus service coupled with convenient parking would get me out of my car during ski season.
1	a lot of good ideas here: my favorite is "Implement a real-time parking solution with signs, smart phone applications, etc. to direct visitors to available parking" Seems like some of these are "no brainers" and should be implemented regardless of the outcome of Wasatch canyons project. Why do they have to be tied to WC project?
1	What we really need is some sort of mass transit system that is fast, safe, frequent, and __unaffected__ by snow conditions.
1	The fewer cars the better. The canyons are so congested now they're almost unusable on weekends.
1	More public transportation such as shuttle systems and busses would greatly alleviate the congestion in the canyons
1	The challenge is to how to create a really effective shuttle/bus system that is so easy to use and effective it will make people want to use it. Alternate ideas are to incentivize people to carpool (reduction of toll for every additional person beyond the first in the car for example). Businesses within the canyons needs to contribute in a meaningful way such that they do no profit from the public's effort.
1	We don't need more traffic, we need less. The capacity should be left as is, and the excess people should explore other areas.
1	Build a train from outside the canyons that goes to/from and has seasonal stops. Add a parking lot at the mouths of the canyons where the trains will stop.
1	Parking fees if you drive alone in the cottonwoods to both resorts and trailheads. If user fees are implemented, there needs to be a method for ski resort parking since all trailhead users would just park at the ski resorts for free and walk over to a trail, causing additional parking issues for ski resorts.
1	The more stuff you do and think it will be better the more restrictions and loss of freedom you create. When someone invents a new gadget you'll find a way to accommodate loosing the purpose of the canyons.
1	need to reduce private vehicle use and increase public transport / shuttle vehicle use. Introduce Canyon entrance fee, not parking fee, as many people just drive through doing windscreen tourism and don't get out of or off (motorcycles) their vehicle, but contribute to congestion and air pollution. don't just charge those who stop and get out to recreate.
1	It would be great to have off-road hike/bike lanes with well spaced parking/loading zones and restroom facilities. This, of course, would cost money. User fees would not be popular, but might be necessary. If the users could actually see that they were getting something, they might be less opposed to such fees.
1	NO TOLL! Countywide special service district to collect limited funds needed through property taxes. everyone benefits economically from the regional draw, everyone pays to keep it in tip top shape. The economically disadvantaged can still access the canyons without paying a greater portion from their limited means, also less confusing for visiting tourists.
1	I would love to see bus, bike and walking lanes. However, i would Not enjoy seeing TOO many lights and digital equipment. Let folks do it the old fashioned way via maps and compasses. It adds to the trill

Count Response

-
- | Count | Response |
|-------|--|
| 1 | Heavily charge for private vehicles in canyon (tolls, parking, etc) to fund transit. This will raise funds to develop infrastructure that can then be self sustaining. Car-free access to canyons may incentivize car-free households who maintain cars for recreation (since it is currently the only way for most to access the canyons). |
| 1 | Single occupancy vehicles must be made less convenient and more expensive to take to the canyons. Ridesharing does not solve the SOV issue and no lanes should be added to the canyon roads. Tough decisions must be made to reduce congestion and improve environmental conditions in the canyons. Incentivize where possible, but the "stick" must also be used. |
| 1 | Preserve the natural space as much as possible. Use the already impacted land for parking and additional lanes. It's not a lot so it would need to be used wisely. But in many areas it could be reconfigured to be more effective. Buses and shuttles would help as well as a toll system. Or parking fee. That being said I think there should be an affordable annual pass option for those who use the canyon more frequently. |
| 1 | Widen the roads, where practical, to provide for a bike lane and additional road side parking. Expand / introduce winter and summer bus service and parking for it. |
| 1 | Tunnel or under pass system so no road closures. Preferably a rail system that had express lines to the resorts and ran frequently. |
| 1 | Where are other ideas for getting up there? Lifts, light rail, train, all seem like better ideas than expanding the road. Nobody wants to pay but for getting up the canyon in a car. they will for a train ticket. If you expand the lanes it won't solve traffic, look at your 2 to 4 to 6 lane freeway that magically fills up no matter how big it is. |
| 1 | Hyperloop, connecting Big Cottonwood cyn. to Park City, down Parleys, to SLC, back to Big C. The numbers of people would pay for it. Short Term, improved busing seems fine, but slow. Incentivized car transportation. |
| 1 | Build avalanche bridges over the road at avalanche paths to prevent road delays on snow days which cause massive traffic jams. |
| 1 | I am all for adding a toll at all the canyons, but a non-stopping digital toll might make some people angry if they didn't know it was happening. A more traditional toll booth might be better in some situations. That said, I believe a toll is the best way to promote carpooling. As an extra incentive, buses and vehicles with a full load of people could be exempt from a toll. No reason to restrict roadside parking if it already is in place. Millcreek Canyon could use a paved bike path going up! Going down, bikes keep pace with cars so there is less need. |
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Count Response

1	<p>1) A collaborative approach with all decision makers/resource providers is best. 2) We should know who all the players are. Who will have the most impact and decision making power? Who has the most resources for the primary problems we are trying to solve. Which organization(s) will take the lead role and drive things? How will communication work? 3) We need to reach agreement with the primary leaders (and resource providers) what the top few problems are that we are trying to solve. Other issues take a back seat for now and can be included down the road. 4) Be careful of answers that say we need to study this more. UDOT is sophisticated and probably studied most things in the past, We should be able to collaborate with them to find out where the data is. What other studies are out there that we can use to help us determine what we need? That is not to say some new studies may be needed but dig for data first as new studies slow solutions down. A Capacity Study is tricky but we need one. Capacity is in who's eyes? Resort Ski experience, snow/avalanche safety, various other liabilities? Pollutions? Road quality/maintenance? Resort profit motive? It needs to be well defined as to capacity for what and for who. 5) One of the best solutions is to start with an small integrated strategy to attack primary problems that was reached through collaborations with the primary controlling interests. Obtaining ROI or Cost Benefit Analysis for each component of the strategy is important. It is best to start with smaller experimental solutions, learn from mistakes and then expand. An Example might be...try the solutions on non-busy wknds for fewer folks impacted by mistakes. Learn and build from there. Example: 2 hours morning, one way up, and then same down in afternoon. Left express lane for mass transit and multi person vans and vehicles. Right lane for other vehicles and dispersed users. Incorporate busses and shuttles from designated parking places in valleys (a few schools or business who want extra traffic). Resorts will let folks with full vehicles park close. Solo folks park further away. Busses/rapid shuttles etc have tighter prime time scheduling for the 2 hour up/down then lighten up. Probably need to coordinate with a Med Center for emergency heli evac for someone with medical condition that might normally take an ambulance during the 2 hour one way times (which adds to costs). For this example experiment to happen who needs to be involved in the decision making? Who will orchestrate? Who will be needed to execute? Who evaluates? What is the communication that needs to happen? What resources are needed and who's? Can we all agree to the experiment? 6) Generally it is better to test/experiment with various combined components to the integrated strategy vs. spending too much \$/time studying. 7) Other solutions can be incorporated as experimentation delivers whats working and not. What can be done to expand the time and spread out the flow? Pricing increases from resort passes for prime time? Price differences for prime time driving and parking? Free shuttles from given locations for desired times? Who needs to be involved with the collaborations to make that happen? Same questions as above.</p>
1	<p>Shuttle or ridesharing is good as long as we are not accidentally promoting additional trips where an extra vehicle is driving up the canyons to deliver only one or two passengers.</p>
1	<p>I don't mind the user fee for Mill Creek because it has improved the stream. However I go just to hike the trail and leave. Trail maintenance is the last thing to get done if at all. Higher fees should be put on the picnic areas since that's where the high maintenance is needed.</p>
1	<p>Making it easier/more efficient for people to access the wasatch canyons will only result in more people in the canyons. maybe that's good or bad.</p>
1	<p>I like my car, but convenient public transportation is a must. Transportation must support my après-ski activities at the canyon bars and restaurants. I often don't leave the canyons until after 8 PM.</p>
1	<p>Discourage private vehicle use. I love begin able to drive the canyon highways, but I realize there are getting to be too many cars on the canyon roads.</p>
1	<p>Some type of annual pass for county/trail head bathrooms and parking is reasonable. However, I have not noticed improvements in Millcreek canyon due to the fee. Same parking is available and the trail head restrooms don't seem to have improved. Fee systems need to pay for improvements, not just more systems.</p>
1	<p>Create a gondola system up little Cottonwood canyon. make it part of your ski pass. Those who don't use it to and drive will have to pay a toll to go up the canyon unless they are residents.</p>
1	<p>Please explore a train system in LCC. Busses are great, but there is not a benefit to using them over a car unless you don't have 4x4 or chains. You are still waiting just as long in traffic. If there was a train that is not impacted by road congestion, creating faster access, people will use it. That will reduce road congestion, pollution, etc.</p>
1	<p>Colorado resorts charge for parking. I hope we don't have to start charging for parking at the resorts.</p>

Count Response

1	The deluge of downhill bikers blasting Millcreek is dangerous to all pedestrians. Would love them to have a downhill specific trail for everyones safety. and the shuttle services should pay a fee to drop people at the top to help pay for maintenance.
1	group transportation development is great, decrease individual vehicles in the canyon as much as possible year round through this
1	I think that eventually , we need to move toward a subsidized shuttle system of natural gas powered busses much like Zion National Park, and close the Cottonwood canyons to most private vehicles. The busses would run every 15 minutes and stop at all trail heads and resorts.
1	No personal vehicle access - hop on the bus with everyone else to get up there and explore. If you need to haul in gear for your day's activities, be smart
1	UTA should connect SLC and Park City. One of the main things that stops me from using public transit in the Cottonwood canyons is the fact that I don't want to pay for a small locker to place my lunch, drinks, additional clothes in. If someone decides to take public transit, they should be guaranteed a small locker at each of the resorts.
1	If a bus lane was created in the cottonwoods then its should be able to be used by buses and shuttles... HOV+ or by commerical permits - sold to say Alta Shuttle etc type users...
1	Expanded roadside parking is contrary to the other proposals. mass transit will need to be an integral part in the future use of the canyons
1	Use tolls to encourage public transportation. Lower in low use times and higher as traffic increases. Make it "cheaper" to use the bus or transports.
1	Create shuttle system for Cottonwood canyons similar to Zion (designed for people hauling gear) and limit private car use.
1	Again, at some point the carrying capacity of the canyons must be determined, shared with the public, and enforced. It is foolish to assume adding more people is not degrading the environment and the recreational experience. If a daily limit is set for visitation to the canyons, perhaps existing transportation and parking facilities are adequate? This should be evaluated.
1	A designated bus lane is a great idea! I have no incentive to take the cottonwood bus in the winter since it's stuck in the same traffic I am
1	And the winner is the problem of congestion occurs in the mornings with powder days and on the weekends when it's sunny. It would be useful to open and close Alta and Snowbird so that they don't do so the exact same time. That way traffic might clear out from and to one resort before it was coming like a massive wave also from or to the other. Alta could close maybe 30 minutes later and open 30 minutes later than snowbird
1	Ultimately, as much as I enjoy being able to drive up the canyons summer and winter for recreation access, severely limiting private vehicle access and developing a system of trains similar to that found in the Alps would solve much of the overcrowding and pollution concerns
1	Gondola system up Big and Little Cottonwoods. Parking at bottom. Large structures and innovative system. The Europeans can do it. Why not here?
1	Implementing and encouraging mass transportation up the canyons would be great, without disturbing the natural areas.
1	There should always be a component of local advantage to these. I.e. for parking at trailheads, the cost is double if you don't have a local pass.
1	Larger parking lots at the mouths of the canyons tied to public transportation have the potential to work best
1	I do not agree with a fee whatsoever. I also think we need to keep our canyons wild and not interfere with the wildlife with any sort of construction.

Count Response

1	Sell an annual pass (similar to what can be purchased in Millcreek). Offer a lower fee for single Canyon use and a higher fee for total area. And definitely charge per user. Consider a minimal fee for bikers if you decide to construct bike lanes. And fundraise for these efforts as well!
1	Improve and expand the Big and Little Cottonwood Canyon roadsto increase access, but close them when parking reaches capacity.
1	Minimize Cottonwood winter traffic by improving bus service to north Utah County. As a resident there, I would gladly use/send my kids more often instead of taking my own car if the ski bus system servicing Lehi/Alpine/Highland were better. Even just a Saturday service would make a meaningful dent in Cottonwood canyon traffic.
1	Tolls must be implemented at the mouths of the canyons, and the revenue generated should be used to buy high-tech electric, silent buses, which will become a showpiece for the State of Utah.
1	As an avid hiker and mountain biker, I'm willing to pay to park at trail heads, if that provides additional parking spaces (in congested areas where they are inadequate) and continued quality trails.
1	There are two seasons to look at. Winter and everything else. During winter, there's tons of traffic because everyone is trying to get up to shred. This is where carpooling, ridesharing, and bus systems should be highly encouraged or even mandatory. Bus services would need to be increased in frequency and time of operation. Travelling solo should incur a fee of some sort unless there are special circumstances. As for the other seasons, I'm not sure what the parking situation is like. If formalized parking keeps people from parking dangerously or destroying land, then I'm all for it. Bike lanes would be great, but would need to be more than just a shoulder section. Basically an entire lane eac way would be needed.
1	High-rise parking structures at all existing Park and Rides. Free bus service year round offset by implementing high cost usage fees for those who continue to drive their own vehicles. Residents should have to pay for season passes to drive their own vehicles, and I have lived in the Cottonwood Canyons for 39 years. I would pay \$365.00 for a year round pass access.
1	I don't think that more parking spaces should be put up in the canyons because I think a massive bus system should be implemented so that people don't drive as much. Charge cars like crazy but have LOTS of buses going up and down so that people will use them.
1	Lights will greatly slow traffic. Do not charge tax paying Canyon property owners for entering the Canyons.
1	Consider a rail system that allows for a higher volume of riders and is more reliable in winter conditions.
1	Agree with tolls, parking permits and other methods that LIMIT the number of people rather than expanding the number of people.
1	Buses just congest the LLC road. It really is time to look outside of our little box. Look at the Zermatt model, it works. As far as BCC, a center bus lane might work.
1	Absolutely improve the bus system. More frequent and a few stops would help people be more willing to use public transportation. A summer system would be great for clearing out traffic.
1	a completely designated bike lane in the Cottonwood Canyons is crucial. Bikers have been killed and this will only increase over time. Secondly, a DISINCENTIVE needs to be implemented to decrease personal car use, increase public transportation use and car pooling
1	Transportation hubs for accesssing busses up the canyon should be in commercial areas not at the mouths of the canyons.
1	A free bus or mini-bus system which will stop at any trailhead as riders request for drop off and pick-up. A bus which only goes to designated stops will not serve the needs of hikers. ONLY if such a bus system is implemented would i support a toll or fee for personal vehicles using the canyons.
1	This is a tough one...we need to reduce exhaust waste. Limit cars increase shuttles like Zion's??? But then you would have to figure out eliminating waits

