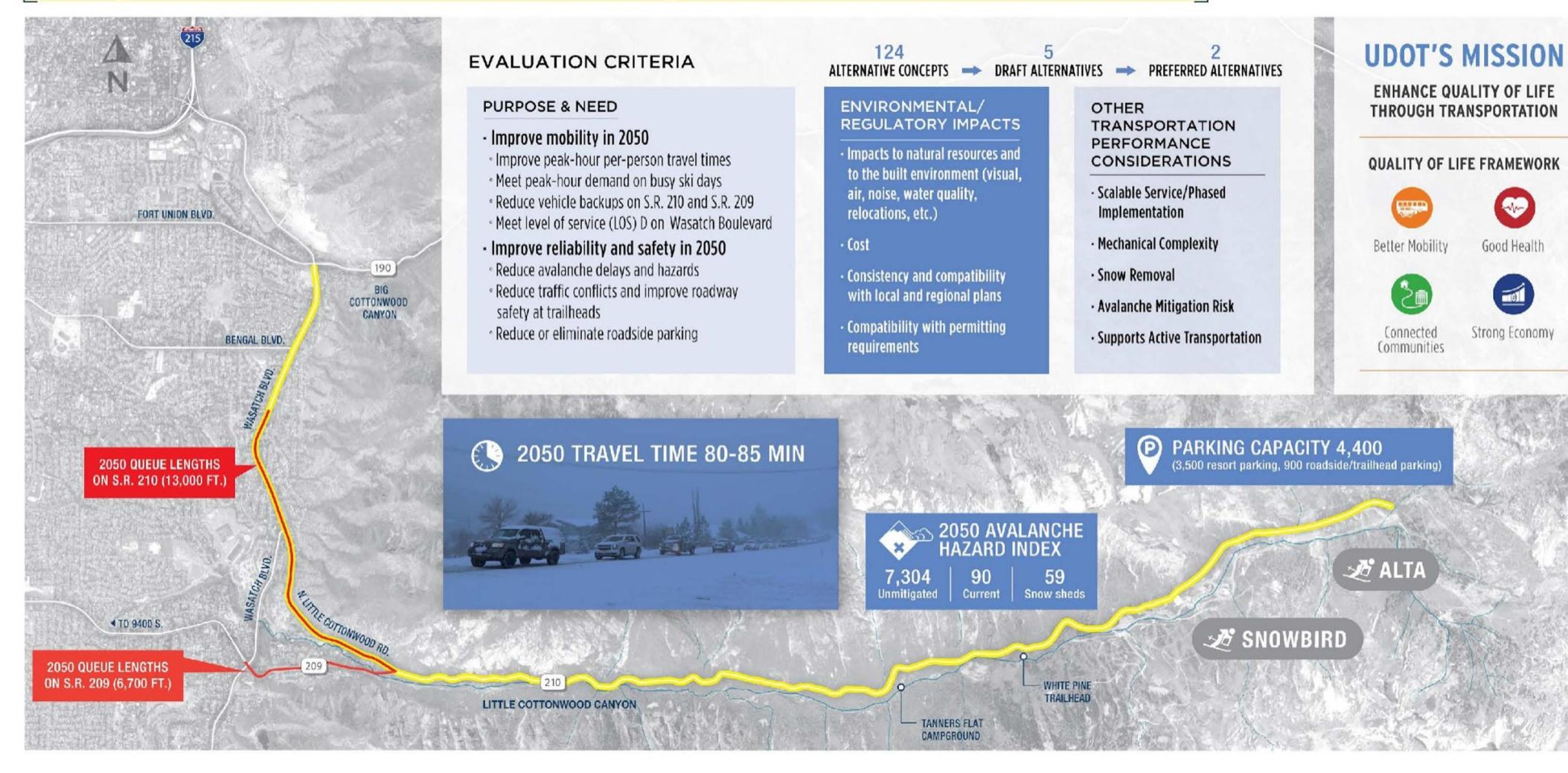
Little Cottonwood Canyon // MPACT STATEMENT S.R. 210 | Wasatch Blvd. to Alta

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.



