**Wasatch For All**

*Wasatch For All is a coalition of citizens and community organizations that support regional transportation and access to the Wasatch Front Canyons while prioritizing the health of the environment and our communities. Success will be borne by building community and planning that promotes ecological, public, and economic health.*

*Forming Wasatch For All was prompted by concerns about the Utah Department of Transportation’s (UDOT) Little Cottonwood Canyon Draft Environmental Impact Statement (LCC DEIS). Implementation of either of the preferred alternatives proposed in the DEIS - a gondola or widening of S.R.210 - is currently the greatest threat the Wasatch Front faces.*

**Transportation -** Wasatch For All supports a regional, phased approach to address canyon transportation which should be implemented today, and which can be modified as demand and use change in the future. Transportation planning and implementation should be the product of comprehensive regional planning focused to achieve a long term efficient system. Solutions should fit the character and support community values for all.

**Visitor Use and Carrying Capacity -** The Wasatch Mountains have a finite capacity. Determining the carrying capacity of the Wasatch Front’s canyons is necessary for responsible stewardship. A transportation plan needs to abide by the determined carrying capacity, and current efforts have ignored this. We must address capacity and implement strategies that better manage visitation including, the induced demand for development pressure from building systems that increase the number of people in our canyons.

**Year-round Transit -** Residents and visitors come to the Central Wasatch Range year round to access the 7 canyons as well as foothill areas. The current alternative’s focus on Little Cottonwood Canyons fails to serve the needs of our communities who access the ski resorts as well as the dispersed, non developed locations in the Central Wasatch.

**Canyon Development -** We want the resorts to be sustainable and successful but without consuming all the remaining canyon resources.Yet, proposals for expansion and interconnections, new facilities and amenities of the ski industry are increasing in frequency and intensity. The negative impacts from implementation of the LCC EIS alternatives will aid and abet ski industry expansion and interconnections. Solutions must exist within the confines of existing development and disturbance footprints, not expand them.

**Environment -** The Wasatch Range is home to over 1,200 plant and animal species. Receiving an average of 500 inches of snow annually it is the source of clean water for our growing population. With water being in a significant crisis in the second driest state, preserving and protecting our Central Wasatch watershed must be our highest priority. A gondola or road widening alternative as outlined by UDOT’s EIS requires extensive construction that raises concerns for water and air quality and wildlife habitat.

**Valued Experiences and Recreation -** We support transportation solutions that serve all canyon users and minimize, if not avoid, negative impacts to these users. The preferred alternatives, especially the gondola, will negatively impact most users of LCC. Additionally, the gondola will be incapable of serving most LCC users.

**Financial Barriers (upfront costs, cost to user) -** The projected cost of $590MM of taxpayer’s dollars is an underestimate, where the money could be better spent on projects to benefit all, not two private, for profit ski resorts. The proposed alternatives create a serious barrier to the access into Little Cottonwood Canyon for people who do not patronize the resorts but will be burdened with the expensive upfront costs.

**Public Dollars, Private Benefit -** Access to transit and to our public lands should be equitable. Providing access to the public lands must be affordable and efficient for the people who depend upon this landscape. A gondola does not promote justice, impartiality, and fairness for most of our communities. A cost borne by all economic groups should benefit the community and their values. Further, damages to the environment and our watershed will not be paid for by the beneficiaries of these projects, they will be paid for by those who didn’t want to be impacted in the first place. A cost paid by all should benefit all.

**Climate Change -** The realities of climate change need to be a component of canyon planning. Shifts and stressors to water, ecology, use, snowfall, forest health and wildlife behavior need to be factored into our decision making framework. A solution that doesn’t factor climate realities is not a solution.