Count Response

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- 1 drastically increase lockers at ski resorts. Big impediment to riding public transport is the lack of any reliable place to store gear.
-
- 1 I oppose toll systems that don't exempt or discount locals, and any system that adds delay. My taxes pay for soccer fields etc. that I will never use - why am I now being asked to pay more for the recreation "facilities" that I do use? Regarding roadside parking - as presently practiced by Snowbird and backcountry skiers further down-canyon it cause demonstrable major delays in winter - in some cases even by a single poorly parked vehicle. If it is to continue or be expanded it must be done in a way that doesn't drop up-canyon traffic speeds to a crawl. I doubt that the right-of-way exists to provide much more than exists now, given the steep slopes below the road / likely wetlands take that would occur from widening road fill - but I support doing so especially if permitting could be fast-tracked. I would suggest signage, striping, and rigorous enforcement of the 2' offset from the travel lane to parked vehicles - again a huge problem at Snowbird in LCC the winter, and the BCC S-curve year-round.
-
- 1 There should not be a fee to access the public land, even if there is a cost to maintain it. If the canyon is so valuable to the entire county and state for water, air, etc, then the county or state should front the money. Higher fees turn off visitors. More buses and even dog friendly services.
-
- 1 Let Snowbird open up American Fork Canyon so we're not wasting gas driving up little cotton wood.
-
- 1 I keep hearing about this "Transportation" nonsense. I've never seen it, but My guess is that is because I don't Ski at resorts anymore. The Resorts are a Buisness. They can Add another \$20 per ticket and solve "THE PROBLEM THEY CREATE". I've hiked and biked every canyon every week of every year... the only Transportation problem Must be when I'm not there... SKI SEASON. THEY HAVE \$100 BUCKS A TICKET TO SOLVE THAT PROBLEM... IF THAT ISN'T ENOUGH... THEY CAN MAKE THEM PAY \$120. It appears as though like classic corporations, they are trying to Privatize the profits and socialize the losses. LET THE SKI SEASON CAR PROBLEMS GET WORSE... UNTIL THEY WISE UP AND JUST USE THE BUSS OR EXPAND THE BUSS SYSTEM. BUT MAKE THE PEOPLE WHO CREATE THIS PROBLEM PAY FOR IT. Not the Tax payer and not the every day guy who goes up and Spends 2 hours hiking the canyon... and NOBODY ELSE IS THERE FOR SOME TRANSPORTATION PROBLEM. This is A MYTH. Yet... I hear there are plans to expand the Resorts AGAIN... Creating more of this "Myth SKI RESORT TRANSPORT PROBLEM" It's being soft-pedaled to the public with all this "Visioning" and "Planning" Talk.. STOP EXPANDING THE RESORTS AND THEIR TRAFFIC PROBIEMES GO AWAY. And you don't make someone who wants to Hike Pay so that the JERKS WHO OWN THE RESORTS CAN KEEP PRINTING MONEY. THIS IS NONSENSE. 2-5 Times a week Up and down the Canyons outside Ski season... I'VE NEVER BEEN AT A STOP OR SEEN ANY TRANSPORTATION PROBLEM. AND... I BACKCOUNTRY SKI... This All seems like a way to Get other people to keep paying for the resorts... we already payed by losing the open spaces and putting up with the destruction of some great Canyons and Hikes. Now... Someone seems like they are looking for a way to Get me to Pay so Tubby Morons from new York can have their asses hauled up the Lifts and complain about the Liquor Laws. THEY NEED TO PAY... THEM AND THE RESORTS AND ALL THE "Hey dude... Look at the POW" people. They can pay another 10% or 20% on those lift tickets... BECUSE THEY ARE THE PROBLEM. I've been up there 100-200 times, I think I've used a Public Toilet 5 Times. I bet I've never taken a Crap. But if you have seen or smelled them, you know they were Really desperate to do it. ya, the S curves are a pain. Saturday after 9:30 You are in trouble, I hiked Blanche 3 times. There was one busy day with over 30 people.. BECAUSE THERE WAS A UofU Hiking Class. Dog Lake Midsummer, I passed 6 people. Saturdays are tough... But Don't build it and they won't show up.. We don't need to Pave Mill D so that every 200lb mom with that 3 wheeler off road stroller can get up to Donut falls. 40 years I've hiked that... Parking has ALWAYS BEEN HORRIBLE... It's part of the Experience of the 1 mile hike anyone can do. We just can't pave the rest of the Canons and have a shuttle parking lot so that all the people who Spend the rest of the afternoon and TacoBell can Hike that waterfall on the S curves and Donut, and To the Lifts. I passed 2 people late summer up to Twin Peaks... Turn the two waterfalls into a pipe, turn the power off to the lifts and your Transport Problems are over.... And anyone who wants to hike I guess gets to drop a quater...Pounder. You already charge for Millcreek... and the top of that IS STILL A HUGE PARKING PROBLEM. This is all about getting Taxpayers to pay more for those Resorts, It's clear. I'd listen to the argument if any of those jobs were a Living. maybe one in 30.
-
- 1 Incentives to use transit system. Even if just introductory incentives. People need to be motivated to use it. Raffle off recreation prizes for rides (more rides --higher chances of winning). Discounts @ ski resorts...etc. the canyon toll might help by penalizing single drivers, too. Take a donation for rides? Part of donations benefit conservation / avalanche safety etc. I like all the ideas to improve transit in the canyons! This is very needed!
-

Count Response

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- 1 Gondola up Little. Make Guardsman pass year round. More buses. More parking spaces. One Wasatch!! More automated avalanche control systems. Make LLC safer from Avalanche's by building snow sheds or changing the route to the south side of the canyon
-
- 1 Increase frequency and capacity to shuttle recreation enthusiasts safely, quickly, and efficiently
-
- 1 At minimum, buses should be running non-stop up/down the cottonwood canyons on weekends during ski season.
-
- 1 Use buses for weekend and busy times. Don't allow cars except for those with houses in the canyon or special needs during these times.
-
- 1 It is so congested and I am tired of having to turn around after I get up. I also hate choking on exhaust for an hour going down afterwards. I didn't get a season pass this year because it is too busy. I am also noticing that in the summer lots are full and overflowing by 8am on weekends. There are just too many people driving up the canyons. The crime in the parking areas, limited parking space, and inadequate bus service doesn't help. Do what other states do and allow public transportation and shuttles stopping at resorts and trail hubs. You may then have Lyft or other options for those of us who want to hike/ski/bike to take us to those smaller drop off points.
-
- 1 Most already carpool or have people AND equipment. Expanding the roads will have the best impact along with covering these in areas to allow for wildlife crossing.
-
- 1 Removed cars from BCC, LCC. Commercial traffic and residents of the canyon would be permitted. All other traffic would transfer from a transportation terminus outside of the canyon to canyon specific public transit. Ideally the canyon specific transportation would be designed in such a way as not to be as vulnerable to avalanche danger as busses on the exiting roadway. To work for the long term the public transit would need to be high capacity and high frequency. At the resorts at the top of the canyons transportation hubs would need to be built in the existing parking lots to handle the storage needs that day trippers use their car in the parking lot for.
-
- 1 Don't have a digital canyon toll or fees a trailheads, have a mandatory \$3 fee for every vehicle leaving the Cottonwoods, just like at MillCreek Canyon. It just makes more sense and is more fair.
-
- 1 I believe the issue is with the increasing use and number of people driving into the canyons. It is not sustainable. You need to suggest ideas that will make people drive less not at all and use regular shuttle services to reach the destinations. With smaller vehicles such as minivans, cost of operation can be reduced and frequency of services can be increased. Without the traffic, you do not need to invest into additional bus lanes, etc.
-
- 1 create tolls at mouth of canyons. increase funding for public utilities and roads in the canyon. this will provide valuable information concerning weather and road conditions to motorists. be sure to have a season pass of sorts for canyon residents and employes
-
- 1 Impose parking fees to encourage transit use, including at ski areas. Then provide enough transit.
-
- 1 Please consider bike racks for buses since the canyons are largely used for biking during the summer.
-
- 1 Expand public transit as much as possible. I'd love the cottonwoods (little especially) to be car free canyons. But if thats the case the most likely alternative is a bus, so you need to make sure you couldn't restrict peoples gear (skis, ropes, etc... crash pads are bulky items). Always always will vote for more public transit and bikes Millcreek especially is in desperate need of a bike lane, I would say more so than the other canyons, but I don't have any use/accident data to support that.
-
- 1 I would like all private motorized vehicles to park outside the canyon and have those travelers rely on public transportation (bus/shuttle system) up the canyon.
-
- 1 A gondola or train for winter recreation to access ski areas. Set up a digital toll station for the canyons to help cover costs for improvement.
-
- 1 Its hard to say that buses will help, because I don't really want to be stuck in the same traffic with my kids in a bus for an hour plus when we could be in a car with the option to turn around. For this reason I like a bus only lane concept, but I realize how big a project that is.
-

Count Response

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- 1 If we charge a fee for every hike we want to go on we take away part of the pleasure of going on that hike. A hike is meant to get away from societal constraints and by paying for it we end up feeling like we have just paid to go to an amusement park instead of the great outdoors that was here before us and will be here after us. These fees should be worked into our taxes so that all can enjoy instead of those who can afford it at the time.
-
- 1 Minimize sightseeing and drop off services such as Uber or lift since they are drop off and drive down/up empty
-
- 1 Improve and incentivize public transportation system, improve parking at base of canyons and add bus pickups there so you don't have to lug your ski gear half a mile up the road to a stop.
-
- 1 Clearly there are too many cars and unsafe parking happening at popular locations. More parking/clearer designations, as well as better public transit (with parking) can all help tremendously. Safety for bikes and pedestrians should also be a key focus.
-
- 1 The number of cars going up and down the Canyons (BCC and LCC) needs to be reduced. The primary driver for this is ski resorts. They should bear more responsibility for the havoc they create. Why doesn't Snowbird need to be more invested in managing their patrons? My idea is to build a parking garage at the mouth of BCC (what about in the gravel pit kitty corner from the 711? Or build a center over the creek? Or some other idea? Dream big here!). It could be a transit hub with buses leaving very regularly. You could have lockers, get a coffee, buy a burrito, rent skis, etc. The ski resorts could be partners and have an opportunity to make some money. This would only work if you also combined it with vehicle restrictions. Paid parking? Sure. Sno-Park passes for BC skiers? Great (provided it results in actual plowing of trailheads, not just pushing a bit of snow around so that they get smaller and smaller as the winter progresses). I think this is an extremely viable idea and much better than a tram (!?) all the way up the the resort bases. I think requiring carpooling would also be a wonderful thing. Maybe make cars with 3+ people get a discount on parking? Or something along those lines? Making the roads wider and faster and more connected is not the answer here. As much road gets built will be filled up. There's simply not enough room at the bases to deal with the traffic - too many bottlenecks that aren't going to go away. Eliminate the bottleneck by having people gear up down below, and things would be much better. Regarding summertime use, a bike lane would be fine, but isn't necessary. Formalizing parking seems like a good idea, but it already has been done in many areas. Roadside parking is fine if it's designed for it. If it isn't, it's dangerous (hence my conflicting responses above). This is the biggest issue regarding our Canyons. Please make it better!
-
- 1 It needs to be improved to promote people visiting while being environmentally conscience. Tolls without public transport decrease usage
-
- 1 Also look into alternative transit methods such as Personal Rapid Transit for the Cottonwood Canyons.
-
- 1 As someone who is unable to carpool/ride the bus due to personal circumstances/scheduling issues, I would pay for a reasonably priced pass that would allow me to drive and park in the canyon.
-
- 1 Consider light trains like Europe. - Up parleys from SLC to summit county, up ONE canyon (LCC or BCC). Build a tunnel between LCC-BCC
-
- 1 Use trains for LCC and BCC. Limit vehicles solely to property owners and delivery of goods. MCC use shuttle system. Prohibit vehicles. Connect trains to Valley system. Canyon visitors use vehicles to get to parking areas within valley to access train systems.
-
- 1 we could make a separate pathway for bikers/runners that follows next to the roads (so they aren't IN the road) and could also explore the idea of proving a train or tram/gondola type system to bring people to/from the resorts to the mouth of the canyons (With increased parking areas available near Wasatch Blvd.).
-
- 1 A free or inexpensive bus for Millcreek canyon, that stops at trail heads, with a parking lot on Wasatch drive.
-
- 1 This is the biggest issue in my opinion, and although I don't fully know the right solution to the problem, I have noticed a significant increase in traffic in the canyons, which leads to restricted parking, crowds, and worse air quality. I think public transit of some sort may be the best option, but it's hard to get the public to accept using such transportation, so it would have to be very easy and streamlined.
-

Count Response

1	Wildlife bridges are a fine idea, but a lot of wildlife don't like to use them because it puts them out in the open and makes them easy prey for predators. Plus, they provide nice, open, fertile ground for invasive species. So, I would prefer a wildlife tunnel, but if you do want to make a wildlife bridge, make sure you pre-plant it with native trees and shrubs so that invasive plants can't take hold and so that wildlife have somewhere to hide while crossing.
1	Increasing parking and road access is a proven way to create a larger problem...more volume is easily absorbed resulting in the same problems but with more cars. Restricting access and making public transport more painless is a wiser choice.
1	Do passageways for wildlife work? If so, I'm all for it. Summer bus service must include plenty of space for bikes. Improved foothill trail systems/ greenways could make it easier for people to bike or walk to the canyons or to a canyon bus stop.
1	I used bus every day when there was express to Alta...have not used since when express to Alta dropped
1	If you create a toll booth there will be a riot. Also the second lane is a good idea but it should not be just for busses. It should be another unrestricted lane
1	Make snow sheds also as wildlife crossings. Investigate the use of 'Slug lanes' Provide disincentives for use of single occupant vehicles. Devote some of that \$70 to studying Big Cottonwood.
1	Incentive use of public transportation and car pooling. Increase ease if access and efficiency of public transportation.
1	focus needs to be 100% on getting cars out of the canyon. Transit all the way. Make transit attractive. For example: on control work mornings, provide a window for transit to get up the canyon before open to regular cars.
1	While some fees may be important for upkeep, use of public lands should be free to the public, especially those with less financial ability. I would think it appropriate that commercial use of public lands should provide funds to offset maintenance costs for other uses.
1	Consider including alpine trains systems, like those used in the Alps, to help reduce traffic and also increase transportation safety in the Cottonwood Canyons.
1	If developments can be made on already in use area great but no expansion of areas in the name of development. Painting lines only works for summer. I would pay for a Locals only parking pass for big and little. Access to all parking areas.
1	Trams or train service up canyons. Train line expansion from airport to base of canyons. Lessen use of roads is the point.
1	Make it nearly impossible to allow single occupancy vehicles in the canyon during the winter. Large tolls for vehicles with one person. Make it more attractive to ride public transportation. For example, only open the road for 10 minutes every hour for vehicles. During the other 50 minutes, have a bus running every 3 minutes. This would eliminate almost all cars in the canyons during the winter.
1	we need a train system. Carpooling doesn't seem to work. You can sit at the mouth of Little Cottonwood canyon see countless single person vehicles drive up the canyon all day long.
1	Prefer solutions to reduce traffic volumes rather than expanding right of way. Restricting roadside parking is only appropriate on the margin in a few areas (thinking the tight curves by Broads Fork in BCC).
1	Covered railways in Big and Little Cottonwood Canyons!! Sure it'll cost a billion dollars, but wouldn't it be cool?
1	More public transportation options, less private car access. Make it super easy and super cheap to catch a bus up to snowbird and alta and very expensive to drive your own damn car.
1	build no more roads, encourage hiking on foot, allow non-polluting vehicles on existing roads, with decreased speed limits, add no more signs, add no more lighting.
1	Please do not discount the construction and use of rail systems in Big and Little Cottonwood Canyons as one of the long term transportation solutions.

Count Response

1	I am not sure about how these problems can be solved, like I said before, I am very public transit minded when I am in the valley, but not at all when I use the canyons.
1	Less cars. Annual parking usage pass. Automated system for purchase with a discount available if you answer questions online pertaining to trail ethics and personal responsibilities. Discounts to hybrid and electric. And quite motorcycle. Personally I do not like the nicke and time stuff.
1	I am happy to pay non-stopping annual toll/fee, but please, no single-lane toll booths that require stopping (Millcreek).
1	improving the canyons does not include turning them into copies of downtown Salt Lake - people need to used a monorail system and small shuttle vehicles to get around. limit landholders to one vehicle and that is it.
1	Create an intermodal transport hub near the gravel quarry with a multi-level parking structure and offer frequent bus service to both canyons, as well as to PC. In winter an express bus to Snowbird/Alta and a local with trailhead stops for BC skiers/shoers.
1	More frequent ski busses in the winter, better ski bus parking, and possible widening/expansion of the canyon roads.
1	Users of the canyons should have to pay a fee for entrance and be able to purchase an annual pass.
1	we need a trax system to deliver you to buses in canyons. eliminating the need for more parking/road improvements. if i had trax to take me to little cottonwood i would use it every time to go up to snowbird.
1	These sound like you want you expand the metropolitan area into the wilderness. Ugh! Keep it a wilderness, not a playground for wimps who can't bear stepping outside of technological civilization.
1	If you can purchase a year round pass I'd be down for a toll system but I don't want to have to purchase a day ticket every time I go into each canyon. My job has me going between both canyons frequently and on the same day so it could be more expensive then needed but I do support some sort of recreation fee that goes to maintaining and protecting the canyon area or promotes using public transport.
1	Until you improve the frequency and convenience of transportation from areas such as sugarhouse and the university TO the canyons, the ridership of public transport IN the canyons will never improve. Once I have everyone in the car to get to the park-ride, there's zero incentive to park and double or triple the time of my trip in order to take a bus to the top of Little Cottonwood. You need something that is not going to be sitting in the same traffic as the cars (ie rail) combined with a disincentive to drive or an incentive not to drive.
1	I have mixed feelings about a proposed canyon toll system. I certainly welcome the additional funds for increased maintenance and improvement. However, I do believe those fees should be waived for season pass holders at any of the ski resorts. Some of us are already paying anywhere from 600 to 1200 dollars to ski. I'm not interested in paying more to get there. I am also concerned that a fee would deter those who have less money from experiencing the beauty of the state they live in.
1	During peak travel periods (seasonal and hours) prohibit the use of private vehicles. Expand bus service, express and local, to accommodate transportation needs.
1	User fees for trailhead parking places unfair cost to singles, and especially single seniors, who want to maybe walk 50 yards up a trail as opposed to a large family or group of hikers who create significantly more impact on trails and bathroom facilities.
1	Develop the bases of Big and Little w/parking structures and provide free bus service up the mountain. Then have a very affordable season pass for SLC residents (i.e. \$30/yr or \$2/vehicle entry) and a \$5+/day for all non-residents, tourists, etc.
1	Increase the general sales and business/residential property taxes along the central wasatch front to pay for the necessary transportation improvements/upgrades. (Weber-Davis-Salt Lake and Utah Counties)
1	Open access, without special access for any one group (biker, hikers, picknickers or any small but vocal group)
1	I like all these ideas. The only I dont care for which I have heard about is the trax train in the canyons.

