



Little Cottonwood Canyon

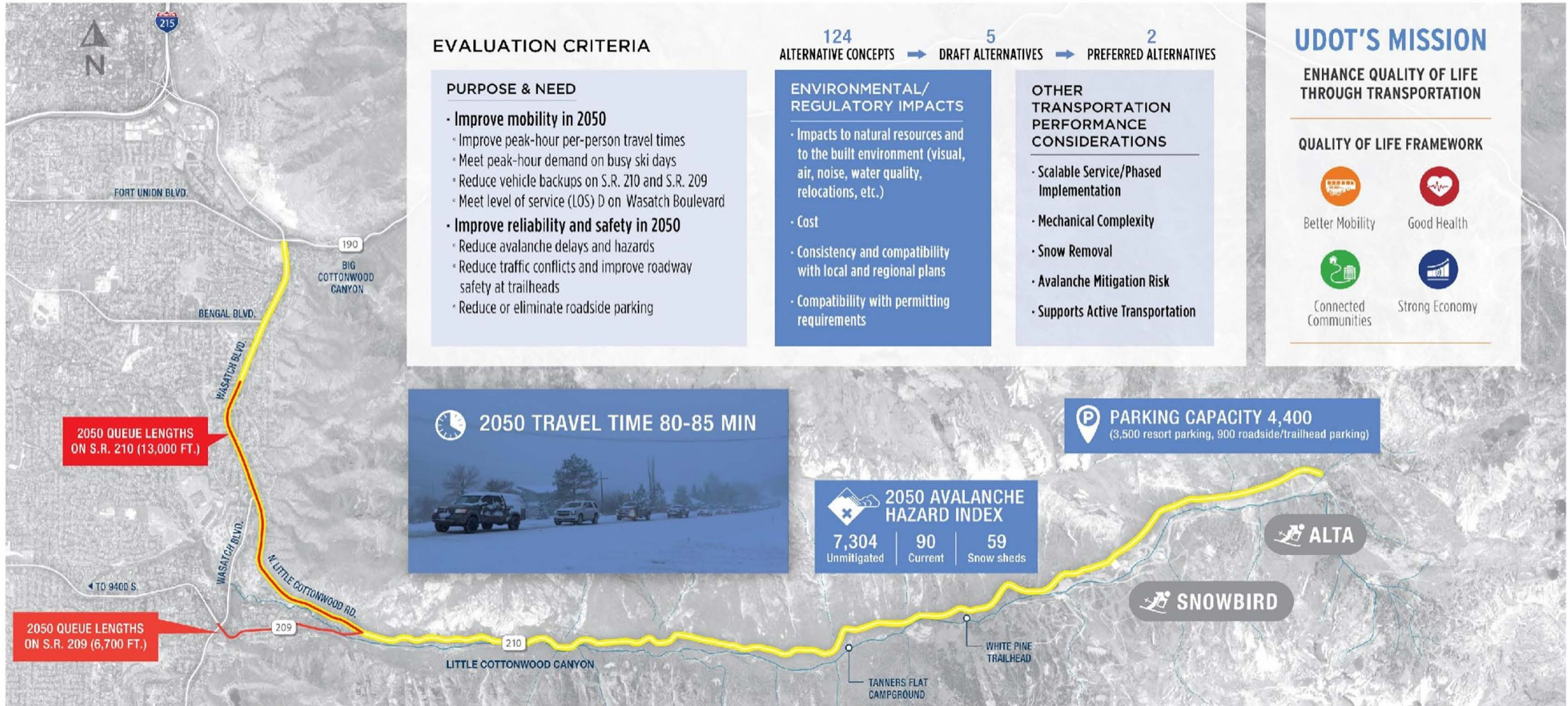
**ENVIRONMENTAL
IMPACT STATEMENT**

S.R. 210 | Wasatch Blvd. to Alta

June 25, 2021

Project Overview

The project purpose is to substantially improve transportation-related safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta for all users on S.R. 210.