Little Cottonwood Canyon Canyon Canyon S.R. 210 | Wasatch Blvd. to Alta

-



Alternative Impacts Summary

	Meets Project Purpose and Need											
ALTERNATIVE	Ö	Substantially Reduce Vehicle Backup Distance from S.R. 209/S.R. 210 Intersection (Feet)		Natural/Built Environment Impacts							ts	
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	2093 On S.R. 209	0n S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	Section 4(f)	(\$) Capital costs	T 0&M costs	
No-Action Alternative	80-85 min	6,700	13,000	None	No	173	No	0	O Sites	-	-	
ENHANCED BUS NO ADDITIONAL ROADWAY CAPACITY IN LCC	46 MIN	1,275	4,300	Low	No	173 + 57 No-action Alternative baseline 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 Alternative baseline noise impact	No	(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 Alternative baseline 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 Alternative baseline 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 Alternative baseline noise impact	No	1 (already acquired)	1 Site	\$1.106 B	\$7 M Winter \$2.2 M Summer	

Little Cottonwood Canyon Menunation S.R. 210 | Wasatch Blvd. to Alta



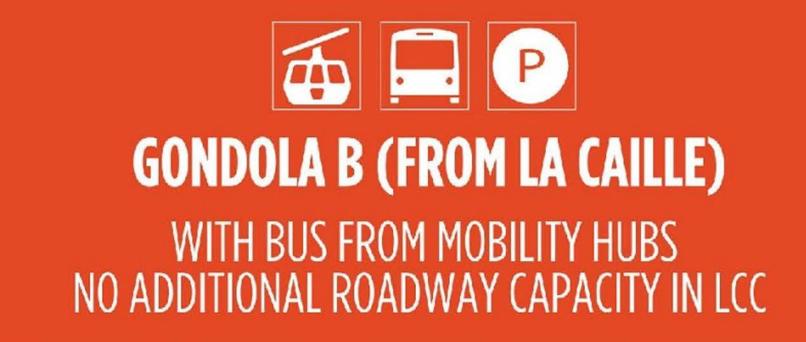
Preferred Alternative(s)