Count Response

1	Expanding transportation in order to expand usage is counterproductive and creates an unsustainable cycle of growth
1	Add fees for cars AFTER improving public transport and making the cost less for public transport OR making public transport very cheap while it is still so much more time consuming
1	Increased parking options near the canyons in the valley is strongly encouraged, along with an expanded bus schedule.
1	When mass transportation is implemented especially if it is mandatory. It needs to be run often and late.
1	Implement day use or monthly pass fees for Cottonwood canyon access (funds to go toward maintenance and building wildlife crossings, expanded parking areas), cycling days (similar to Millcreek system), wider shoulder for cyclists, incentive for non-motorized traffic, transit lot at the mouth of Little Cottonwood, expanded parking areas at busy trailheads, more frequent ski bus schedules in winter. More frequent bus schedule through Parley's connecting transport from Salt Lake to Summit County.
1	1 - Implement year round buses asap. 2 - Expand carpool/ride share lots at mouths of canyons. 3 - Restrict road side parking in canyons
1	I like the idea of fees to support maintenance, would personally prefer a system like Millcreek where I could purchase an annual pass. I think fees should be to utilize the canyons not just trailhead specific. The traffic going up big cottonwood in the summer seems to be a lot of sight seers not just trail users and I think they should contribute to the upkeep of the canyons.
1	It is difficult to figure out ride-sharing. The canyons are the one place I pick up hitch-hikers. Perhaps some public education on the value of helping people get around and how that helps keep car traffic down. I most favor the eventual use of self-driving vehicles as frequent and convenient connectors. Getting people to accept the shared ride requires some education though. Perhaps having a hitch-hiker pickup lane at the mouth of the canyons?
1	Incentivize low emissions solutions, reduce vehicle presence, improve public transit, develop for low or zero emissions solutions.
1	Facilitate keeping the roads open by covering the road at historical avalanche areas or add a tram system to transport rather than buses.
1	Build a bus facility at 94th s and 20th e complete with shops relevant to canyon users, and require everyone to take the bus, except property owners and emergency vehicles, etc. Frequent busses all day all year stops wherever you want in the canyons
1	Develop dirt trails that connect Salt Lake county and canyons to Summit County. Not just paved trails. In fact develop mostly dirt trails. They are much cheaper and more fun. Develop a dirt path before paving. Then as funding is available pave some of it leaving dirt alongside if possible.
1	"Implement user fees for trail head parking"- Millcreek already has a toll, and Big and Little Cottonwood Canyons congestion mostly relates to the resorts so I don't think this would help dissuade driving behaviors more than it would make some people not hike/bike there.
1	I doubt that increased transit will have a significant impact on traffic in the canyon- study after study shows that transit has an almost negligible impact on traffic because it is almost always much slower. The best option to reduce congestion is a user fee. There are many, many vehicles in the canyons who are on joy rides and do not stop to recreate in the canyons. While that is their right, that traffic would decrease dramatically if a use fee was implemented, thus lowering congestion for the canyon users who are actually using the roads to access non-motorized recreation. The idea of bike lanes is great in theory but it is simply not worth the environmental cost of widening the road to build bike lanes.
1	Increase road capacities as required for private cars. Increase parking spaces at key locations.
1	100% agree with the "incentivize carpooling" aspect. Maybe if you can prove that you carpoled with people, even someone you don't know, then the resorts could give some sort of perk. Free food coupons, or a discounted day pass, etc...
1	I'm all for completely closing off the canyon to cars - it should be available by shuttle bus only. It would decrease emissions and smog, plus decrease traffic especially on powder days. Less accidents as well.

Count Response

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- 1 If we really want to decrease traffic and pollution etc. up the canyon, we need free or very cheap shuttle/bus services that run frequently enough to be useful.
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- 1 People need to get into the canyons. But the number of individual motor vehicles needs to be restricted. Public transportation, bike lanes, ride-sharing are essential. Charge a fee for anyone entering the canyon with fewer than 3 people in a vehicle.
-
- 1 We don't need an extra dedicated bus lane. Rather, a handful of long (1/4 mile) side lanes and a law that requires slow vehicles with more than five other vehicles behind them to pull out into the slow lane to the right to let the others pass, like the law in place in Washington state.
-
- 1 In Little Cottonwood Canyon, option one would be a better mass transit option. If not for the ski season, a three lane road, with two full lanes uphill in the AM and switching to two full lanes downhill in the PM. With bikes traffic to a dedicated lane or more preferably to a separate bike path. Major concern of me is the volume of cars that park at Snowbird that clog Alta skiers ability to leave the canyon. Essentially, on busy days because of layout, all of Snowbird must exit before any uphill (Alta) traffic and move. On days like these I've personally spent 3 hour getting from the Alta to the base of the canyon. Quick fix to these issues, once parking lots are full no parking on the side of the road in Little Cottonwood canyon and metered traffic control leaving the resorts so that a few cars from each exit take turns entering the canyon.
-
- 1 The proposals skew toward under allocation of costs to commercial parking and commercial shuttles, yet these are the disproportionate sources of those costs. Bus service is largely inconvenient and expensive currently to most of the valley; frequency isn't an isolated fix.
-
- 1 Stronger considerations of making increased transportation options link to recreational hubs, trailheads, etc. is a must. Connect bike lanes to trail/recreational hubs. Create trailheads that are multi-use hubs.
-
- 1 a dedicated public transit or 3+passenger lane with dedicated transit parking at base of canyons paired with frequent busses up and down canyon at peak times in the winter
-
- 1 Continue with shuttle services in the Cottonwoods ski areas. Give shuttle drivers a pass for the anticipated tolls for driving in the canyons as they encourage persons not to use rental vehicles & promote ride sharing. We've used shuttles for decades.
-
- 1 A mix of private cars and an agile and efficient public transportation system that gets users to their destinations in a timely fashion.
-
- 1 There are too many people in the canyons for everyone to drive up in their own cars. It would be great to put in a train for little cottonwood and big cottonwood canyons, or at the least run more shuttles, especially on summer weekends.
-
- 1 More Bus service at pick up sights such as 6200 South and Wasatch Dr. A pickup at say 11 am rather than the last at 9 15 makes more sense. Also, the way it is now a person can not catch a bus back for 5 hours.
-
- 1 Privatize bus system with a requirement of buses designed to carry skier, bikers, etc. using alternative fuel.
-
- 1 Build a train system in Big and Little Cottonwood Canyons - look at Switzerland and how amazing their trains work in their canyons! Why can't we do the same thing - they already showed us how to do it!!!
-
- 1 Improve ski bus service up Little Cottonwood Canyon by having express buses to Alta and/or not entering Snowbird at Plaza but only stopping on the BiPass Road at Cliff Lodge.
-
- 1 Public transport in canyons needs to support activities in the canyon. For example buses up the canyon should be better designed to support transporting skis and gear in winter or biking in the summer. Make it easier for people to use then increase availability.
-
- 1 A 3rd dedicated lane for Little Cottonwood Canyon for winter recreation. Can be closed off in the summer as a bike pedestrian lane.
-
- 1 I'd like to see less personal cars in the canyons in the winter. The air quality is getting worse and personal vehicles sitting idle in the canyons really exacerbates the problem.
-

Count Response

1	Improved mass transit, bike/hike lanes/trails, decreased traffic congestion, improved parking at resorts and trailheads.
1	Limit number of cars that can enter popular canyons on busy days. Provide improved bus and/or shuttle service. Zion National Park is a good example.
1	More public transport that includes flag stops, i.e. unscheduled pick-up and drop-off areas since the Wasatch offers many opportunities for this. But maybe also allow cars for those willing to pay a fee. And public transport that's also "express" service to ski areas.
1	I dont mind paying a toll when I leave Millcreek because that canyon allows dogs, and has no ski resorts taking up large spans of land. But In the cottonwoods I feel like the ski resorts should be supporting the canyon that they depend on for their livelihood. Yes I am a skier, and yes I visit the resorts in the summer as well. If Snowbird can charge money for parking at their events, causing cars to park on the roads to avoid that fee, then snowbird should be donating a portion of that money to the canyon for improvements. At \$100 a person or more they make ample money on recreation in the canyon, and rather then charging everyone else a toll, they should pony up for maintenance in the rest of the canyon.
1	Smaller canyon busses either electric or natural gas run, but more frequent schedules.. Expanded SLC valley bus connections to canyon base connections.
1	Provide preferred parking areas based on number of individuals in the vehicle. Provide locations at park and rides where single drivers can give people a lift and fill up their car.
1	I would like to see a "family pass" for the ski bus (i.e.; discounted pass for a family of 4 or 5)
1	More bike lanes and paths are high priority. More transportation options, but no restrictions on using private vehicles in the canyons
1	Express Alta Winter buses in mornings and afternoons - cancelled if roads are closed. Intelligently managed w input from Alta.
1	I believe that the Cottonwoods should have a gondola system. From the mouths to the resorts. It's by far the most economical, environmental, and high capacity option in moving large groups of people. This system is used by large cities around the world. More buses is not the answer.
1	Electric train with frequent service eliminates need for most car trips and greatly reduces traffic congestion from ski resorts at end of busy days.
1	Allows ease of travel through the canyons and minimize congestion with unnecessary things like stop lights.
1	For me our my family who lives in east millcreek to take public transportation to bcc or lcc it takes 2X would it would to drive. Improved bus system would help.
1	Instead of trailhead fees (which will be difficult to collect), start charging entry fees to BCC and LCC (like Millcreek and/or American Fork Cyn does), with both daily use fees and annual passes, with the money going directly towards management and protection in that specific canyon
1	Pay tolls for the Cottonwood Canyons. Increase parking at the base of canyons. Restrict private traffic to certain times of day. Increase shuttle usage. Increase public bus routes.
1	Alternative transportation to alleviate traffic/congestion in the winter time. Buses are OK but they still use the same lane as cars. A light rail that goes up the canyons and stops at various destinations would be a huge help.
1	Make it simple and easy to utilize a shuttle system into the canyons by having a predictable bus (or such) from the mouth of the canyons. More parking and signs at the mouths will help people learn about this system.

Count Response

1	Wildlife will cross where it wants to, and all bridges will do is make taxes skyrocket. As I stated earlier, I absolutely DO NOT and WILL NOT support tolls for driving OR parking in the Cottonwoods. Formalizing parking spaces or restricting shoulder parking will just make parking issues worse. I think some of the other items would be interesting to brainstorm. We already have public transit in the Cottonwoods so I'm not sure I'm understanding this point. On the public transit note, I often do not sure it due to 1) having lots of gear that isn't easy to take on a bus (ie 2+pairs of skis and backpack and nowhere to store it for free, mountain bike that won't fit on bus, etc). I'd be interested in seeing if this sort of thing could be addressed.
1	Transportation is the largest problem in the cottonwood canyons. Any improvements here will be beneficial for all. Special lanes, carpooling, buses, and eventually trains will help lower the canyon congestion and reduce the environmental impact of thousands of cars.
1	I think a train system for big and little CC is the answer. Limit cars and charge tolls to drive up the canyons.
1	My idea is to limit individual vehicle usage in the canyon. We need to implement a year-round bus service with additional parking at park & rides that are convenience across the valley; not all at the mouth of the canyons. We need to charge an annual pass fee and/or daily use fee to access the canyon. We don't need to expand parking areas that already exist in the canyon.
1	Access fees to cover future transportation improvements and also to reduce the number of vehicles traveling in the canyons.
1	Build rail lines to resorts in canyons? Or more shuttles/buses. Or more parking. Or reserved paid parking.
1	Tolls are needed in Cottonwood Canyons to encourage carpooling/ridesharing and generate income for canyon maintenance
1	Only residents of the canyons would have driving privileges...all others would have to take the shuttles, like in Switzerland.
1	Destination facilities. Good sized and comfortable changing rooms, lockers, and bathrooms at bus destination points, especially at the ski resorts in the winter. Shuttle service for hikers and skiers from destination point to destination point. I can't emphasize more that this is the only reason I do not use the bus when I ski at Alta. There are no lockers big enough to take a sports bag and snow boots, and the changing area is small, cold and uncomfortable. I would even ride the bus in the summer if that were the case.
1	Install free ramway up Little Cottonwood Canyon, connecting to Brighton, Solitude, then to Park City, running until 10 PM. Similar to Telluride.
1	Charge a substantial fee for BCC, LCC and Millcreek vehicular access to support better and more frequent, year-round bus service.
1	Limit the volume of traffic in all the canyons through expanding parking outside the canyon, providing bus service to the destinations within the canyon, promoting bicycle access or skinning access.
1	I believe an expanded free or affordable (read: cheaper than the current ski buses) bus system in all the canyons is necessary. Then expensive fees for all cars wishing to drive up the canyons can be put in place, disincentivizing people from driving up the canyons
1	LESS CARS IN THE CANYON, public transit options instead, charge higher amounts for out of state visitors.
1	Expansion of man-made structure should be limited and considered as least-ideal solution. Increasing the efficiency of amenities already in place (frequency of busses, HOV in the canyons, etc) should be first step.
1	More parking at bottom of canyons for those who want to use the bus or carpool. The current parking areas are very small & always full. Reduce bus fare to encourage bus use but do not make it mandatory. Create a flex lane like they use on 5400 south, where there is 2 lanes going up in morning & middle lane becomes a down lane in the afternoon. Do not create tolls that will jam traffic evenore.

Count Response

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- 1 Whether a lot of these solutions will help depends on how they are done. I also would need a lot more data and information to provide an educated opinion about these interventions. Whatever is done should be looking to holistically address problems, should account for potential unintended consequences, and should be vetted by a variety of users to make sure it actually works and solves problems (not creates more problems)
-
- 1 There is already adequate uphill bike lane in Little Cottonwood. The need is in Millcreek for uphill bike lane. Widening or road in Little Cottonwood is not needed. Incent carpooling, rideshare and charge fees for non HOVs to solve the problem, not widen road.
-
- 1 I'm against to toll system because protecting the SL Watershed is in the interest of every person and animal in the Salt Lake Valley and the expense should be shared by all who use the water.
-
- 1 I'm concerned with the ridesharing options that drive Sharing travel is risky for foul weather and may decrease use of larger band or bus use. if they do not have experience in the canyon snow driving as much as a professional driver there could be more issues
-
- 1 Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.
-
- 1 Require resorts in the canyons to provide additional parking at their expense as an included requirement of any proposed expansion of their operations whether it be on mountain or base area expansion. Much like the requirements for most other businesses elsewhere in SL and other counties and municipalities.
-
- 1 Lot of good ideas anything that reduces solo drivers, and increases mass transit such as buses are good goals. I think a toll like millcreek would help a lot.
-
- 1 Buses are great for peak travel times, but only if they go from good parking lots directly to ski areas. I'm not going to hope I can find a spot in a lot, then wait for a bus, then have that bus pull off half a dozen times with cars going by, then pull into the freakin Snowbird lots all while I want to get up to Alta. Also, with buses, if they were given priority to drive straight up as soon as the road opens after a storm closure, so people could go to parking lots and get on buses, knowing that their bus would scoot by all the cars waiting, right to the front of the line, then they would be really really popular because nobody likes the stalking/driving around and hoping you time it right junk show that exists right now. You need both expanded parking at trailheads, clear marked parking, and enforced no-parking everywhere else - people may get skunked at first when they can't find a spot, but they will learn and adapt. Ski areas MUST charge for parking in some way to reduce the number of cars driving up. 4 or more people? Free! 3 people? \$10. 1 or 2 people? \$20. Nothing would do more to alleviate traffic and dangerous parking situations than this. Its insane that they have refused to do so. And that is one of the reasons the county needs to restripe roadside parking and make it illegal to park just anywhere. The second this happens, the ski areas see lost tickets on busy days because at the same time they won't charge to park (which would make them money, so I don't understand why they won't do it), they are benefit from dangerous and largely unregulated parking on the sides of the roads. I've seen small children essentially walking in traffic hundreds of yards to get to the ski areas. Its insane and dangerous, it it exists because 1) people are allowed to park almost anywhere and 2) the ski areas allow anyone to park for free, encouraging solo occupant vehicles. I'm sick of seeing people risking their lives walking in traffic. Fuck the ski areas who want to have it both ways. If they want to be able to have customers park on public property, they can pony the hell up and be part of the solution. And the idea that they will loose skiers to places like Park City is a ridiculous for 500 annual reasons.
-
- 1 Limit the number of people and cars in the Cottonwoods during ski season. Also enforce 4x4 restrictions during storm cycles, out of state buses included!! FWD vehicles are not 4x4, Unified Police sit at the mouth with flashers on, slowing traffic and letting every type of vehicle pass when 4x4 and/or chains restrictions are in effect. Slide offs and spin outs are numerous!!
-
- 1 Increase and improve (security and safety) park and ride areas, restrict roadside parking. If fees are ultimately required for transport, implement pass system (low yearly fee for locals, higher day-use/visitor fees) for canyon entry and/or parking.
-
- 1 Public transportation up the canyons should be free to encourage people to use it, also an additional lane for a bus would be necessary - with a bike path that seems impractical...has anyone evaluated building a train/tram system?
-
- 1 Please don't implement fees on the general public to use our own canyons! Impose fees on people who don't live and recreate here.
-

Count Response

1	Consider shuttle service in other canyons besides Millcreek. Otherwise, you've got it well covered!
1	Change from traditional ski bus service to passenger van service. No skier should ever be expected to stand going up or down the canyon on a bus! Legalize and incentivize casual carpools year round- "no fee for three" Plow Quarry Trail and Mill B Parking lots in winter.
1	Seriously, I don't think we need to spend money to help or encourage more people to get up the canyons during busy times. Most of the time the roads are not congested. Even on powder days or beautiful hiking days, if you get up early or wait until afternoon congestion is not a problem. OK, one thing that would help would be to somehow prohibit vehicles that are going to get stuck or crash on snowy days (if there is any way to do that). On days when ill-prepared drivers block the roads the canyons are tragically backed up with nobody on the mountain.
1	Less vehicle traffic, period. I really like the idea of having parking at a bus stop or Trax stop that is dedicated for canyon visitors to use. Have an (electric) express bus that leaves from X,Y, or Z parking area in the canyon that zips you directly to 3 or 4 stops in the canyons, year round.
1	I understand that money is a major issue in developing a long-term transportation plan for the Cottonwood canyons, and would be open to a toll system to support this. However, there are too many businesses both in and out of the canyon profit from these amenities. I would like to see a more equal distribution of funding through taxes on businesses and user fees.
1	Keep improvements to a minimum. If you improve the roads, it will only attract more and more people to the canyons and the congestion will remain consistent.
1	Development of the above should be carefully considered, given a "fair trial period" when possible, and toll/parking fees adjusted downward for "off-peak" use.
1	Expand Cottonwood Canyon bus service to the university of utah where there is a bounty of free parking on the weekends, in addition to a large number of students who might otherwise drive passenger cars to the canyons.
1	There was once a vision of a mono-rail up Little Cottonwood Canyon. I've heard the the State of Utah had the plans and the funding. The funding from Howard Hughes. What if we could get such a system and only use the roadway for residents, seasonal guests, emergency vehicles and delivery, construction vehicles. What if the train was powered by wind turbines on top of the canyon walls? What if it was one of those systems where the trains coming down lend energy to the trains coming up? Plus building such a system would make us look even better for the next Olympic bid. Buy up that old concrete factory AJ Dean and the bottom of Big Cottonwood and save that area for a parking structure. When the gravel pit next door is done, get that space too.
1	Manage access to diverse destinations without increasing access beyond capacities of those destinations
1	Hit the non-carpooler where it hurts....in their wallet! Charge fees to access and park in the canyons, increase public transportation options.
1	Almost anything that does not require additional infrastructure in canyons. Potentially limiting traffic in private vehicles to certain quotas on first come first served basis.
1	think about pollution. Think about health issues. You are loving the place to death. It can only handle so many cars due to our naturally occurring inversions. The more people you pack into here, the more smog we will have and the health issues will increase. And the canyons are only so large, they can only handle so many visitors without ruining the experience that draws people to them. Tread lightly...
1	The UTA buses are great. The big tour buses going up Little Cwood back traffic up. UDOT does awesome job keeping access open. Avalanche canopies would keep traffic moving and prevent backups due to blockage.
1	Again, the canyons have limited space no matter how you try and pave it. I would be cautious to try and shuttle and bus folks up the canyons cramming as many people as possible on the trails and ski resorts. With areas fill of people it diminishes the experience that people have connecting with wilderness.