Alternative Impacts Summary

ALTERNATIVE	Meets Project Purpose and Need			Natural/Built Environment Impacts						Costs	
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	Substantially Reduce Vehicle Backup Distance from S.R. 209/S.R. 210 Intersection (Feet)		Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	Section 4(f)	Capital costs	O&M costs
		On S.R. 209	On S.R. 210								
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	0 Sites	-	-
ENHANCED BUS NO ADDITIONAL ROADWAY CAPACITY IN LCC	46 MIN	1,275	4,300	Low	No	173 + 57 No-action baseline Alternative noise impact	No	1 (already acquired)	1 Site	\$355 M	\$14 M Winter
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC	37 MIN	350	3,050	Medium	No	173 + 60 No-action baseline Alternative noise impact	No	1 (already acquired)	1 Site	\$510 M	\$11 M Winter
GONDOLA A (FROM LCC PARK-AND-RIDE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	46 MIN	350	3,050	High	No	173 + 57 No-action baseline Alternative noise impact	No	1 (already acquired)	1 Site	\$561 M	\$9.5 M Winter \$5 M Summer
GONDOLA B (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Driving to base station 45 MIN Bus to base station	350	3,050	High	No	173 + 57 No-action baseline Alternative noise impact	No	1 (already acquired)	1 Site	\$592 M	\$7.6 M Winter \$3 M Summer
COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Driving to base station 45 MIN Bus to base station	350	3,050	Medium	No	173 + 58 No-action baseline Alternative noise impact	No	1 (already acquired)	1 Site	\$1.106 B	\$7 M Winter \$2.2 M Summer

Preferred Alternative(s)