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

The alternative that best meets the MOBILITY goal



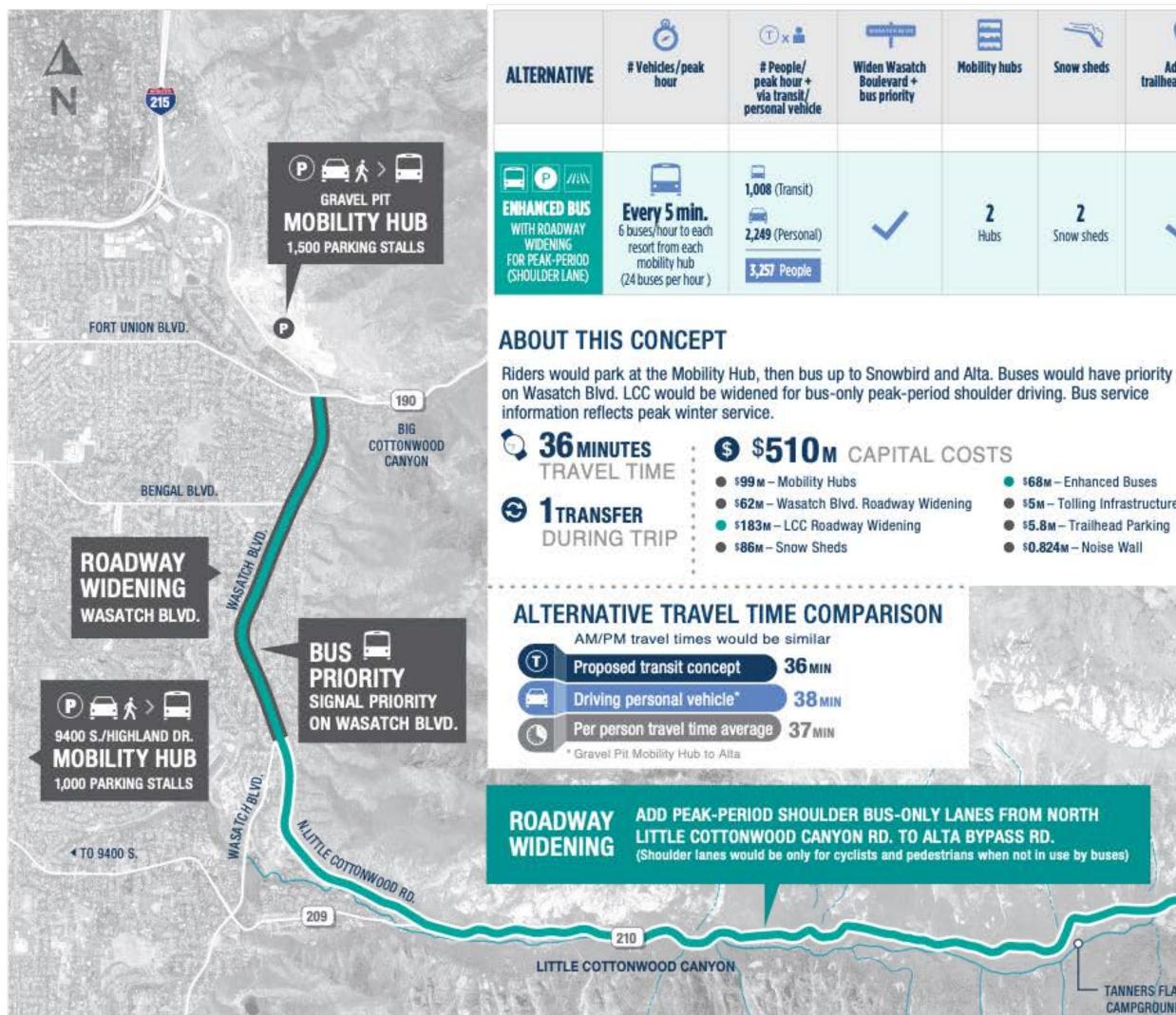




The alternative that best meets the **RELIABILITY** goal



Enhanced Bus Service (in Peak-Period Shoulder Lane)





Little Cottonwood Canyon S.R. 210 | Wasatch Blvd. to Alta

1:10 11 Costs (Properties) Add bus only lane Mobility hubs Address Elimination of **Tolling** or to S.R. 210 from North LCC Road to Alta trailhead parking winter roadside management of parking adjacent to ski resorts vehicle occupancy TI (\$) Relocations Section 4(f) Capital costs **O&M** costs 2 2 \$11M \$510 M Residential Hubs Snow sheds Site (already acquired) **GETTING TO ALTA** TRAVEL TIME/ GRAVEL PIT DIRECT TO DIRECT TO DISTRIBUTION MOBILITY HUB SNOWBIRD ALTA V= 36 MIN 69 1 \$68m – Enhanced Buses Parking Bus Bus Bus \$5m – Tolling Infrastructure 0...... -0 \$5.8M – Trailhead Parking 12 20 MIN MIN \$0.824m - Noise Wall MIN SNOWBIRD 1 STOP 🎤 ALTA 🔊 SNOWBIRD WHITE PINE TRAILHEAD - TANNERS FLAT CAMPGROUND



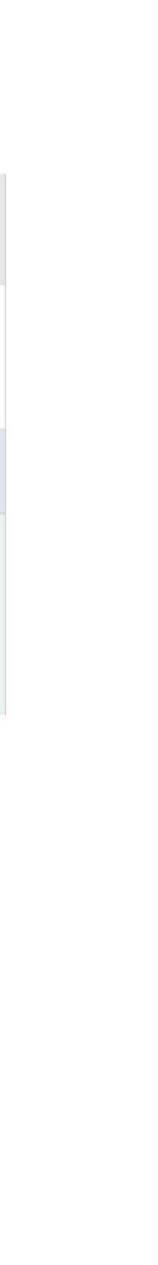
Enhanced Bus Service (in Peak-Period Shoulder Lane)

Meets Project Purpose and Need													
ALTERNIATINE	Ö			Substantially Reduce Vehicle Backup Distance from S.R. 209/ S.R. 210 Intersection (Feet)		Natural/Built Environment Impacts					Costs		
ALTERNATIVE	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	Travel Reliability	Safety	0n S.R. 209	0n S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	Section 4(f)	(\$) Capital costs	TY 0&M costs
No-Action Alternative	80-85 MIN	-	-	6,700	13,000	None	No	173	No	0	O Sites	-	-
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC	37 Min	 Buses could operate around slide offs/crashes Snow/icy conditions would slow service 	 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