Count Response

-
- 1 Tunnels or bridges for pedestrians as well as wildlife, please. Striped parking spaces may not increase capacity due to big car / small car variations. Canyon fees should be included in resort ski passes OR please work with the resorts to make equipment lockers affordable while making parking expensive. Right now I can park for free, or I can store stuff in a locker for \$200 per year (if I can even get a locker). The bus is so crowded, it is a pain to take gear on the bus. If a locker were to be free, and a parking pass was \$200 per year, things might play out differently. For any canyon / user fees, separate summer / winter use. Provide an option for both, combined. I would LOVE to see good summer bus service. Consider dogs and bus or shuttle service: how could this work for dogs who don't interact well on-leash with other dogs? I also had a dog who went on ferries, trains, buses, subways, etc. without incident. Combine canyon access fees with the Federal Lands Pass. For those with federal lands pass, maybe \$10 or 20 per year. For those without, maybe \$40 per year. Don't nickel and dime us for every little separate piece of federal land. Don't have fees for each and every canyon, separately. I buy an \$85 pass every year and use it a couple times at national parks. I'd like it to also pay for my local recreation areas.
-
- 1 I think its clear that we cannot continue with the current "no plan". Big changes, like a rail system, need to be seriously considered. Adding a few more buses sounds good, but will really not do much.
-
- 1 I think a bus system would be great! That way you could get out of the city and actually be able to look around rather than pay attention when you're driving.
-
- 1 The biggest challenge to accommodate the growing use - -do the transit study, expand parking pickup-drop off areas.
-
- 1 The canyons see an incredible amount of traffic, and that number will continue to increase. I think in the short term we should implement an "EZ Pass" type of electronic toll system for starters. We can start collecting revenue from traffic while we work on the long term plan. This will also likely increase the number of people who will carpool or use the buses/shuttles. For the long term plan we need to implement a train system to access the canyons. People should not be allowed to drive up the canyons unless they live there or have a special permit. This is not about making a profitable transportation system, this is about protecting the amazing resources we have. It not uncommon for people to willingly use public transportation when it's setup properly. It just doesn't exist in America. The train can have 6-7 stops along the canyons on the way up. In big cottonwood for example the train would stop at Storm Mountain, S-Curves (Mill B), Donut Falls, Silverfork, Solitude and Brighton. The train would run frequently during peak hours and people would plan their schedules around the available infrastructure.
-
- 1 Some kind of mass transit with stops at popular trailheads rather than just the ski areas would be a wonderful development.
-
- 1 provide full time bus service to all trail heads and commercial areas. adjust schedule to demand. charge fee for driving up canyons and finance bus and improvements with the revenue - yearly passes, daily pass
-
- 1 There are few good answers here. Unless there is a way to limit human usage of the area, people seem most likely to consider driving as the first option.
-
- 1 User or car fees should be applied. I will gladly pay them and, (selfishly) hope that other people will park at the bottom to take the bus or shuttle.
-
- 1 No more big, slow, traffic-snarling buses! Implement smaller, faster vans running on CNG or electricity. If these are privately or co-op owned the operators will use them more frequently.
-
- 1 Implement train systems with parking areas at the bottom of the canyons to alleviate emissions and congestions. Individuals with cars require to purchase season passes, use funds to promote conservation. Ridesharing comment: Services such as Lyft and Uber increase emissions as they drive up and down the canyon more times then a driver that comes up and stays, then drives down. Rather than dropping off, going down, coming back up for pickup, driving back down.
-
- 1 Build avalanche roofs over the little cottonwood canyon road like what already exists in Europe so the road doesn't need to be closed
-
- 1 Beam me up Scotty! ok, maybe a little too soon, but a year round 24/7 free tram up little cottonwood canyon could really cut down on vehicular traffic!
-
- 1 Instead of big buses, public vans and smaller buses which can move more quickly and block less space.
-

Count Response

-
- 1 I like the idea of paid parking in the cottonwoods. Especially in the fall, it's dangerous to drive with all the pedestrians/photographers taking photos so close to the road. Some even in the road. It's a zoo when the colors are going.
-
- 1 In lieu of using a canyon access toll system, I think selling a canyon parking permit to pay for maintenance would be more effective. It would rapidly get really expensive for me to drive up the canyons if I had to pay every time, but I would definitely pay (annually, for example) to park up there. Combine that with expanding the park and rides and increasing canyon bus services (especially creating a summer bus service) would also encourage people to use public transportation and would limit car traffic. Similarly, a parking fee for the park and rides could be useful to raise funds for maintenance, or selling park and ride permits separate (and for less money) than up-canyon parking permits. I know I'm only one person, but since you're asking for the public's ideas, here's how I'd do it: Canyon Parking Permit: \$50/year (you can't park in the trailhead lots without it, excluding ski areas) Canyon Park and Ride Permit: \$30/year Park and Ride Fee (without permit): \$10/day or \$2.50/hour AND I would partner with ski resorts in the canyons to have parking permits be a part of their season pass packages to encourage skiers/riders to take leave cars at the park and rides and take the bus up to the resorts - reducing traffic and environmental impact.
-
- 1 Create more public access to side canyons in Parley's Canyon to encourage use in that area and away from the overused Cottonwood Canyons.
-
- 1 Prioritize user fees to reduce traffic. Bikes should also pay fees for Millcreek and improvements. Enforce No bike side by side riding blocking traffic. I was run off Millcreek road by car passing bikes in opposite direction to my travel in Millcreek. No passing of bikes on blind curves.
-
- 1 We all know there is too much road traffic in the canyons now. See my previous comment about the Utah Transit Authority possibility of a year-round bus service. I would gladly pay a bus fee if the buses ran year round during at reasonable times as this would encourage fewer vehicles in the canyons while saving the environment, eliminating parking congestion at trailheads, and enhancing safety for bikers and pedestrians.
-
- 1 Definitely use more buses! But we shouldn't need another lane just for buses if traffic is reduced (because people are on the buses).
-
- 1 Get majority of funding from out of state tourists, not from local residents. Hotel tax, airport tax, rental car tax, resident vs non-resident toll and parking prices.
-
- 1 Incentivizing some kind of public transportation is a very good idea. Look how well the shuttle in Zion NP works, and they have much more visitors than we do!
-
- 1 You guys are on the right path with creating a fee to go up canyons, specially when its only one person in car is a complete waste. Awarding those that carpool with four or more people would be correct.
-
- 1 implement fees during ski season to incentivize carpooling. I think Colorado does this and it works. If you drive solo, you pay. If you carpool, you park for free.
-
- 1 Carpooling is the answer. So many cars contain one person, it's silly. Providing people with resources to carpool would be a great start.
-
- 1 Expanded bus service, more frequent and year-round, with more park and ride locations, would be great. Reducing single occupancy cars with a toll would be good to. I like the idea of a separate bus lane - might be too expensive though. A bike lane or path of one canyon to Park City would be sweet, too. General ability to buy a pass to support canyon maintenance would be good. Fees at popular trailheads?
-
- 1 Winter access should be improved by utilizing avalanche sheds over high runoff areas to keep traffic flowing.
-
- 1 Stop obsessing about buses. Take the freakin' hint from europe and BUILD A TRAIN. Think in the long (50+ years) term instead of the short term. People hate riding the bus not only because you end up stuck in traffic but because it relies on rubber tires meeting a road surface that is often iced up! It bumps around, jerks to a stop, slides sideways when the road gets bad enough, and has to wait for plows as well as obey avalanche closures. Not to mention it burns diesel! Get a clean, quiet, able-to-run-on-snowy-tracks rail option like switzerland has and run it through snow sheds as it passes the slide paths!
-

Count Response

1	Get bikes off the road and onto a real regulation bike lanes. Tax payers should pay for user-fee-free buses from the mouth Big and Little Cottonwood Canyons to trailheads and resorts. If Park City and Aspen can do it, why are we so selfish, cheap and shortsighted?
1	We need less cars in general. If we can have a dedicated and reliable bus system and not allow others it might save a lot of future problems.
1	The bike lanes are a phenomenal idea, biking is dangerous in the Cottonwoods as is. I think an elevated train/monorail following the course of the roads up the cottonwood canyons, while not the cheapest is the most environmentally beneficial. Ultimately, if transit could be made truly efficient (= every ten minutes) and mouth of the canyon parking was significantly expanded, cars in the canyons could be nearly eliminated.
1	Increasing public transportation capacity is key. Ride-sharing options have limited potential unless higher capacity vehicles are utilized. Parking should be charged at ski areas with a rebate provided to those that use public transportation.
1	I told you before. Restrict cars. Increase busses all year --- frequent and reliable --- like they still show up on a powder day!!!!!!! Parking lots at canyon bases. Problem solved!
1	Limiting vehicle access to LCC to land/real estate owners only during ski season, making UTA responsible for skier transport
1	Pedestrian signs are a good idea but I don't know about adding lights, why not just add a tunnel, bridge or catwalk at that point. Canyon specific fees would be bullshit. Spread it throughout the economy and taxpayers who all benefit from the increased recreation and tourism these canyons bring.
1	Find ways to incentivize taking public transportation, including the possibility of closing the canyons to private vehicles and requiring people to take shuttle buses during times of peak usage. If tolls and or parking fees are implemented, make bus service cheaper than these fees to encourage usage.
1	Make the ski bus system more convenient (vehicles that better accommodate ski gear, more frequent schedules, better routes and parking). Improve the system and then incentivize ski bus usage until it becomes a preferred choice over driving. Free use with a season pass purchase is not enough.
1	über and left often transport single individuals

9. What are your ideas for the Environment?

Count	Response
1	Protect the environment against further commercial expansion
1	Acknowledge that water protection is the highest single priority
1	Actually enforce the dog ordinance.... people flout that constantly.
1	Agree with above. Imperative to increase awareness and respect for environment.
1	Agressively create culture of preservation and respect.
1	All 5 of the above ideas need attention!
1	All excellent ideas. Limit private property or business expansion of resorts or real estate.
1	All great goals.
1	All of the ideas listed sound like a step in the right direction.
1	All the ideas reflect my opinions
1	Allow dogs on more trails and in more canyons!
1	As I mentioned earlier, something needs to be done about graffiti.
1	As in the plan
1	Be responsible citizens
1	Be smart, not crazy. Use science, not feelings.
1	Build Wildlife road crossings, maintain and expand connected wilderness areas / Open Spaces.
1	Build more ski slopes
1	Cannot oreserve with unlimited access
1	Conserve, Reclaim, amd Protect
1	Continue responsible stewardship.
1	Continue to restore and protect t, STOP developing!
1	Decrease watershed pet restrictions.
1	Do a better job enforcing no dogs in the cottonwood canyons.
1	Do anything and everything possible to protect Beauty and health of canyons. No tram on Baldy!
1	Do not allow anything that could possibly inhibit the natural wildlife or safe water supply.
1	Do not restrict dogs and definitely create wildlife passages.
1	Dogs in the watershed and people leaving garbage are the biggest issues
1	Dont take away dogs admittance
1	EDUCATE our kids and get them to hang up their phones!
1	Education

Count Response

1	Education!
1	Education, national park model for management
1	Encourage more public service by church and NGO programs
1	Enforce keeping dogs out of watershed areas.
1	Enforce no dogs in applicable areas. Vehicle check at Canyon entry?
1	Ensure that development does not degrade the environment
1	Environment should be top priority.
1	Environmentally responsible development and use standards
1	Fewer cars!
1	Fine infractors, dumpers, industries heavily for spoiling the environment and breaking laws.
1	Fully agree with these ideas. Preserving nature and wildlife should be a top priority.
1	Good start and continue of existing plans
1	Have to protect the water for use in the valley.
1	Help the public be more aware about invasive species and their impact on the environment.
1	How does one increase water quantity?
1	I don't feel there's an issue with the current protection of the water shed.
1	I don't know what the current restoration & reclamation programs in the canyons are.
1	I think Little and Big Cottonwood Canyons need to be protected from big development.
1	I'm not sure what 'restoration and reclamation programs' entails.
1	Implement and enforce vehicle no-idle policies, especially at ski resorts during the winter.
1	Implement improving environmental concerns
1	Increase Protection for wildlife
1	Increase hunting opportunities.
1	Install restrooms to limit impact on the canyons from increased use.
1	It is important.
1	It's more vulnerable than we know.
1	Just, preserve it!!
1	Keep at same level
1	Keep canyons as natural as possible. Keep building/expansion down
1	Keep it clean. Fine or jail polluters.
1	Keep it wild. Dont ruin it for wildlife.

Count Response

1	Keep people on trails. We really need to limit the number Of people on the canyons
1	Leave no trace!
1	Leave well enough alone. It's in pretty good shape as is.
1	Less cars better environment
1	Less cars less development
1	Let's focus on the biggest problem — air pollution.
1	Limit access.
1	Limit expansion.
1	Limited daily use
1	Littering is not a problem
1	Maintain or where possible increase building standards to reduce environmental impact.
1	Maintain the environment and not let industry or private individuals buy up the land
1	Maintain what you have; Discourage increased use by doing less to that might increase such use
1	Manage in style similar to Wilderness Area or National Monument.
1	Measure impacts of transit improvements on the environment.
1	Monitor pollution coming from mines, businesses, etc. and hold them accountable for cleanup.
1	More natural and less development.
1	More wilderness designation should provide even more watershed protection.
2	N/A
1	No cars in canyons. Give animals more space humans shouldn't take precedence.
1	No new funding.
1	None
1	Not littering
1	Open access, not catering to any special interest groups.
1	People will continue to litter even if there is education about it.
1	Place trash receptacles at key locations and anti litter signs and education
1	Please don't restrict access to any areas
1	Please, no dogs or horses in any of the canyons.
1	Preservation
1	Preserve!!
1	Programs that combat graffiti in the canyons is badly needed!

Count Response

1	Promote regrowth
1	Protect Minimize impact
1	Protect and preserve
1	Protect from pollution and development
1	Protect it from Over development and excess pressure.
1	Protect it while still allowing development and usage.
1	Protect it.
1	Protect our most precious commodity: water.
1	Protect the environment, but allow recreation.
1	Protect the land, water, and animals. Keep a pristine look.
1	Protect water and air
1	Protect water resources at all costs '
1	Protect, protect and protect more.
1	Protecting water quality is the highest priority.
1	Provide more and better sanitation and garbage disposal will do more than anything.
1	Provide trash cans along trails. Signs to discourage littering. Fines for litter...
1	Reduce light pollution
1	Reduce vehicular traffic
1	Reduction of vehicular traffic is key to environmental protection.
1	Respect and protect
1	Restoration and reclamation programs? Such as...
1	Restore and preserve, don't develop. Let the wild, the nature, and the animals be.
1	Restore areas of heavy use
1	Review dog use rules to ensure they are appropriate
1	Stop all development in the canyons.
1	Stop micomanaging trivia.
1	The best way to decrease littering is to provide more garage cans.
1	The next-door mountains are one of the best things about living in SLC. We need to protect them.
1	The only robust way to keep the environment pristine is to strictly limit development.
1	These statements should be considered before recreational needs
1	This should always be the paramount concern.