ENHANCED BUS

WITH ROADWAY WIDENING FOR
PEAK-PERIOD (SHOULDER LANE) IN LCC

The alternative that best meets the **MOBILITY** goal

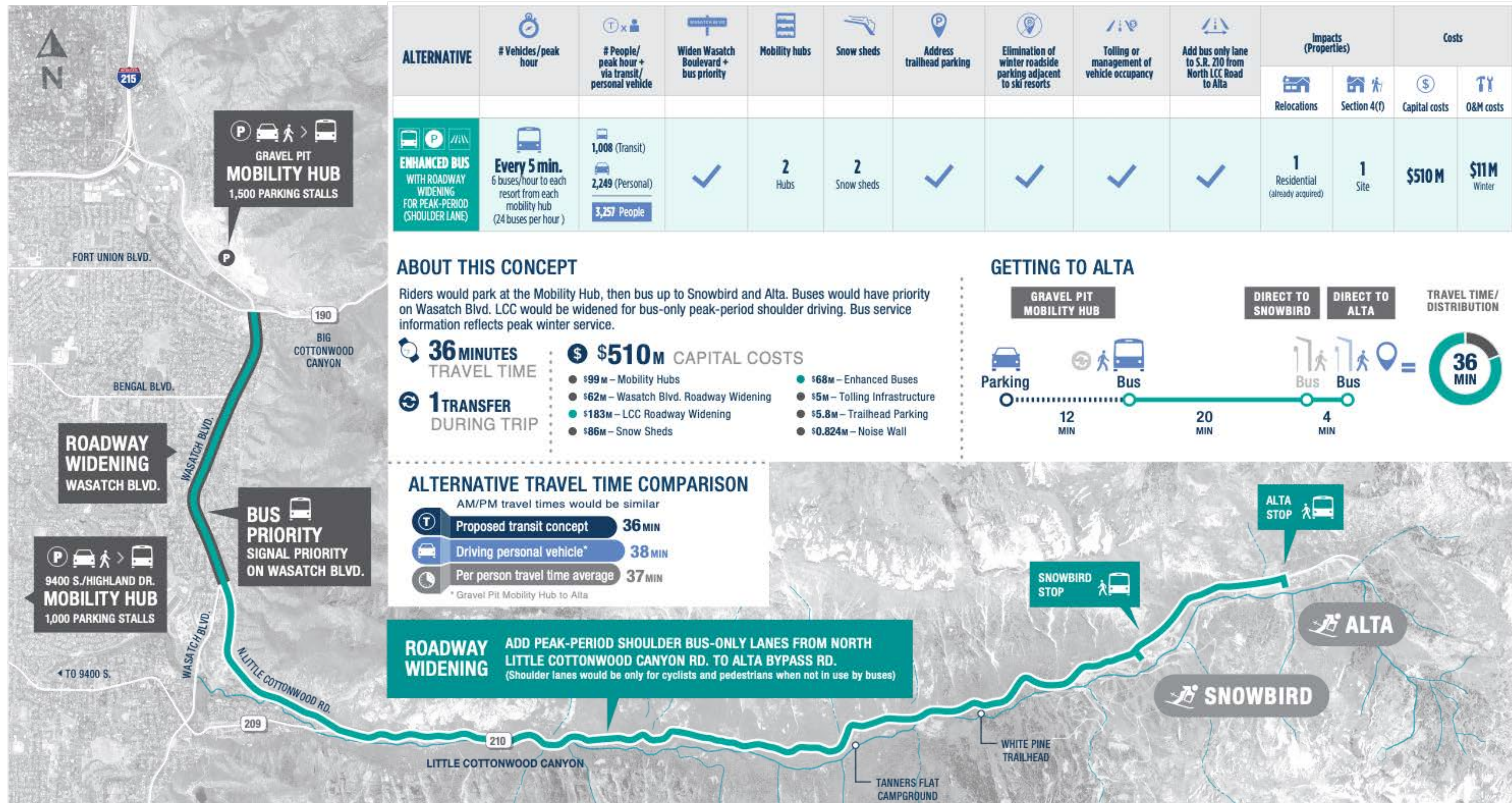


GONDOLA B (FROM LA CAILLE)

WITH BUS FROM MOBILITY HUBS
NO ADDITIONAL ROADWAY CAPACITY IN LCC

The alternative that best meets the **RELIABILITY** goal

Enhanced Bus Service (in Peak-Period Shoulder Lane)