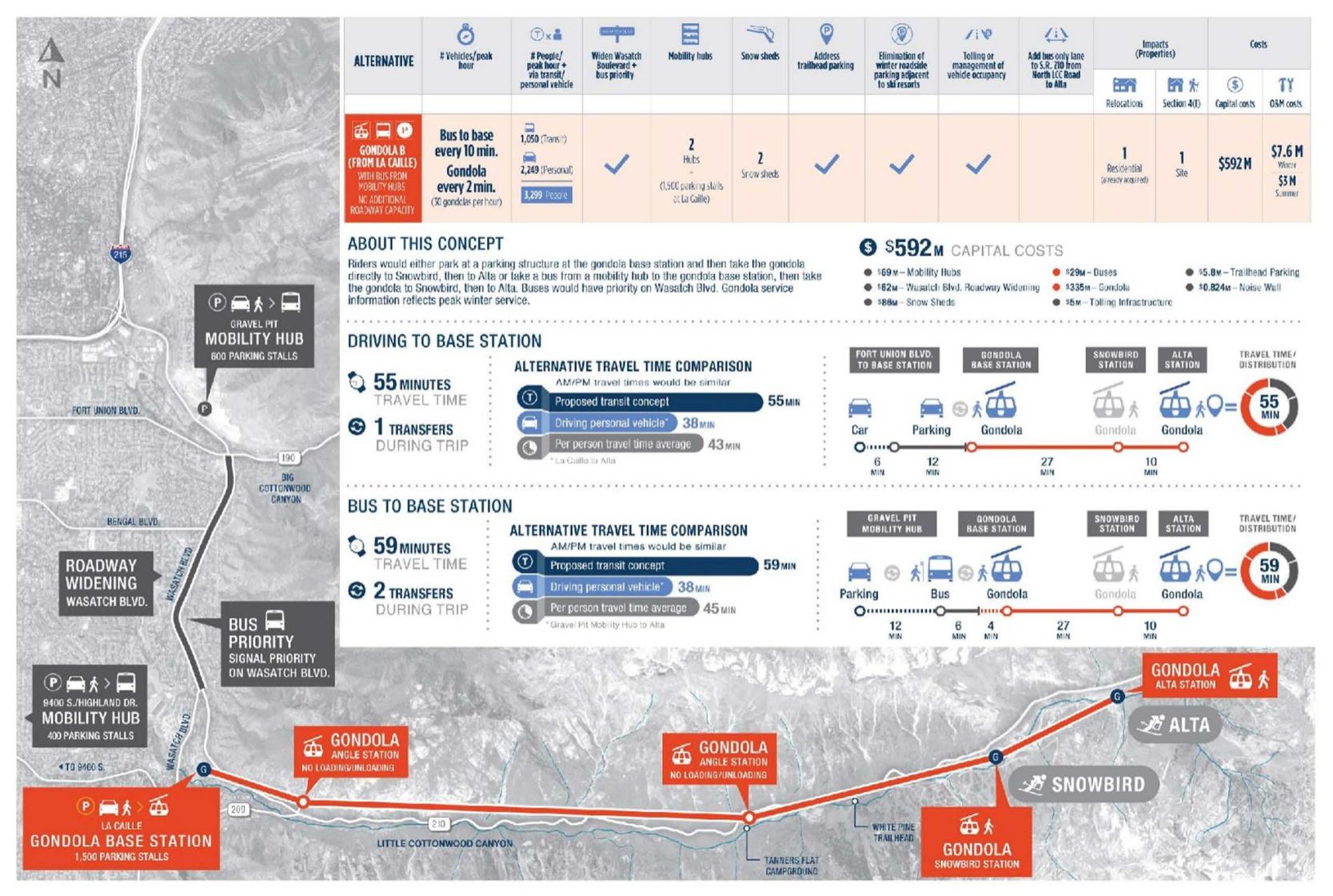
- Fastest travel time
- Second *lowest* cost
- Shoulders would become pedestrian/cyclist lanes when not in use
- Less visual impact but greater loss of wildlife habitat and increased roadway surface
- Reliability reduced during snowstorms or accidents
- Shoulders provide added safety but place faster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