Count Response

1	Ticket people heavily for Idling.
1	To minimize the impact of recreation and development on the enjoyment of the canyons.
1	Toilets and trash receptacles. Prohibition of motorized vehicles and ban on development.
1	Train to decrease emissions and water pollutants from vehicles.
1	Try to cut back on social trails. Have trash and recycling at every trailhead.
1	WE MUST find away to educate people on the benefits of packing out what you pack in.
1	Water and air quality are so important.
1	Water needs even more protection? Really? We're drinking bad water now? Are you crazy?
1	We don't need it.
1	We have to protect the canyons from overuse and misuse.
1	We only get one, we need to continue to clean it up and protect it.
1	Well maintained trails that have proper runoff to ensure safe drinking water.
1	Wilderness
1	Without a healthy environment, there will be no canyons to enjoy in the ways that we do.
1	Work harder to keep dogs out of the watershed and police millcreek for poop.
1	Yes to all of these!
1	Yes, the canyons need a lot of restoration and litter mitigation
1	You can't do enough to protect our Natural Environment
1	be proactive in upkeep
1	decrease noise pollution from Snowbird and Alta. Significantly reduce snowmobile use at Alta.
1	does dog poop really destroy the water shed? is that a myth?
1	educational program to decrease littering
1	fire control high on the list
1	good ideas above
1	increase enforcement of non-service dogs in little and big cottonwood canyons
1	increase wilderness area
1	make NO dog rules stronger and eliminate any exceptions.
1	protect it or expect that it will be destroyed
1	provide more waste management services
1	restore and replant as much as possible
1	start arresting people for littering

Count Response

1	the environment should be the top priority.
1	trails in Mill Creek need more work. Many have areas that are dangerous for hikers.
1	transportation and energy should be as environmentally friendly as possible.
1	update water facilities, allow dogs in lcc and bcc, but keep it trill
1	very very very important!
1	we can best serve the environment by restricting development.
1	work and fund local organizations such as the Brighton Institute to promote educational programs
1	Support implementation of the Central Wasatch Commission's environmental dashboard as a baseline from which to evaluate development (including recreation) projects.
1	I like the lightning option recommendeing reduc d light pollution and enforcement of retro fitting existing lighting
1	We don't need more laws...just enforce fines for existing laws. Problem areas are predominantly dogs (owners) and littering.
1	Discourage auto use in favor of mass transit. Adapt noise ordinances to reduce motorcycle and other vehicle noise. Don't encourage more large gathering areas for people.
1	All of the above. Include removal of stored ski resort junk and obsolete equipment from the canyons and restore the impacted areas to natural conditions.
1	Is there a way to expand access for dogs? Make mill creek less crowded and open up options in the cottonwoods? I know it's a watershed thing, but if owners are good at picking up poop doesn't the filtration system get it all anyways? Yes I'm a dog owner...
1	Watershed protection measures have been abused by the Town of Alta on behalf of private individuals. No dogs means no dogs; or dogs welcome for all. Thus is a trivial but true example of a bigger problem
1	Public transportation is the only way we will get a handle on the mess that is currently in play on any snow day. Promote carpooling, punish single car drivers, promote fuel efficient vehicles.
1	All of the above deserve some study but I am not able to do so and respond, except to say a cost/benefit study is advised.
1	I am in favor of dark skies, but I prefer the full cutoff high pressure sodium streetlights (yellow light) instead of the newer but more energy efficient LED fixtures. There is too much blue and white in the LED lights.
1	Public education program to decrease littering is not going to work. Increasing the penalties for littering and actually enforcing it will work. Organize public clean-up events. I am a little disappointed that the environment ideas has the shortest list of all when the focus of this whole project should be about restoring the natural environment.
1	Maintenance and restoration of the environment is and sustainable development should be the priority.
1	All of the above plus limit (not prohibit) drone use, helicopter, and other types of noise pollution.
1	increase and protect what wilderness areas we have. limiting the amount of people in the canyons and controlling how people move up and down the canyons will have positive environmental gains
1	The biggest problem with the environment of the canyons is too many cars and too many people - mass transit will solve this!
1	with regard to wildlife corridors: do not add bridges, etc.; rather, restrict vehicles in those areas.
1	It strikes me as too much to consider promoting canyon dark skies. Light pollution from the Valley population is too large. I don't se the canyons as remote enough.

Count Response

1	Increase littering fines and make it easier to enforce littering violations. People already know they shouldn't litter.
1	Don't have environment become an end goal in itself and effectively make it so no one can enjoy or use the land
1	Yes, yes, yes. Do all of those things. Even at the inconvenience to recreational and business interests.
1	Implement dark skies initiatives on certain days of the month and promote them as an activity - not as a standard.
1	I see far too many people destroying the environment & approaching dangerous wildlife while in the wilderness.... but I sadly have no clue on how to adjust or guide the decision-making skills of stupid or self-centered people... Perhaps education will fix some of it?
1	In addition to what was started in the previous questions, education regarding trail etiquette should be included.
1	I like all of these ideas. Love the protection of wildlife corridors and habitats. I find it disappointing that these corridors haven't been identified yet.
1	Protect at all costs but allow responsible dog walking in mill creek. Minimize development, promote birth control
1	Safety and environment are number one priorities, but ultimately, individuals are responsible for their own safety. We are all responsible for the environment and how it will affect future generations
1	In general, this so far is the shortest list yet is the most important thing to protect. I imagine there are more ideas at play that could be added to this plan to help protect and promote conversation of the environment.
1	I believe the water shed is overprotected by ordinances and under protected by enforcement. If we truly believe in protection of the water, lets work on the ideas listed above, and not spend money supporting outdated ordinances. We need better storm drains in the canyon, better access to garbage and restrooms, invest in sewer in cabin communities, install oil separators in parking lots, etc...
1	I'd like to see a huge push to plant trees. We need to be planing trees in areas where they can benefit the Wasatch, especially in blighted areas.
1	An estimated 24,600 feet of Parley's, Mill, Big Cottonwood, and Little Cottonwood Creeks area buried within underground culverts in the project area. Explore the daylighting, or uncovering, and restoration of these waters to improve water quality, enhance wildlife habitat, and increase connectivity. Also, prevent the continued burial of headwater streams that are vital to water quality and habitat for neotropical migratory birds and the other 80 percent of Utah species that rely on these areas.
1	Let it all work out by it self, when bureaucracy gets involved They wreck havoc !!! Things seam to work out when left alone, common sense will prevail.
1	Water is an important resource not just for drinking but also for recreating. I feel that increased non-motorized recreational water use in the canyons should be explored.
1	better education through local media, articles in our local papers, and EDUCATION programs through our public and private school programs. I class on protecting our environment and reducing our human footprint should be MANDATORY!!
1	decrease public vehicle use in the canyons will both reduce air pollution, light pollution at night, and vehicle/animal contact
1	Fight against the recent element of vandalism and graffiti that has taken over our canyons before it spreads
1	Keep the canyons as pristine as possible by the environment ideas above. Limit further development. It is killing the golden goose.
1	Public ed for littering should involve hefty fines - that is, sticks not carrots. Water quality/quantity protection seems overkill already given the land use in the canyons. I'm skeptical of any proposal to broaden it. Regarding restoration/reclamation programs - these seem largely focused on limited trail closures / removing renegade switchback cuts. Are there others?
1	Establish permanent funding mechanism such as grants for future studies or research regarding the Wasatch ecosystem

Count Response

1	The water protection is already unreasonable. Don't give water authorities even more power. We won't even be allowed to walk on a forest path if we do.
1	Protect, protect, protect. Once we allow somebody to spoil it, it will take a long time to get it back, if we ever do.
1	Protect it! Don't pretend that we can continue development in the canyons and it'll just be fine.
1	Education is super important. By fixing some of the transportation and recreation issues, the environmental benefits start right off.
1	Help reduce our impact however we can. So few places that exist like the canyons now, lets keep it that way.
1	Let Snowbird open up American Fork Canyon so we're not wasting gas driving up little cotton wood.
1	The canyons are not going to get any bigger, so it is imperative to preserve them. With the growing population and the increasing need for water, it is important to protect the watershed (and air quality too).
1	Stop introducing new recreation including mountain biking and cross-country skiing into open space or wild landscapes.
1	I think environmental education/interpretation is a great way to get the public involved in stewardship!
1	Mostly education and remediation- make it easier to get up using public transport and harder for lines of traffic to form
1	We are a wilderness just outside of a major metropolitan area. Dark skies are impossible. Stewardship programs would decrease littering without specific "litter" education. Litter education has been in place for decades. Its reached saturation.
1	Allow loggers to clear out fallen trees so a fire does not devastate the forest. This will also help the local economy providing revenue and jobs.
1	Educational materials on dog and horse poop in our watershed. Electric! Carpool. Anything to help our air and keep our planet healthy.
1	Be careful that restoration is that.... In Montana, the restoration committee promotes logging and nothing more.
1	Unfortunately, some people are just going to litter no matter how many programs there are to educate against it.
1	Dogs are the environment - let them explore as freely as humans do. Promote responsible human handling of dogs.
1	Discontinue the No Dogs policy in the cottonwood canyons. There is no significant data that shows this as a negative.
1	Provide restrooms and waste bins, and people will use them. Don't provide these things and no amount of education or signage will matter.
1	Watershed regulations are already strong enough. I think ski parking lots should provide sediment control when drain. i.e. paving required.
1	Less development in the Canyons means less impact on the environment, i.e. water usage, pollution, congestion, impact.
1	I love all these ideas! Especially getting the word out about promoting dark skies and reducing light pollution.
1	Enhance trails and their maintenance that exist. Dont build new ones. Increase budgets for education/enforcement of proper behaviors. Create a police/citizen agency that works to educate/reinforce appropriate behaviors.
1	Less is better. Keep the backcountry the way it is. Keep it backcountry. Don't distort it by allowing the public to overcrowd with easy access

Count Response

1	In addition to increasing public education about littering, we need to increase public education about dog poo bags. I HATE seeing them on the trail. I get the idea of bagging dog poo, but half the time or more the bags are left without being retrieved. I consider it littering, even if it's only there for an hour or two. Dog owners need to be considerate of others experience on the trail system and carry the poo with them. Maybe we need to offer odor sealing bags for sale or something that can carry the dog poo bags comfortably/discretely.
1	Love the dark skies initiative - Utah could really be better about this aspect. I'd also like to see more patrolling in the areas of Little Cottonwood where graffiti on the rocks is a huge problem. It's so sad and destructive.
1	Continued access under managed access of diverse and competing activities i.e. odd even day access
1	I would like to see a push for local involvement through volunteerism and school activities to help in restoration, trail maintenance, litter reduction etc
1	Rebuild by volunteer the many dams that are old and in disrepair. Have more tree planting days and trail maint.days.
1	Dark sky is impossible with SL so close. Also please don't expand the water shed. Those of us with dogs, have very few places in the SL valley to hike with them.
1	I approve of continued restoration and rehabilitation programs. Protecting streams by having building ordinances for offsets is good. Canyon recycling bins would be nice, along with more bathrooms to protect watershed. Wag bag dispensers too? Anything to promote and improve wildlife habitat would be great.
1	Utah citizens need a broader education in care for the environment - perhaps some sort of program with the church organizations whom I feel need to play a greater role in protecting the earth.
1	See previous comments about the watershed and dogs. Dogs should be allowed in the canyons. See Colorado which has the same water issues and allows dogs and doesn't rely on an outdated law.
1	Promote conservation and stop trying to ruin resources by making a bit more money developing land. Have public education around protecting that land and provide easy access to the canyons with public transport to get rid of the cluster of vehicles going up and down the cottonwoods every day.
1	Better communication to increase volunteer restoration programs and participation for activities such as trail maintenance to reforestation, wild flower seed spreading, etc.
1	At entry of canyons and in all picnic, recreation areas, encourage people to not use disposable silverware, dishes...
1	Increase public education of NO DOGS IN WATERSHED. On a recent hike in BCC I passed 7 groups with 11 dogs!!!! ENFORCE REGULATIONS BEFORE DOING ANYTHING ELSE.
1	I have found that the only way to limit strewing one's garbage around is to institute a working fine system - either they pay the fine or provide a number of hours needed to pay off the garbage
1	Really need to combat graffiti in the canyons. Emigration Canyon is part of the Wasatch ecosystem and is important for wildlife. Emigration needs to be included in the scope of this study. Trailheads are excellent opportunities to educate people on environmental issues. An educational signage program should be considered for all trailheads.
1	Education is a waste of money. Park rangers to help police would be far more effective, particularly in curbing graffiti.
1	I wish that you allowed dogs in the canyons, and that they could be off-leash, but I understand why they are banned. Just don't take away the off leash hiking area by Lake Bloods.
1	I think the suggestions in the previous questions are a good place to start. And as much as I would love to take my dogs up the canyons, I understand why not. But I sure see people with their dogs up there.
1	Please do not install lights in the canyon. Public education for conservation. Limit new structures

Count Response

1	Maintain trails to prevent erosion. Protect wildlife. Lower air pollution in the valley. Stop idling cars in the mountains.
1	Protecting the environment is my highest priority. I think the public needs plenty of access, but also a strong education program so users will develop a personal connection with the environment and will understand how and why to protect it.
1	There is plenty of room in the Wasatch mountains for the critters. No need to let them deter development.
1	Public education is not going to change people who litter. These people just don't care about the environment or are just lazy. Too bad that we can't take all of the litter that is dropped in the canyon and put it all in the person's living room (if they do it on purpose).
1	As a dog owner, I wish I could bring my dog up the cottonwoods. I understand the impact on water quality, but am wondering if there is a way to resolve this. On the flip side, I hike with him in a lot of areas where dogs are allowed, and it's sad to see the number of people who don't handle their dogs' waste appropriately. Perhaps we need better signage and waste bags at trail heads?
1	Whatever we can do to preserve the authenticity of the wilderness that was here before we left a mark on these canyons should be a priority.
1	I think the canyons need to be addressed separately. I think some need to be more preserved like little cottonwood and others need to be high are you serious like Millcreek. I think most of my responses are for little cottonwood!!
1	Don't forget about the endemic plants in the canyon. Include education programs about the environment to encourage people to care about our local wildlife and plants.
1	Sustainable environment requires some patrolling. People don't follow the rules we already have.
1	Water quality is perhaps the most important. With that is the maintenance of healthy riparian areas. We ALL need water.
1	Love all of the above. More restrooms, and year-round please (pit or portable). Flush toilets are a bad idea up here - too high maintenance and have to be shut down when it gets too cold. You know people camp at Willow Heights a lot, and it gets heavy use. People are obviously relieving themselves up there, and not many of them are bringing shovels and carrying out their tp. Education and toilets - maybe composting toilets. Work with Cottonwood Canyons Foundation and other non-profits to continue and broaden education efforts and preservation/protection programs.
1	Clean air. Clean water. Restricted access if necessary so the Canyon doesn't get loved to death.
1	Provide a science grant that local scientists/professors can apply for to study ecology, hydrology, geology, etc in the canyons. We know how important these natural resources are. If we invest in studying them, then we can learn even more about them. This would serve multiple goals.
1	Develop a more coordinated effort to manage invasive weeds, maintain trails especially near streams, and limit automobile traffic.
1	Ban glass in the canyons. Increase patrols and enforcement, especially at night. Require tolls for BCC and LCC so users might be more responsible. Even limit the number of daily users in the canyons if necessary.
1	Continued and improved protection for the watershed is vital. I've seen an increase of people ignoring the no dogs ordinance in Big Cottonwood in the past five years or so.
1	Have people enforce the current laws when it comes to dogs, littering and trail cutting. It is all very prevalent in big and little cottonwood
1	Implement user fees for all the Wasatch Front canyons, similar to Millcreek Canyon & have fees funneled directly back to canyon reclamation & facility improvements!
1	Public education for littering is a waste of money. That money is far better spent on more trash cans. Everyone knows about littering, but people litter because they don't want to carry their trash. Trashcans and regular collections are the solution.