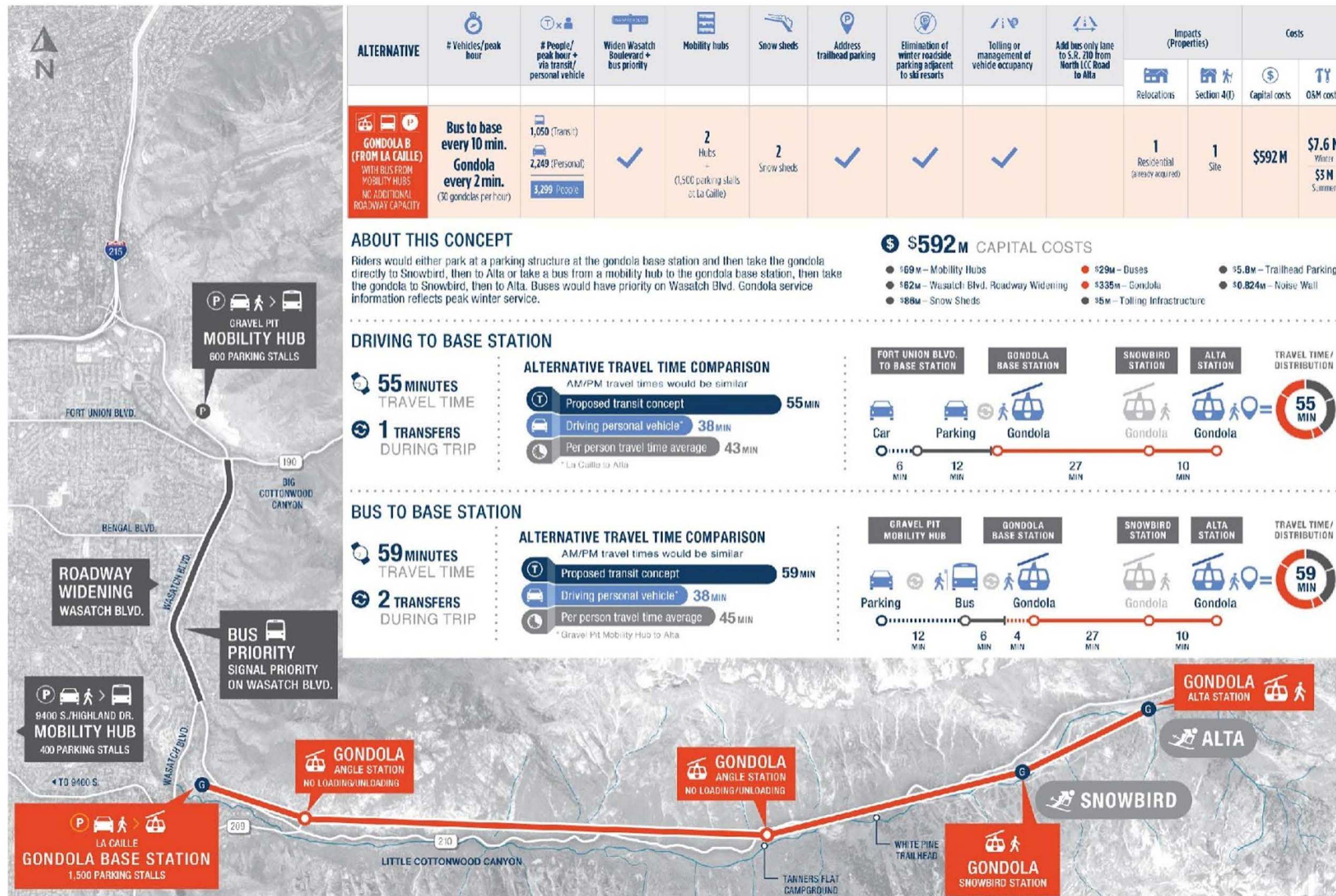


Enhanced Bus Service (in Peak-Period Shoulder Lane)


ALTERNATIVE	Meets Project Purpose and Need				Natural/Built Environment Impacts							Costs	
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	Travel Reliability	Safety	Substantially Reduce Vehicle Backup Distance from S.R. 209/ S.R. 210 Intersection (Feet)	On S.R. 209	On S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	Section 4(f)	Capital costs
No-Action Alternative	80-85 MIN	-	-	6,700	13,000	None	No	173	No	0	0 Sites	-	-
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC	37 MIN	<ul style="list-style-type: none"> Buses could operate around slide offs/crashes Snow/icy conditions would slow service 	<ul style="list-style-type: none"> Snow sheds lower risk of service delays due to avalanche mitigation Snow sheds improve roadway reliability and safety 	350	3,050	Medium	No	173+60	No	1 (already acquired)	1 Site	\$510 M	\$11 M Winter

- Fastest travel time
- Second *lowest* cost
- Shoulders would become pedestrian/cyclist lanes when not in use
- Less visual impact but greater loss of wildlife habitat and increased roadway surface
- Reliability reduced during snowstorms or accidents
- Shoulders provide added safety but place faster moving buses adjacent to slower moving vehicles in general travel lane

Gondola B (from La Caille)

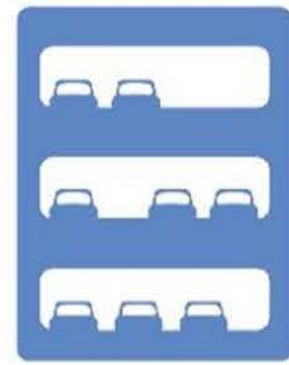


Gondola B (from La Caille)

ALTERNATIVE	Meets Project Purpose and Need				Natural/Built Environment Impacts							Costs	
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	Travel Reliability	Safety	Substantially Reduce Vehicle Backup Distance from S.R. 209/S.R. 210 Intersection (Feet)	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	Section 4(f)	Capital costs	O&M costs	
No-Action Alternative	80-85 MIN	-	-	6,700	13,000	None	No	173	No	0	0 Sites	-	-
 GONDOLA B (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Driving to base station 45 MIN Bus to base station	<ul style="list-style-type: none"> Not impacted by slide offs/crashes Gondola could operate while debris is removed from roadway Not impacted by snowfall 	<ul style="list-style-type: none"> System would not operate during avalanche mitigation Snow sheds improve gondola and roadway safety and reliability Gondola alignment separate from roadway increases roadway safety 	350	3,050	High	No	173+57	No	1 (already acquired)	1 Site	\$592 M	\$7.6 M Winter \$3 M Summer