Little Cottonwood Canyon S.R. 210 | Wasatch Blvd. to Alta





Gondola B (from La Caille)





Little Cottonwood Canyon S.R. 210 | Wasatch Blvd. to Alta



Gondola B (from La Caille)

	Meets Project Purpose and Need												
ALTERNATIVE	Ö			Substantially Reduce Vehicle Backup Distance from S.R. 209/ S.R. 210 Intersection (Feet)		Natural/Built Environment Impacts						Costs	
ALTERNATIVE	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	Travel Reliability	Safety	(209) On S.R. 209	0n S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	Section 4(f)	(\$) Capital costs	TY 0&M costs
No-Action Alternative	80-85 MIN	-	-	6,700	13,000	None	No	173	No	0	O Sites	-	-
Image: A constraint of the second	43 MIN Driving to base station 45 MIN Bus to base station	 Not impacted by slide offs/crashes Gondola could operate while debris is removed from roadway Not impacted by snowfall 	 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

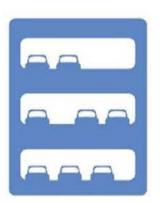
- mobility due to lower travel time & less transit mode shifts
- Second *highest* cost
- \bullet
- Improves reliability & safety by being non-roadway based, and having less vehicles to ulletpotentially be involved in crashes



• 1,500 parking spaces at La Caille base station reduces need for bus service, and improves

Highest visual impacts but low impacts to wildlife movement, watershed, and climbing boulders





Mobility Hubs at Gravel Pit and 9400 South/Highland Drive



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









Widen Wasatch Boulevard **Five-lane Alternative**



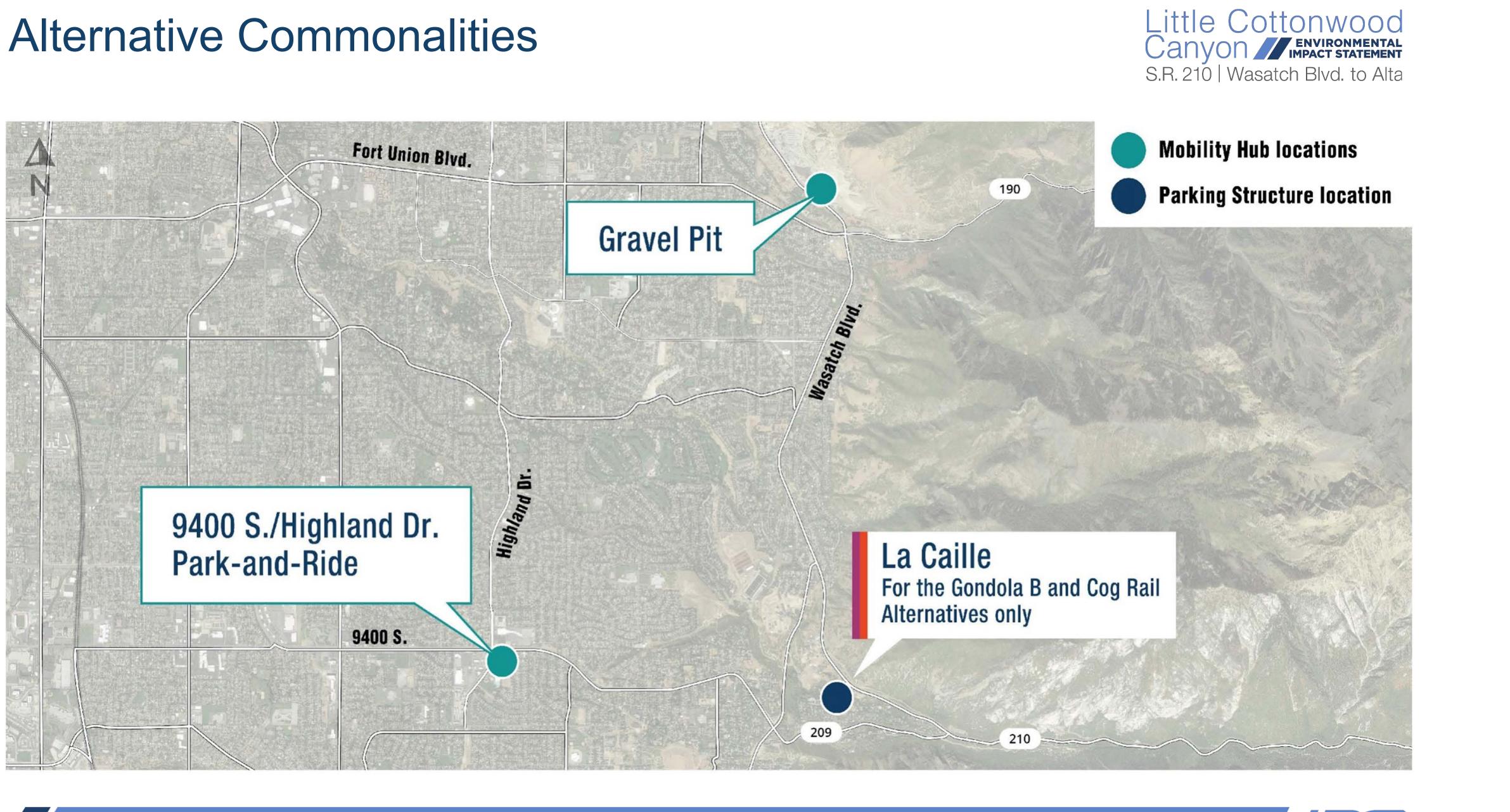
Snow Sheds with Realigned Road Alternative