Count Response

1	Do we have a littering problem? Does pack it in, pack it out really work? Consider if there are ways to apply peer pressure to littering problem, if one exists. Consider if there are non-staff solutions to littering that would also increase public awareness. If there is a littering problem right now, I don't know about it, and maybe that's because government staff are too efficient at picking it up, such that no one even knows that it is a problem?
1	Decrease the traffic and expansion of commercial businesses in the canyons. No need for new restaurants, resorts, homes.
1	Create heavy fines for littering, like California. The canyons are quite dark. We also must maintain a safe environment.
1	Initiate public-attended cleaning efforts of roadsides and high-usage areas during the summer months.
1	Zero res for everyone that enters the canyon. Treat the canyons like the TREASURE that they are. Guard and protect them. Don't hand them over to be pillaged and plundered!
1	By limiting the number of people you will solve your problems. Adding more roads, more parking lots, and access points will only lead to further damage the environment. It's a real shame that you even have to consider educating people not to litter.
1	AGAIN I am reiterating my concern about any further development up the Littlewood / Cottonwood canyon. I think we do not need another lane (or the construction) - folks just need to learn to arrive / exit at other times, or to carpool. (Single cab trucks should be banned!) I am also concerned about protecting the noise levels so the animals are not frightened away.
1	Incentivize trash pick up program for trail users. Don't do an education program- everyone already knows littering is bad and the litterers just do it anyway. Post clear "fine signs" and let trail users clean up the trails. Everyone works together.
1	Keep trails clearly marked and maintained with ample trash/recycling and more/improved restrooms to help reduce the human impact. Increase signage to encourage people from going off path or leaving trash. Have a ranger on duty at the trails on high-traffic days, and give visitors tickets/fines for littering, etc.
1	A dark skies initiative sounds fantastic. This should be included in educational programs and could be helped by encouraging cities to include lighting ordinances in their zoning.
1	Stronger enforcement of the ban on dogs, and stronger penalties for those who break the ban, would have the most impact on protecting water quality, and would also help safeguard wildlife and their habitat.
1	A lighting ordinance would be AMAZING! Especially if coupled with spots to set up a telescope in Winter! Salt lake city and it's surrounding areas have horrible light pollution even Alabama has clearer skies! We can do much better at reducing and redirecting the light output.
1	Long-term protection above all. Economic development schemes should be examined skeptically. Being out in nature provides psychological and spiritual uplift, but these benefits are compromised in the presence of man-made structures.
1	Preserving, maintaining and improving the environment has to be the top priority. That is the top attraction for all canyon users. Else they would stay in town.
1	Promote "gentle" use of the canyons. The proximity to so many people means they will likely always be crowded, so empower visitors with knowledge on how to minimize impact to the environment and others.
1	STOP PAVING... THERE IS NO BIGGER LITTER THAN PAVEMENT. and it's PERMANENT... and IT GROWS LIKE BACTERIA... You put a little down and in a Decade you have Twice as much.... Pavement Eugenics. Keep the good, get rid of anything that involves a Lift or Hotel or House... That pavement gets supported by the Lift, Hotel, House.
1	Biggest way to protect the canyons environment is to prevent resort expansion and any plans to connect all the ski resorts.
1	More Rangers needed so they can ticket all the people who ignore the no dogs and no dogs off leash regulations.
1	Minimum development footprint, including disruption of natural scenery and local flora/fauna. Cluster developmen

Count Response

1	Not just programs to decrease littering but to promote all 7 principles of Leave No Trace. I see way too many people picking wildflowers, letting their dogs chase wildlife, and leaving dog poop bags along the trails. I would like to see dogs banned in most areas or at least enforce the "on leash" rules.
1	I think there's enough identification of wildlife corridors to inconvenience us all (ie restricted usage for elk migration and other BS in my opinion). While I certainly don't condone polluting our water, I think the water thing (ie no dogs in the Cottonwoods) is blown out of proportion considering that the water must be treated anyway before going through the tap, and animals are contaminating it anyhow. I do however support greater education on protecting our canyons and decreasing littering. Many people travel to the Cottonwoods and do not have any knowledge of this important concept.
1	Tis a issue that we have. 1. Stop the SLCO monopoly on water. 2. Allow dogs 3. Use what we have, Stop any growth.
1	get SL County to enforce their development ordinances. Ex: building on ridgelines, too steep slopes, too close to streams, etc
1	Environment needs to take top priority. It is more important than business ventures, development. Emphasis in canyon use must be recreational use that is low impact on the environment and wildlife, and teaches users to be environmentally conscious and responsible.
1	This is hard because as much as I want to use the canyons, and as much as I think it is important for others to use the canyons (it promotes individual and collective physical and mental health), I think use by people is the biggest problem in terms of environmental degradation. Fewer people up there is better for the canyons . . . just so it is not me that gets restricted . . .
1	Offer grants and financial aid to non-profits that follow and promote these guideline/ideas. Provide additional funding to the US Forest Service and Unified Police for enforcement.
1	Dark Skies technology is very cost effective. Keep lighting focused where it is needed. Use high retro-reflective signs/taping where needed. Provide animal overpasses and or underpasses to separate from motor traffic.
1	Effectively enforce and expand watershed rules. Eliminate dogs and public contact with the water in all canyons. Enforce and increase fines.
1	Protecting wildlife and water are very important, to maintain wild areas. These are all fairly vague compared to the other pages, however, so more detail seems to be needed to have a plan.
1	Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.
1	nature needs night time. will need to control impromptu shelters/trash from those not wanting to be stakeholders: homeless
1	Take the Muir Web based approach. Ask what do moose need to thrive? Ensure those elements are abundant. Ask the same for each of those elements and ensure the ecosystem is providing each of those elements with the conditions they need to grow.
1	Too many to write here. BUT a train system should be studied for the Cottonwoods especially during ski season
1	Light pollution is so great because of the SLC valley, there will be no dark canyons because of this. We do not need tighter water restrictions, they already exist.
1	Need to start charging entry fees to BCC and LCC (like Millcreek does), with both daily use fees and annual passes, with the money going directly towards management and protection in that canyon -hopefully that will help curtail the GRAFFITI
1	More toilets at trailheads. Parking lot water runoff collection with constructed wetland treatment. Campground camp fire daytime and overnight restrictions to reduce smoke. Restrict and reveg steam-side and wetland trails and routes. Provide rerouted trails and access points.
1	Need more trash/recycle bins and perhaps biodegradable dog poop bags (where dogs are allowed obviously) because they are often left on the side of the trail.

Count Response

1	I love the idea of protected wildlife bridges. They seem to work great in places like Banff and Jasper. Wildlife is safer, and the bridges are actually quite attractive. Also gives people a sense of being within nature alongside animals, rather than competing with the wildlife for space and safety.
1	decrease development both private and ski resorts. also education of the public either through signs or pamphlets. local school environmental education as well.
1	The watershed idea is very confusing to me. The watershed is protected, so we can't have dogs or swim, yet the water has to be treated regardless. So why can't we have our dogs and go swimming, exactly? Could we invest in better treatment and mitigate the issue? Maybe I'm naive, but it seems pretty straightforward. I know a bunch of watershed guys, so have a pretty good understanding of their role, and the public interaction side seems mostly useless. They go on patrol for "education", but can't write tickets for violators. Their maintenance role is very appropriate, but why are we fighting over using the canyon's water? I like our drinking water. It's great. But I think more would be gained by encouraging Vivent Arena to use toilets that don't use 3 gallons per flush than fighting me over splashing in the creek after a summertime run. Decreasing littering is great, but I would probably see the best value in good trash signage and collection at trailheads.
1	Watershed restrictions are not enforced (no dogs) in Cottonwoods. People need to pay a penalty for not obeying these.
1	Trails need good water breaks that are maintained. Need trails that keep people on them and prevent them from widening.
1	3. The wildlife established its habitats and corridors a century ago and does not need government help in doing so now, thank you. 4. Salt Lake City is already draconian in its regulation of water quality and quantity, and it does not need SLCo's help or money in making things even more absurd. 5. We are aware of NFS programs, but what SLCo programs are there to continue?
1	SLPU has already taken steps to improve water quality. I always thought the salting of the roads was the greatest impact to water quality. What is being addressed there?
1	To help it. Keep them at the current or better condition - meaning no more hotels in LCC or BCC.
1	Flush toilets would do more for water quality than the people at the SLC public utilities dept have ever done. They need to be taken out of the game. They are in it only for the money.
1	Trashy people throw out trash and litter, and no campaign is going to change that so don't waste the money on it. There should be balance between the environment and recreational improvements.

10. What are your ideas for the Economy?

Count	Response
1	Allow bike parks
1	Allow the ski areas to build whatever they think is economically viable. Get out of their way.
1	As little new development as possible. We can barely handle what we have now.
1	Ask for federal government financial assistance.
1	Avoid restricting individual access.
1	Be like park city and try to preserve open space
1	Better transportaion options will improve the economy .
1	Cannot have preservation with more development.
1	Canyons are already too crowded
1	Charge for use to pay for protection.
1	Charge people to go into canyon
1	Compromise
1	Continue. Appropriate funding. To Maintain / improve the canyons availability and conservation
1	Develop a train system to the ski resorts
1	Development outside of the canyons is great, expansion into environmental areas is not.
1	Development should take s second priority to preserving this beautiful area.
1	Do NOT allow the ski resorts to expand past their current boundaries.
1	Do not make the Canyons more crowded; utilize the space at the mouth of those Canyons.
1	Don not build more in the Cottonwoods. If you build it they will come. No!
1	Don't have any
1	Don't sell out to corporate pressure for profit over sustainability.
1	Don't use the mountains for economic gain
1	Encourage shuttles, ride share, carpool, etc.
1	Encourage the ski areas to connect with each other.
1	Everything will cost money and restrictions, don't need it.
1	Excessive growth will make the canyons too busy. It is important to restrict total numbers.
1	Explore electric shuttle service options to cut down on pollutants.
1	Explore options for generating revenue from canyon businesses and users of the canyon.
1	Focus on development outside of the canyon, not inside of the canyon.
1	Free transportation alternatives would stimulate the recreation industry and reduce pollution

Count Response

1	Get funding from the out of state tourists, not from our local residents.
1	Go high density in the foothills and benches.
1	Greed and expansion of resorts, private housing, etc. are ruining the area
1	Heavily restrict additional development in the canyons AND foothills
1	I do not want Ski Areas to develop outside their current boundaries.
1	I don't see any need to expand the economy so that some business owners can get richer
1	I love me the idea of valley development that services resorts and recreation.
1	I support a recreation sales tax, if the money stays in the Wasatch.
1	I think fees to use the canyons make sense as part of the options
1	I think there are good ideas, but the canyons are only so big and you cant build more mountain.
1	I would not want to see increased development in Millcreek Canyon. It is already overly popular.
1	I'd like to see more MTB trails.
1	INCREASE SKI AREAS. THATS HOW YOU MAKE THE ECONOMY BOOM.
1	In favor of the idea to create villages near the canyons to offer base services.
1	Increase "hotel or tourist tax" Not the locals.
1	Increase visitor/tourist taxes.
1	Increasing tourism doesn't help normal people. It just helps rich people.
1	It needs to grow in an increasingly environmentally way.
1	It's too congested already.
1	It's unclear what you mean for canyon shuttle services. Don't they already exist?
1	Keep a balance between growth and revenue re-investment.
1	Keep further commercial development as restrictive as possible
1	Keep it a freaking wilderness!
1	Keep it limited as far as structures and businesses in the wilderness areas.
1	Keep it to favor the public, not big corporations
1	Keep resorts within existing boundaries.
1	Keep the development out of the wilderness areas and instead promote a city with access.
1	Keep the ski scene as is
1	Leave it like it is.
1	Less government = better!
1	Let Snowbird expand into mary ellen!

Count Response

1	Let it grow, increase Facilites
1	Light rail
1	Limit development and growth in the canyons. Protect the backcountry
1	Limit expansion of for-profit economic uses of the Wasatch wilderness.
1	Limit ski area development.
1	Limit ski area expansion. Keep it wild. Develop things at the bases of the Canyons.
1	Look at Colorado and copy what they have done.
1	Minimize growth maximize function at current state
1	Minimize. Leave alone Open space
1	Modest entry fee to Canyons, and annual pass purchase.
1	More clubs/nightlife.
2	N/A
1	No further development
1	No further ideas
1	No more development.
1	No more taxes. Do you know how much we already pay in taxes? Use the money we have more wisely.
1	No new development
1	No private shuttles - use buses. Be smart. Level the participation playing field.
1	No raise of taxes--just limit expansion.
1	No sure
1	No tax dollars toward development
1	None
1	Not concerned about economy in or about the Cottonwood Canyons. It is about the environmenr
1	Not just Salt Lake County uses these areas and would be unfair that they carry the burden.
1	Nothing is free. Taxes of varying types are totally justified.
1	One Wasatch
1	Pay the government officials half what they get now and put that money in to the economy.
1	Pay to play. Use fees maintain trails etc
1	Please do not expand the ski resorts any further. They're big enough already
1	Promote businesses right outside the canyon, NOT inside.
1	Protect and preserve

Count Response

1	Read comments before
1	Recognize the value of fresh clean water to the economy.
1	Restrict expansion
1	See # 6 again.
1	Ski resort expansion! ONE WASATCH
1	Ski resorts should NOT be allowed to expand or develop any more!
1	Ski tourism is important economically. I agree with supporting it.
1	Skiing is #1. We must develop it to the fullest.
1	Some type of use fee to supplement a possible recreation sales tax
1	Spend money to make money.
1	State-wide tax, since the entire state benefits
1	Stay in the valley, ski in the canyons.
1	Stop supporting and promoting a tourism industry that only provides low paying positions.
1	Stop the growth of development at the mouths of the canyons
1	Tax corporate entities operating within the canyons.
1	Tax the tourist, not the county!
1	Tear down existing old structures and create new enhanced ones in their place
1	The economy doesn't need help
1	The economy is fine and does not need government help. Capitalism works.
1	The economy is fine: Utah growth is too big already
1	The economy is taking care of itself.
1	The economy needs no help around here. Remaining wild lands need protection.
1	The economy will take care of itself, just don't be dorks about what you allow or not.
1	The fifth idea is a great one as it will help economy and not degrade the canyons.
1	There is enough development already, we need to protect the natural resources.
1	These are fine. Just no expansion of ski services within the canyon.
1	Think long term, incremental growth, over short term individual/company return on investment
1	This is the lowest priority and will be curtailed as needed.
1	Tourists can also stay in nearby cities, helping boost revenue in those cities.
1	Usage fees
1	Use the resources carefully

Count Response

1	We can't handle much more "development"
1	We don't need to promote more development. Our tourism is already too high!
1	We should leave it the way it is. No growth is needed.
1	development in cities near canyons to offer base type services and villages
1	do not expand resorts
1	economic activity should not be expanded and should be curbed perhaps.
1	expansion of ski resorts in cottonwoods - take a go slow approach
1	expand outside of canyon trails tolls for cottonwood canyons
1	increase wilderness area
1	k
1	keep alta weird. no villages or cities, keep it in PC
1	keep development out of canyons
1	no high density or commercial development along Wasatch sr210 in cottonwood heights.
1	no more expansion
1	put pressure of the state legislature to get rid of archaic alcohol laws that scare people away.
1	review the best tourism practices in high density areas and apply the learning to this region.
1	very little expansion within the canyons
1	It sounds like you are trying to dam up the river at the base of the canyons with development so we now have to break out earlier to get up the canyon. Leave the development downtown and construct hubs. Do not make us feel like a spawning salmon.
1	I think if we develop too much our yucky air and crowded conditions will keep tourists away. Keep it unique, keep it natural.
1	Again, fair and good zoning, together with free market operation has provided well for us. We are taxed enough already!
1	Want to keep access available to the poorest of the poor. Access fees, recreation taxes, this is a great way to grab cash from visitors to the state, until they start going to states that don't charge these taxes. It's also a burden on the local who wants to frequently enjoy his or her backyard.
1	Give the option to choose where your taxes go. If you are single and don't have any kids, have another option instead of being taxed for schools. I'd rather my taxes go for something like this, that I actually use, instead of something i don't.
1	I tend towards wanting payment for studies, enhancements, etc. to be paid with tax money and not user fees. Also feel that there is enough development in the canyons.
1	I like the idea of a county tax on recreation-based purchases to fund improvements and conservation efforts in the canyons, rather than relying primarily on tolls and parking fees. I think the tax (and subsequent lower tolls/fees) would keep the canyons more accessible to people of all income levels. I also very strongly support limiting ski resorts to their current boundaries!

Count Response

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- 1 The natural areas inside the canyon are the attraction. No need to offer more amenities than nature already provides unless it is modest bathroom and trash facilities at trail heads. Keep the ski areas in their boundaries and require them to put more of their money back into the canyon protection programs. Downtown Salt Lake is only 20 minutes away - Sandy and Cottonwood Hieghts 10 minutes away, no need to expand inside canyon to accommodate growth. If we focus on dollars only and cramming as many people as possible and growing infrastructure all over we will love it to death and lose the very thing that draws us to the beauty and 'getting away' specialness that exists.
-
- 1 maintaining a careful balance between increased development/resort expansion in order to maintain a healthy ecosystem and the beauty that attracts people to these canyons
-
- 1 Force the ski areas to learn how to become sustainable businesse constant need to expand and bring in more and more people and spoil what we have for everyone.
-
- 1 I feel like building on a btter public transportation system to get up the canyons. I dont think we should be building million dollar homes in the canyons. I dont think we should be building homes at all. Building restaurants and services at the bottom of canyons is good idea.
-
- 1 The ski areas are the one's working on keeping up the surroundings. Picking up trash, vegetation projects, providing bathrooms. We should let these areas expand as they seem like the most likely people who are looking after the surroundings on a daily basis.
-
- 1 Need to start charging entry fees to BCC and LCC (like Millcreek does), with both daily use fees and annual passes, with the money going directly towards support of maintenance, improvement, management and protection in that canyon
-
- 1 Expand ski area boundaries and city villages. Confine them to hub areas, but creating alpine villages similar to those found in Colorado, or the European Alps allows for both greater accessibility and far greater commerce without destroying the local ecology or habitat
-
- 1 Make sure development is outside of canyons, but at each canyon's mouth promote village-type, high-density "main street" development. The commercial core of Park City is a good model but prevent the sprawl. Shuttles and bus service can connect these areas to the resorts, i.e. the European model.
-
- 1 Stop advertising the Canyons, and stop trying to build in and around the already over-exploited Canyons. Stop assuming the economy has to keep growing, or the Canyons will simply be over-run and ruined.
-
- 1 So I really don't know how much of this belongs in this sort of vision because so much of it is really the purview of private enterprise. Expand base areas? Well, if they have the land and water rights, they can pretty much do it. If they don't, they can't. And if they need government permission, they need to give up something to get it - land, future expansion, agree to paid parking to reduce traffic, etc.... Same with canyon shuttles - are you talking like in Bryce canyon? If so, wouldn't it make more sense to use existing UTA infrastructure, and pay to improve the ease and time of use, rather than create a new system? Development in cities near the canyons is a great idea, but again, what say in the matter does this vision have in that? Any city would be crazy not to want that development and its taxes, I don't know how this vision/plan can influence nearby cities... Limit ski area boundaries - this is touchy. I am OK with limited expansion, but the areas need to give up a lot in exchange. And at the end of the day, when does it stop? Areas will always look at the next peak or bowl and think "boy, if we could only open that up, we could...". So while I am OK with limited expansion if they trade something of equal or greater value, there needs to be a firm end somewhere - perhaps the end is trading lands/claims that would set firm boundaries, precluding the next land grab.
-
- 1 I assume when you say canyon shuttle services you mean for the hotels? There should be a great deal of oversight there, for example, so they are not traveling 'every 15 minutes' regardless of whether there are any passengers. But only traveling when there is a full busload etc. As for expanding villages, if the prices for accommodations at the hill were more affordable, they would be used more. but there is ZERO point in building more villages when the Lodge and other places are half empty b/c they are too expensive. How about subsidizing the prices of accommodations already built??
-
- 1 Taxes on room and board can be used to fund canyon maintenance, so economic activity should not be too limited.
-
- 1 Expanding is a short sighted solution to managing sustainable development in the canyons. Do more with what you have, not more with more.
-