- 1,500 parking spaces at La Caille base station reduces need for bus service, and improves mobility due to lower travel time & less transit mode shifts
- Second *highest* cost
- Highest visual impacts but low impacts to wildlife movement, watershed, and climbing boulders
- Improves reliability & safety by being non-roadway based, and having less vehicles to potentially be involved in crashes

Alternative Commonalities



**Mobility Hubs at Gravel Pit
and 9400 South/Highland Drive**



**Widen Wasatch Boulevard
Five-lane Alternative**



**Snow Sheds with Realigned
Road Alternative**



**Trailhead Improvements and
No Roadside Parking within 1/4 Mile
Trailhead Parking Alternative**

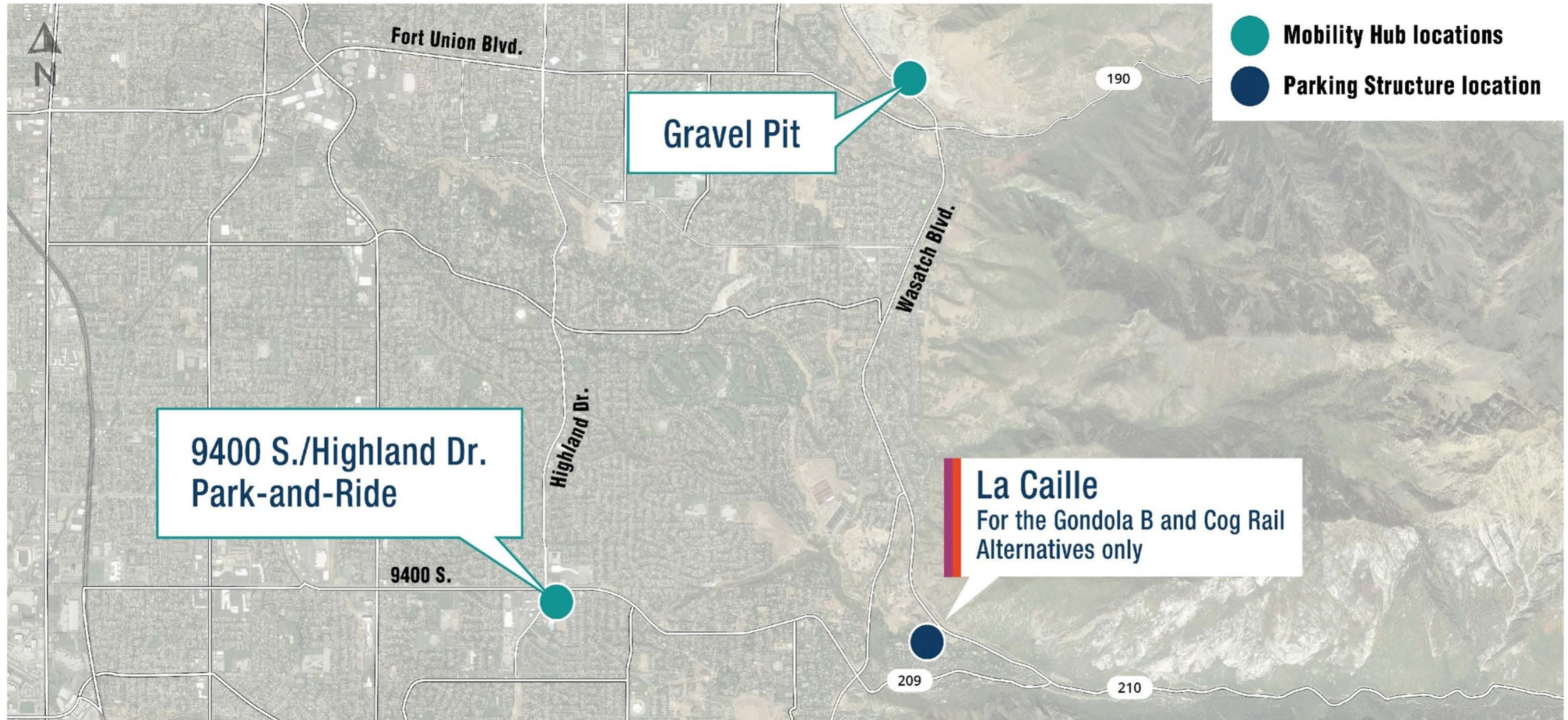


No Winter Parking Alternative

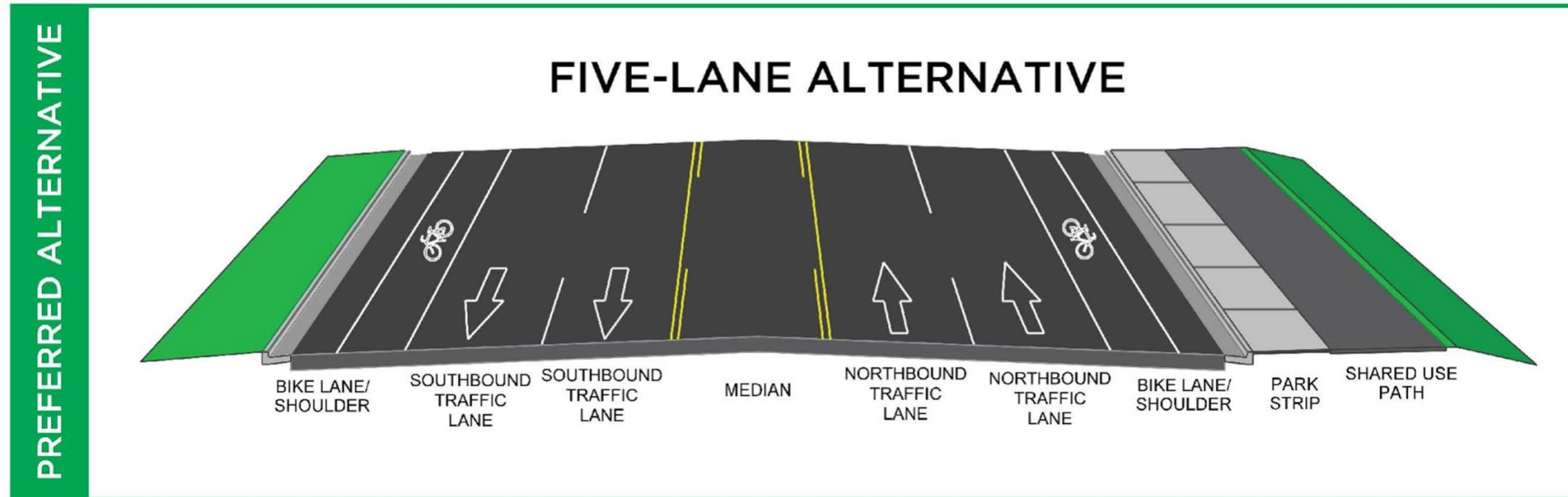


Tolling

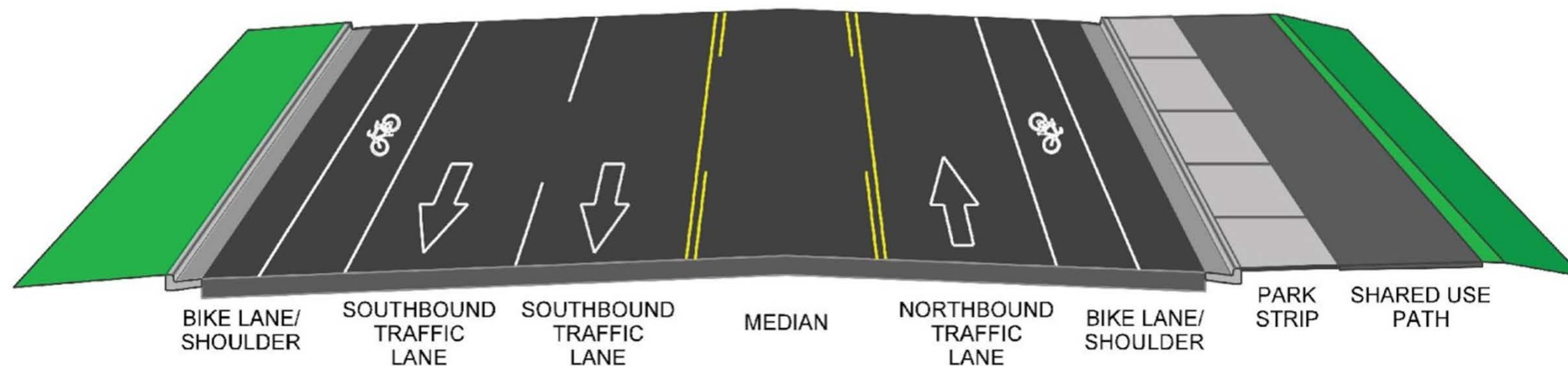
Alternative Commonalities