Count Response

-
- 1 My views on ski industry expansion are selfish, that is, I'm a local user who does not profit from the ski industry but have to deal with the traffic it creates when getting my kids to ski school at Alta on the weekend. If the Wasatch was five or six times the square mileage that it is, I would be more willing to endure ski area expansion and the promotion of a better experience for out of state visitors. As it is, it seems most of the beneficiaries of a booming ski industry are wealthy out of state tourists, and transient lifties. I believe that our little local gem should have a locals (and environment) first philosophy. No more chairlifts, no more hotels or lodges.
-
- 1 Q1 - Sales Tax only to be used for Maintenance, not capacity upgrades. Q2 - my opinion ski areas really don't have an impact up on the slopes, so adding lift systems don't bother me. Q3 - with a train system, ski areas do not need to expand. Users park in the valley, access the train system from various points in the valley. No need for parking up in the canyons. Use existing parking areas for train station points and free up remaining parking areas for restoration. Q5 - keep Cities near canyons quiet (i.e Cottonwood Heights) - those residents already get burdoned with high traffic. Push development throughout valley adjacent transit corridors. Visitors come to airport, go downtown, stay downtown, access train systems to then get to BCC/LCC or MCC. Minimize sprawl.
-
- 1 I don't think we can commercialize the cottonwood canyons any more than we have without damaging the non-resort canyon experience.
-
- 1 All new development (in canyons and cities) should be limited to existing footprints. I realize the unlikelihood of this, but we must consider how serious we are about protecting the future of our home.
-
- 1 Volunteerism and forced work projects for those on public assistance instead of increased taxes. And of course there are exceptions. Limit ski boundaries if you don't add more public transport. If we add public transport we need larger boundaries to accommodate the people.
-
- 1 If the county is going to add a recreational sales tax, it better be a really small amount. Small enough that people won't notice. Just a couple cents. I'm not opposed, but not really psyched about it either.
-
- 1 Transportation and base services outside canyons are irrelevant without a very fast transportation system -- cable cars, rail,.
-
- 1 I think it is great to expand current facilities at the resorts as long as the boundaries of the resort do not grow.
-
- 1 The recreational resource is there and isn't going anywhere. The economy based on recreation surrounding the canyons is almost guaranteed to grow and I believe the most important aspect is to minimize the impact that a growing economy has on the recreational experience. Development at the bases of canyons, improving public transport, and expanding trail systems seems preferable jamming more people into a finite amount of space that hasn't changed much in the past 30 years and most people want to keep as natural as possible.
-
- 1 Definitely need to explore the idea of developing out of the canyons instead of expanding the already crowded areas around the base of ski resorts.
-
- 1 Limiting ski area development puts more people into areas not designed to accommodate more people. Seems like we should accommodate as many as we can in areas designed to do so to preserve the pressure on the backcountry areas
-
- 1 Deleclop heavy tax for out of state users of resorts on the weekends. To promote moving the usage load. Run a gondola up to the resorts or a underground Tram. Realize the canyons have a skiing capacity unfortunate it is not unlimited. Skiing on these public lands should have federal price control. How much of that \$100 ski ticket goes back into the canyon ?
-
- 1 No sales tax, make the tax a property tax through development of a special improvement district. Include the Southwestern Canyons (Yellowfork)also.
-
- 1 Only charge out of state residents for accessing the canyons. Allow Utah residents to access canyons unrestricted. Or by including a small fee at time of vehicle registration.
-
- 1 TAX THE RESORTS.... \$20 per LIFT TICKET THEY ARE RICH... THEY CAN PAY a Ten or Twenty Percent LUXURY TAX. My guess is that isn't proposed because the Resorts grease the Local Government too much. Notice the Option to REDUCE SKI AREA DEVELOPMENT isn't there. NOR IS TAX THE RESORTS.
-

Count Response

1	Expanding ski resorts threatens public land. Such expansion in the name of tourism would mean that the Wasatch becomes only accessible to wealthy tourists, rather than everybody - including the people who live in Salt Lake! Similarly, private shuttles should not be necessary - public transit should be taking that role.
1	At the very least, make voluntary contribution options available at DMV, trail heads, lodges, ski resorts. We so need a State Lottery in this, puritanical state of New Zion.
1	Dedicate Canyon generated TRCC and sales taxes to Canyon projects. Promote summer operations including lifts at Alta (flower hiking) and Brighton (mt biking)
1	People don't use hotels anymore. They prefer Air BNB and similar things. DO NOT DEVELOP THE AREA BETWEEN WASATCH AND I-215 PLEASE...
1	My idea is to make sure we don't turn the cottonwood canyons into Disneyland. The only people that belong in the canyons are those that can respect the canyons as a limited access destination.
1	Recreation tax on lift tickets, lodging, food, etc within canyons investigate recreation tax on car rentals in greater SLC area
1	I have concerns expansion of the existing Footprint of the ski areas could harm the environment. I think that they should only be expanded if there could be limited environmental consequences
1	Increasing the size of the ski areas is all right. Just please don't increase the size of the bases.
1	Build a base type village at the bottom of the canyons and connect them to solitude and Snowbird with ski trains or giant gondolas
1	taxes should go to supporting the canyons, and be collected mostly from those using the the canyons
1	Would rather see people using the canyons pay for improvements and maintenance than the surrounding community
1	Increased canyon shuttle services are needed! Tourists are probably willing to pay for this and it can help reduce traffic congestion.
1	Rather than add an additional tax, I would like to explore how our current taxes are being spent and reallocate a portion this money. I support minor ski resort expansion but I DO NOT support Wasatch Connect and the like. The backcountry access is a huge perk of Salt Lake and this perk should not be ignored or abused. Expanding resort bases often overloads the resorts, worsens the quality of the snow and ski experience, increases littering, and destroys the culture of ski areas. I would support minimal development (ie gas station in Alta, a few more small lodges, restaurants, or condos ie The Peruvian, small expansion of employee housing or hostels) but nothing too major--Salt Lake is close enough to ski areas, and the Cottonwoods cannot and should not facilitate a huge surplus in traffic. I am still lost on this shuttle service thing...UTA busses do a great job of travelling up the canyons every 10 minutes for free for season pass holders, and Le Buses are always broken down blocking the roads (and I have no idea why we need Le Buses when UTA is free and frequent). I am missing something here...
1	There are plenty of places to ski in the Wasatch and surrounding areas. Expanding developed ski areas and resorts will only increase our carbon footprint on the land, and I am not in support of this. If we keep expanding, then there will be resorts filling up the Uinta's before long, which is one of the few quiet and still-pristine recreation areas left within driving distance from the valley.
1	Let Snowbird open up American Fork Canyon so we're not wasting gas driving up little cotton wood.
1	Be content with what you have. The model of GROW GROW GROW is not sustainable long term. Save this resource for future generations.
1	People who use the canyon should pay for the maintenance and services provided through fees. That being said a small tax would also be fair because better canyons increase property values for all those who live in Salt Lake county.

Count Response

1	The inability to get to the resorts and dysfunctional traffic and crowded slopes of Colorado are what bring so many skiers to Utah. Increasing lodging and trying to grow indefinitely like a Colorado resort will only degrade the overall experience and decrease the interest for travelers. The land that is enjoyed by many should not be wasted for the recreation and resort companies profits. There is a great deal of outdoor income and attraction of talented employees in all professions in the valley that is based on the ability to enjoy the mountains in general and not just through resort skiing in the winter.
1	Are we sure the ski economy will continue to grow? Utah has been getting a lot of bad publicity for recent environmental decisions, the listerine law, Outdoor Retailer, Bears Ears etc.
1	Our canyons need to be protected from the argument that they are economic drivers for a variety of different groups. Their main purpose should not be economic, but should be simply that of being our wild escape from the city.
1	I think it would be ideal to encourage tourism development on the edges of the canyon, with public and permitted shuttle services to ski resorts
1	the user based revenue system should be the first option. I support permits and fees for use of the areas those who use the canyons should help fund the program. tourism is a big assistance to the state and region increasing the size of the resorts and villages is critical to continued tourism. I believe the best option is putting additional hotels and commercial services in the valley with shuttle services will better achieve the stated goals.
1	We should develop around Wasatch canyons tourism and recreational activities cautiously. We should require all buildings near the canyons to get fire/natural disaster insurance, and we should require that all permittees will take down their structures if/when they decided to close down their business.
1	The canyons should be left alone. Bushwhacking wilderness areas and backcountry skiing continues the sense of wildness in our lives. Wildness is more important than expansion of convenient trails.
1	Limit development in the canyon. Promote development at the base of the canyon. Sales tax increase is a must.
1	The county wide sales tax to support the Canyons seems like a leap, when the real problem is tourism related. I would rather support a "resort" tax on lift tickets plus the user fee's described in the transportation plan. Additionally it's been said numerous times that the "canyon's" are being loved to death. We are quickly learning that they have a finite capacity and both the ski resorts and the backcountry users could fill the capacity. The resorts should not be permitted to expand any more than the backcountry users should be able to reduce the size of the resorts. Its a forced equilibrium.
1	Allow ski resorts to improve there base facilities. Not expansion!! Build in areas already used at the bases but no expansion.
1	Fully agree with ideas to offer services/accommodation for ski tourism outside the canyons, at cities near the base. Offering ski shuttle services to resorts from city centers or TRAX. It would save tourists the hassle of renting and driving up the canyons, and increase local tourism while reducing environmental impact in the canyons.
1	That would be great to offer more restaurants and services and hotels just outside the canyons then shuttle service to resorts
1	This is a tricky balance. The ski resorts are getting busy, but the reasons people like them are because they are quaint and not mega mallish. So I don't know.
1	Promoting business development outside the limited cayons is good, and limit additional development is the already over developed canyons - now more base area expansions or new chair lifts. Improve shuttle and bus service instead.
1	Be competitive and attractive to outside visitors to increase the Utah economy. Expansion should be permitted.
1	I don't think the canyons should be used for economic development already over loved and over developed for downhill skiing. USFS always likes lease fees when ski areas expand and have a vested interest.
1	restrict lodging and building within the canyons and move it to the mouths of the canyons with reasonable building codes along Wasatch blvd to prevent overgrowth of giant hotel properties (limit stories to no more than 4)

Count Response

1	I support expansion of ski bases/villages if the resort bears 100% of the cost and has already maximized use of their current land and have updated their current buildings to maximize their utility.
1	It seems tough to expand in the canyons themselves just due to space restrictions if we are going to still preserve the environment. So perhaps development at the base of the canyons with shuttles could be a solution.
1	Again any shuttle service needs canyon mouth parking. Development away from canyon mouth is fine. Near the canyons not so much
1	If promoting development in cities near canyons is not concurrent with public transport the canyons will be inundated and destroyed. But if hotels are clustered at the bottom of the canyons and shuttle services eliminate the need to use private or rental cars then it is a good idea to keep building out of the canyons and reserve the canyons for recreational use only.
1	I feel that ski area boundaries are going to need to be expanded to accommodate demand. I think they should expand no more than is necessary. A few additional lifts in the canyons are not a problem, but absolutely limit eyesores like Snowbird's "The Summit" building in these new areas.
1	Development in the cities is fine but that should NOT include Alta. Down in the SLC valley is great, but leave our foothills and canyons as is
1	Improve Utah's public land records so that the outdoor industry can continue to grow here. Loss of the outdoor retailer show due to the political climate here was a pretty major economic setback.
1	if the business' are providing a quality product, there is no need to double or triple business' not that single business' should have a monopoly but that if a good quality product(s) can not be offered (which should also be not ripping of the tourists) then that entity cannot do business in the canyons
1	Chirps of taxes & money being said, Park City does have a restaurant tax that goes toward trail funding, I am all for it. In time, Utah will see the light; another 1 billion+ dollars in tax revenue wouldn't hurt anyone, and could really help benefit a lot Of positive programs like ones being talked about in protecting our canyons and accessible areas. All Utah needs to do is look toward it's wonderful neighbors to the East & West.
1	Keep as much of the tourist economy as possible out of the canyons. Community centers with bus or shuttle transport near mouth of canyons is a great idea.
1	Areas outside the canyons make sense but transportation is key. Otherwise people use personal/rental cars.
1	Allow ski resorts to expand base areas to create year round activities, including restaurants, hotels, shops, and other business opportunities.
1	Growing the base areas at ski resorts often means losing parking and access for locals. Growing base areas is ok, if access for locals is not reduced. Base areas are often a fun place to visit and can provide great summer retreat from the valley.
1	Sustainable zero-growth economic models that remove the pressures that private financial gain places on the environment.
1	I don't think the Canyons should be viewed with dollar signs. Their attraction does not lie in commercialism, it lies in an escape from that very thing. I don't want more ski lifts. I want to be able to spend time in the mountains on my own terms, and more and more people want to join me. Expanding commercialism is a direct threat to this, which makes me scared for SLC's future. Sure, people love the ski resorts, but the value of the mountains is so much greater than Dick Bass making more money. Snowbird is already packed to the gills - do we really want it to be busier? Solitude is become much less so every year - do we want to speed up that process? Do we want longer lift lines at Brighton on a powder day? I think Utah would be better off promoting ski resorts outside the Cottonwoods as a means of increasing tourism dollars without having to contribute to an already crushing pressure on limited resources.
1	Balance the need to maintain the quality of the environment while managing expansion of recreation opportunities needed to remain economically viable

Count Response

1	I think the county should not be in the business of promoting additional traffic or revenue for businesses in the canyons. They add enough traffic to the canyons already and their revenue is their own problem.
1	The current Master Plan only supports the ski resorts. The new Master Plan should also support existing and new businesses which provide enjoyment for people of all ages and abilities in the canyons.
1	The draw for tourists is the mountains and the snow (most are coming for the mountains in the summer). A different factor are the quality of the mountains for daily life helping to attract companies to relocate to Utah and boosting the economy that way. I would prefer to see increased density within the urban fabric to address this situation.
1	Good grief, how much growth do we need? Again, this is not Phoenix or LA, but it sure seems like those in power want it to be. Limit growth and you make a resource scarce. That drives up value, because it's less available. The whole growth, grow, grow thing is lost on me. I prefer to limit the supply when it starts impacting the experience negatively. That keeps the price up. You can achieve economic benefit in more ways than just raw growth.
1	let resorts add lifts and terrain within reason to accommodate heavier usage but keep the mega resort Vail-style base villages out of the Cottonwoods.
1	Ski resorts should be limited to their current boundaries and the towns below can supply needed food and lodging facilities if they want to do that.
1	Fast high speed reliable transportation that is not impacted by snow would greatly improve things.
1	The three biggest recreational drivers for the canyon economies are skiing, hiking and biking. The stronger support system we have for each of those activities, the better. That includes auxiliary support like accommodation and hospitality.
1	Expanding the base areas of the resorts and making them more of a destination would be nice. We don't have to be Colorado, but it couldn't hurt to take a few pages out of their book.
1	Is the ski tourism in the canyons not absorbed by the current facilities? In my experience, transportation and parking are critical issues and until transportation is adequately addressed it seems ludicrous to increase the capacity of the resources that are driving the transportation problem. Ironically, besides the draw to Snowbird's Oktoberfest or Albion Basin's wildflower season, the summer transportation and parking issues are unrelated to ski resorts. People are going into the mountains for the sake of the mountains.
1	I believe that the resorts and businesses in the canyons are all doing very well financially and that we do not need to expand them or add any more. A big appeal of the canyons we have is the world class Backcountry access for skiing, snowshoeing, snowmobiling and hiking. We need to preserve what we have left.
1	The second item above is a disastrous, short sighted idea that will stifle growth, recreation, and tax revenue -
1	The Summit County ski resorts (Park City and Deer Valley) should be connected to the Salt Lake County resorts (Brighton, Solitude, Alta, and Snowbird). This can probably be accomplished with as few as 4 additional interconnect chairlifts or gondolas. This would create a unique skiing environment that is not found anywhere else in the United States.
1	It seems booming! There were cars parked from Brighton all the way to solitude last year on weekends. Seems like the economy is good! How but saving the air we breathe!?!
1	I don't know enough about the local economy. I think your effort to get lots of voices involved is a good one. I'm part of a community in Rhode Island which is much like Alta, but dominated by local voices. We could learn something from your model.
1	Base type developments would definitely improve the attractiveness of the resorts, as long as they maintain a resort style appearance, and not a mall or excessive big box development.
1	Busses should be able to handle any canyon shuttle servicing. Not sure on the sales tax, perhaps a no stop entry fee if using a private vehicle in the non winter months and then a tax on anything ski/board/winter activity related. Relocating the development out of the canyons and into the surrounding area sounds best.

Count Response

1	I would have liked to have had youth hostel accommodations when I was younger and visited the ski resorts--please do not support "resort" style or expensive hotel expansions. Winter sports are expensive enough, please do not add overpriced lodging to someone's visit.
1	Privatize or Co-op public transportation would create many jobs. The more frequently operators drive, the more they make. The County can subsidize or co-op appropriate vehicle costs, and Owner/operator's fuel costs can be subsidized. Higher toll costs for single-driver vehicles and for larger-engined vehicles. Sell multi-use passes for out-of-State tourists.
1	I support more economic opportunities adjacent to the canyons, as opposed to within them. Along with improving transportation systems to reduce/limit individual vehicle traffic.
1	Sales taxes are regressive. Suggest increasingly ad valorem real property taxes to fund improvements.
1	Improve access via guardsman to Cottonwood canyons during the winter for more options from Park City and Heber valley. Visitors can then get to more resorts and such easier and more quickly.
1	The appeal of the Wasatch for many winter visitors is its proximity to Salt Lake City. The existing resort boundaries and infrastructure are sufficient, but new development should be promoted near the base of the canyons.
1	Recognize that continuous growth is untenable. Limit traffic to ski areas so they remain attractive to use with current infrastructure. Once population increases to the point of justifying a change in infrastructure (trains?), fund it with ski area proceeds.
1	Construction and business development only benefits a lucky few and should not be a consideration when managing a unique resource for all citizens of the Wasatch front. Once lost, it cannot be restored.
1	Jeez, how much more development can we encourage? Already Sandy and most other cities are building so many apartment complexes that our water, air, and roads will never be able to support them!
1	Private bussing systems for hire, for large groups of people who do not want to take the bus but can hire a driver to take them up in the same vehicle.
1	Sales tax generally affect the poor more, having volunteered at schools where kids had never been to the canyons/outdoors I'd prefer another mechanism. Income/property tax maybe? I know those are less popular, but 10 bucks a year is nothing to me....but a lot to others.
1	Keep growth to a minimum inside the canyons. Put a cap on the amount of cars that can enter the canyons daily. Shuttle options need to be increased. Promote village/style areas in close proximity to canyons is a great idea.
1	I love the final idea. Improving/creating villages and developments at the mouth of canyons instead of building up inside of them.
1	Promote local skiing with junior high free programs, third-graders free programs, etc. Offer more pre-season discounts to local skiers.
1	Growth for the sake of growth is the ideology of a cancer cell. Enough is enough. Further development of the canyons for the sake of the economy will only reduce the attractiveness of what people are coming to see.
1	The people who have the resources and who benefit most from use of the canyons for recreation are the industries and businesses that see increased business because of the increased traffic. Tax them.
1	I ski economy is good. It already controls much of the land in the Wasatch. Stop further expansion. The people in the valley are being crowded out at our ski resorts, and it only going to get worse as the population increases. Hotels should be outside the canyons.
1	born free taxed to death. tolls may not be the worst idea. \$.25 for HOV \$.50 single and local area residents (in canyon) free

Count Response

1	Limit further commercial development in the Cottonwood Canyons. Lodging development in valley areas coupled with improved transportation should accommodate growth.
1	Enable private entities to responsibly use local lands. Restrictions for the sake of restrictions do not benefit anyone in our community. If private entities reach conditions set by governing they should be able to develop commercially.
1	I'm ok with some expansion of the ski resorts and base amenities but don't want things to become like Deer Valley - a playground for the super wealthy and Wall Street West.
1	Responsible development of lodging with taxes on the lodging to use the canyons. Develop locations near the canyons that offer lodging and shuttle to access he canyons.
1	Support the creation of tourist areas in the foothills and at the mouth of the canyons. This would lessen impact in the canyon and give economic opportunity to more SL County residents.
1	We don't need any more development in these canyons! We are already experiencing an overcrowding situation! We should expand the opportunities at the base of the canyons (especially big and little cottonwood canyons). More restaurants and hotels belong at the bottom.
1	Development in the cities near the canyons is better than in the canyons. I just don't know how many more people the canyons can withstand without further degradation.
1	We locals carry way to much of the cost for others across the valley yet they all receive the same benefit. So charge/tax them. Also consider a tourist tax which is common elsewhere
1	County recreation sales tax will go nowhere politically on the west side. Should also seek a share of and an increase in recreation-related property taxes that presently go to ballfields, parks, etc. that heavy canyon users have no interest in yet are forced to pay for - or convert THOSE uses to user-fee based if that's how the canyons end up.
1	Why the need to grow???? We don't need to bring in more people and money...we don't have the resources. Let's just try to maintain
1	We need to grow and will continue to grow. That does not mean we need to allow for overpopulation and consumption of what is a non expandable area such as these canyons. It is very tricky to allow more and more people to come and enjoy these canyons ever year without developing the areas that they come to see as undeveloped wilderness. That does not mean it is impossible. We need to be clever in our ideas and always keep an eye on what is being lost with every new structure that is built. At some point we will reach a threshold inside these canyons and we should start now and have a plan to house these people just outside the canyons when this does happen.
1	Let's not build too much more in the canyons, but I like the idea of building near the base of the canyons and then shuttling people up. People enjoy our canyons because of the expanses of beautiful scenery, not because of the ugly lodges in front of that scenery.
1	Develop higher density villages on existing resort parking lots, with shuttle and transit service to support.
1	The economy is fine, get rid of Gary Herbert and the right wing developers cashing in on our shared resource!!!
1	Cease to promote these canyons. Promotion is for under used areas. Stop being part of the problem. Developed many outdoor areas for people in our area to head to instead of just three. These treasures should not be economic engines.
1	Use tolls, tax & donations for increased revenue sources. Too much traffic (ie increasing ski infrastructure bases) will put this unique access to "backcountry" that we have here at risk. Modeling after other ski locations will ultimately have the reverse effect on our unique canyons.
1	I think the resorts and private developers haven't always made the best use of the ground they already have at the ski resort bases. If infrastructure and resources can support more development of hotels and commercial services at the bases within existing boundaries, I'm okay with it. But it all has to be balanced with residential uses and demand as well.

Count Response

1	Again, a tough one. I love the small feel of the resorts here. Perhaps providing more incentives to visit Utah during non-peak times could generate more revenue without having to continue to build.
1	Ski area expansion, whether increasing skiable acres or base area expansions may not accomplish the goal of increased tourism. If we denegrate the canyon experience, it could actually hurt tourism as climate change affects the way we use the resorts.
1	The economy should not be the first (second or third) consideration in this discussion. It will take care of itself once the area has been protected. This will take time.
1	focus on existing users and Utah .. continued expansion is disaster for the Canyons. make what we have better not bigger ..
1	RIGHT NOW there are toooooooo many people crowding into the canyons. Do not expand useage until you solve existing problems.
1	Considering how polluted SLC is right now, increasing development near the canyons would only make it worse.
1	We can't keep adding more people to the ski resorts and trailheads and expect to maintain the quality of the experience. Limits on cars and bodies in the canyons will have to be considered at some point.
1	SLC is the most unique outdoor recreation area in the world because you can stay in a major city but access the outdoors so easily. We don't need more development in the canyons in any way, shape or form. We need to restrict the use of cars in the canyons and provide a train service from the bases. There is plenty of lodging in SLC and it won't slow people from coming to recreate in Utah.
1	I'm a skier, but also a fan of wilderness areas, and feel that a balance of development is important. I'm not for limiting expansion and development, but feel that it should be done wisely. For example, I don't understand why Solitude would be allowed to expand into great backcountry areas, while their customer base has never been big, to the point where the old upper parking lot is almost entirely condos. Expanding to meet local needs and to drive tourism is good, but I think it should only be done when necessary.
1	Stop letting the private ski resort fat cats push their agenda. Only the rich can afford season passes any more. The more you build up tourism for them the costlier it gets. Don't let them expand. Revoke their permit to operate and put in a public ski resort that is affordable by the general public.
1	This area is simply too small to accommodate more visitors from elsewhere. It is hardly big enough to serve as a regional "park" for regional citizens.
1	We live in a city that is pretty close to the canyons so I don't see a need to have a base type service and village at the bottoms of the canyons but I do think there needs to be parking near the bottoms of the canyons so that people can take buses up them.
1	We need money, we need tourism, 'locals only' ideas are nice but not feasible. Make it worth coming to and worth keeping amazing.
1	Do we really need more growth? When is it ever good enough. Snowbird for example has a difficult time adequately managing and opening it's current terrain yet wants to expand into Mary Ellen Gulch.
1	Recognize that economic benefits extend beyond direct dollars spent at the resorts, i.e., quality of life issues associated with access to dispersed recreation.
1	A county tax would penalize the many residents who don't access the canyons. As a frequent user of Icc, I fully support a user free, but taxing West side residents who don't hike or ski is not right.
1	Development at Canyon mouths. Emphasize Summit County and Northern Utah resorts in Ski Utah and other marketing.

Count Response

1	Use the downtown urban area as a hub for all ski areas in the area -- do this by restructuring public transit options from downtown to ski areas (take advantage of the fact that there are multiple resorts that can be accessed from downtown by having service to them all from hotels, etc.) Car free ski vacations would sell
1	With the growth and popularity of backcountry skiing as it stands their is a healthy mix of backcountry skiing and world class resort skiing, I do not think expanding and developing will ski resorts will enhance the economy, I believe in the long run it will deter the economic growth.
1	Please keep as much commercial, residential and industrial development out of the canyons and surrounding mountain areas. Creating better opportunities outside the canyons supports a more maintainable and robust economy that more people can afford and enjoy while simultaneously safeguarding valuable space and habitats.
1	Put ski accommodations at the bases of the Canyons to protect water shed, simplify sewer line, litter and pollution issues. Shuttle users up to lifts. Also increase renewable energy use to slow the global warming that is destroying the ski economy.
1	The limited supply of beds in the base area has created a monopoly for the few and has priced base area accommodations out of reach for most
1	The more than can be done in the city to facilitate getting up the canyons the better. Do not believe in allowing more canyon development, especially at ski resorts!
1	Grow it in a way to improve the quality of life and not jeopardize our limited resources that we have left. NOT the Mormon /Republican idea of do everything possible to profit and let the future generations figure out how to mitigate the problems that come with this type of economy.
1	Unlimited growth is not a good thing. The more people/tourists who are in the canyons, the more it detracts from the experience.
1	Limit development to existing boundaries. Force them to be more efficient with their existing space.
1	Having ski resort facilities right at the base of the mountain is good for solving transportation problems (and thus air quality), if it can be done sustainably and thoughtfully. The cities at the base of the canyons are not necessarily a better place. Often incompatible with existing community structure / zoning.
1	The LAST thing we should do is expand ski resort bases and villages. When is enough, enough! I also don't like the permit canyon shuttle service business. I think the BEST option would be to provide a shuttle service through the canyon with electric buses like Zion National Park. There should be a FEE to access the canyon and that fee would include the shuttle ride within the canyon proper.
1	I am very against limiting ski area boundaries. Doing so will lead to two things in light of population growth in SLC: 1) many more backcountry skiers, and 2) more traffic to other resorts (Snowbasin, PCMR), generating a lot of extra carbon. Instead of limiting ski area development, let's make skiing more environmentally friendly by: - Making the ski resorts become carbon-neutral in some realistic timeframe, maybe 15 years - Encourage better transit in and out of the canyons, increasing bus usage, carpooling, etc. - Craft actual uphill policies that let backcountry skiers use public land (ex. that Alta is the steward of during the ski season)
1	We have an awesome downtown with great hotels and restaurants, and relatively high vacancy rates in the winter. Find ways to connect valley hotels to the ski resorts to accommodate growing tourism - the Wasatch Canyons are not the appropriate place for additional hotels.
1	Recreation Tax should be limited to users only, not county wide. Resort taxes implemented to only those who spend money and or use these facilities. Ski Resort bases and or villages expansion needs to be highly restricted to the immediate areas in those villages; and no more second home and or condo development approved.
1	Limit development right at the urban/canyon interface (ie Wasatch Bl.) with the exception of a substantial transport interface at the CH gravel pit. An opportunity for great public value, as opposed to only business high rise buildings there. We don't want the gravel pit to look like the mouth of Emigration Canyon, with it's high rise condos!

Count Response

1	Let the resorts and others build up there to increase the tax base to pay for canyon improvements.
1	I am opposed to any expansion of ski areas. They have enough room. They should be adding lifts to their existing areas to improve their facilities as they are. They should not expand anymore into any public lands and they should be limited in their expansion on private lands.
1	Better transit options between canyons and bases would make tourists more likely to travel. Snowbird's Oktoberfest is huge, make sure people can get home or back to hotels from it. Make sure people can get from Sundance Film Festival to the Cottonwoods easily and in a reasonable amount of time, and the economy will be helped. Don't restrict ski resort development so heavily.
1	Ski resorts should be allowed to expand to handle increased demand. There should be designated bus lanes in Little & Big Cottonwood Canyons.
1	Protecting wilderness improves the quality of life for people that live within the ecosystem. The human economy is a small part of the the ecosystem, but will likely prosper if the ecosystem is healthy. Economic activity should always be sustainable on an environmental basis.
1	Promote businesses near the Canyons, give buisnesses incentives to build in city's near Canyons
1	Do not promote more traffic, limit traffic. Offer less services and less capacity so less people come here. Prices will adjust according to supply and demand. No business is losing money on the wasatch front.
1	Not clear on recreation sales tax - is the idea a targeted tax on recreation goods/services or a broad sales tax? Either way user fees are likely a fairer and better targeted solution.
1	Use tax money for hotels and out of town visitors to help fund projects. Don't burden local taxpayers who may or may not utilize the canyons.
1	The canyon base area concept is far more sustainable and accommodating to the broad vision vs. more consolidation and closure of access in the canyons.
1	City officials should learn how to balance a budget. With the local, state, and federal funding in place there should be plenty of money. Getting politicians together and paying them to think how to save money is not saving money for anyone, it's just paying politicians to drag their feet.
1	I think we are getting close to the tipping point. Further development should be carefully managed within the framework of a master plan.
1	Our canyon taxes already go to the county and we get very little back. Why add new taxes, let's just bring a fair share of the taxes we already pay back to where it came from!!!
1	Lift lines are too long now. Ski area expansion is not a bad thing. In fact it would be a good thing for our grand children (if there is any snow left in the Wasatch by the time they grow old.)
1	Tourism accommodations should be expanded outside of the canyon, no more hotels or accommodations inside the canyons. Personally I would love to see ski areas expand a little bit. I think providing more lift accessible ski areas is good not only for tourism but for those of us that live here and ski these canyons.
1	I think ski area expansion that is accompanied by other protections will result in a net improvement of the canyon environment.
1	Growth is not always good - adding more skiers greatly decreases the skiing experience. Limit the number of cars and/or skiers to each resort.
1	Definitely keep ski resorts to present boundaries, make huge environmental restrictions on any new or expanded development by the resorts.

Count Response

1	I would want all residents and users of the canyons to pay for what they do (even the foreigners). There should 't be a local burden of taxes to accommodate visitors. Development of facilities (hotels. Restaurants etc) should be outside of the Canyons and then provide transportation into the regions for biking, hiking, skinner my etc.
1	Implement a pollution tax on industries in the valley and use it to pay for canyons improvements - that's why we have to escape to the canyons in the winter in the first place!
1	Value of our canyons decreases with every attempt to tame them. More people can be ok if they are accommodated in a way that maintains rather than diminishes the original value. Makes zero sense to degrade the individual experience or to provide more people with an experience of lesser value. When it comes to that point one must maintain the purity of the experience at the expense of making it easier for more people to have the experience.
1	We need to expand the skiable acres. More advertising brings more people and therefore we need more slopes. SL valley is exploding and more skiing, therefore need more skiable acres
1	Develop at the mouth of the canyons, improve public transit up the canyons and discourage development in the canyons
1	Keep the development OUT of the canyons and create base camps in neighboring cities. People don't come from all over the world to visit beautiful mountains that are completely paved over and full of restaurants
1	If you want to keep economic benefits growing, we need to preserve the natural appeal, provide easy access (cut congestion) and prevent pollution (driving). That should be the long-term view.
1	I'm a skier, but ski resorts are a cancer. Snowbird is exhibit A. Should have been reigned in a long time ago.
1	Current usage is acceptable, but further expansion of construction would adversely impact our precious Wasatch. And, indeed, policies to limit human access may be needed as well. Preservation over development.
1	Unless our state and nation gets a handle on climate change, you won't have to worry about the ski industry as an economic engine. There won't be one
1	If development increases to promote village like services keep them charming and inviting and supportive of locally (not big box store) owned businesses.
1	Absolutely do not expand resort bases in canyons. Instead make cottonwood heights and holladay the nice ski towns they should be. Put restaurants down in the valley, not at the resorts. We don't have the space for that! No more development in the canyons! Why are there not more good restaurants right at the base of the canyons? I think making more walkable/bikeable areas would really help.
1	Shuttle services are great for tourists. Residents already pay and take a huge part of the burden, We should have all access passes to the canyons without question. Tax those who travel here, I pay enough already...
1	Do not increase resort villages or have company owned transportation companies. Public transit and regulated sizing will be a better option.
1	Create ski area base camp developments near canyons with shopping, lodging, transportation hubs, guide services, adventure parks for kids, movies, restaraunts etc... Cottonwood Mall, gravel pit, could be good areas.
1	ski area expansion OK. Base expansion very cautiously as it will increase traffic and environmental impacts.