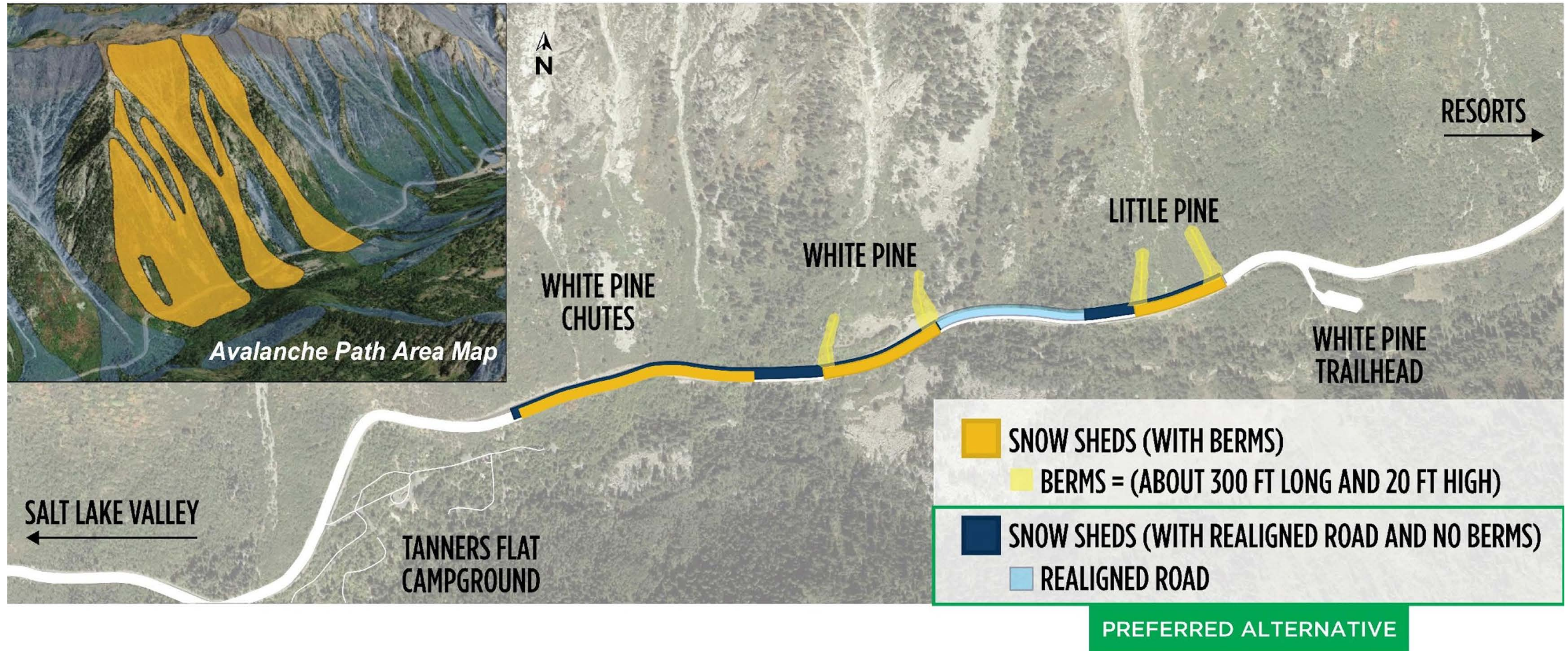
Alternative Commonalities



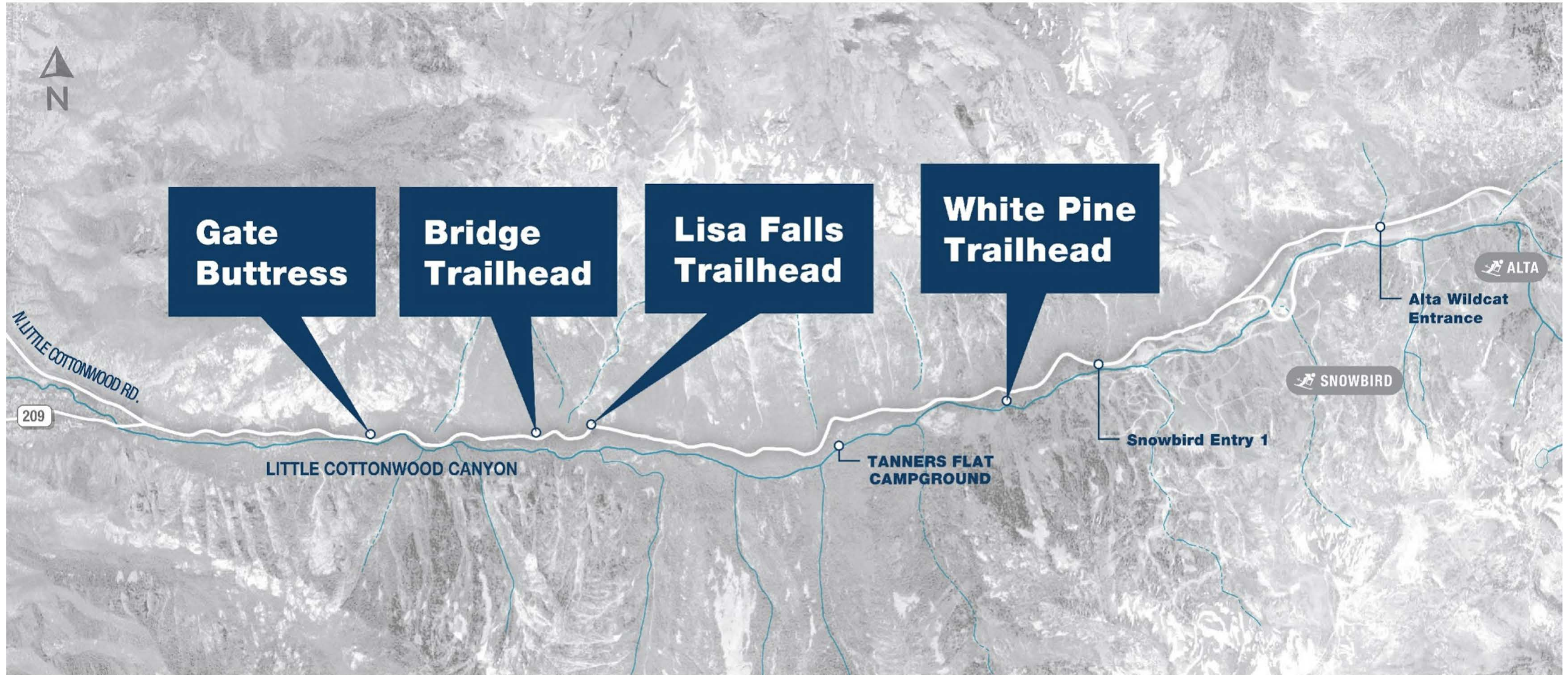
IMBALANCED-LANE ALTERNATIVE



Alternative Commonalities



Alternative Commonalities



Alternative Commonalities



Alternative Commonalities



Public Comment Period

June 25 - August 9, 2021

Provide comments through:



LittleCottonwoodEIS.udot.utah.gov



LittleCottonwoodEIS@utah.gov



Little Cottonwood Canyon EIS c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121



801-200-3465

Public Hearings

In-Person Public Hearing July 13, 2021

Open House	4:30-8:30 p.m.
Presentation	6:00-6:30 p.m.
Hearing	6:30-8:30 p.m.

Butler Middle School
7530 S. 2700 E.
Cottonwood Heights, UT 84121

Virtual Public Hearing July 20, 2021

Presentation	6:00-6:30 p.m.
Hearing	6:30-8:30 p.m.

Process and Schedule





Little Cottonwood Canyon

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