No Winter Parking Alternative



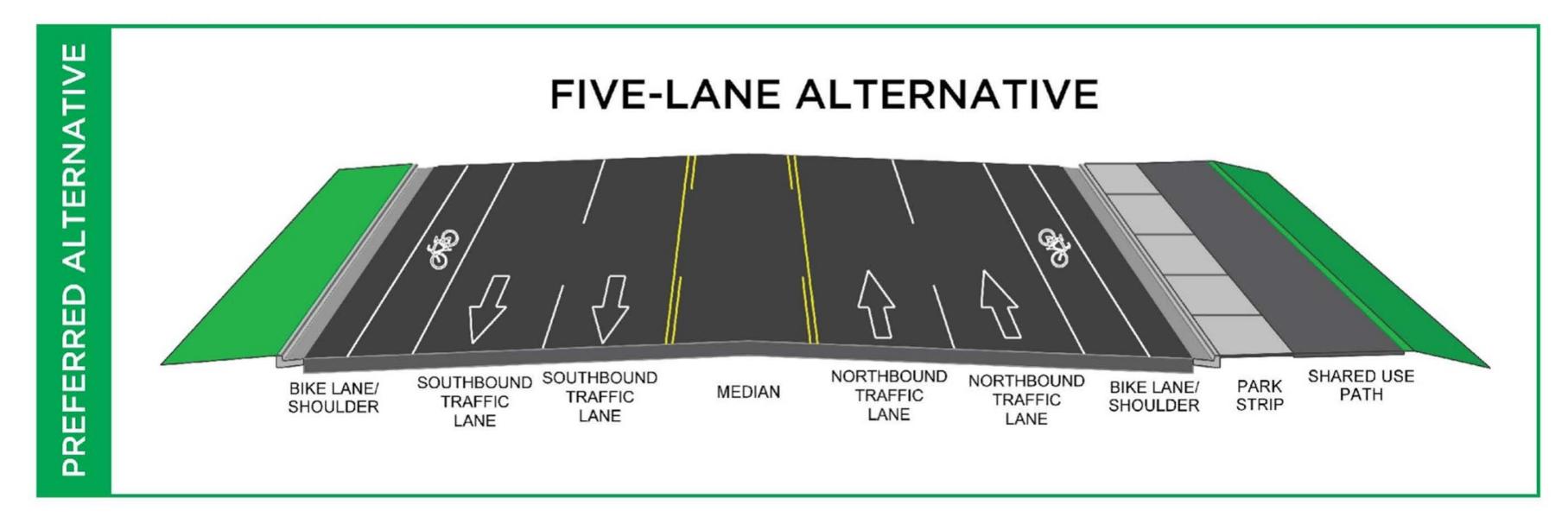
Tolling



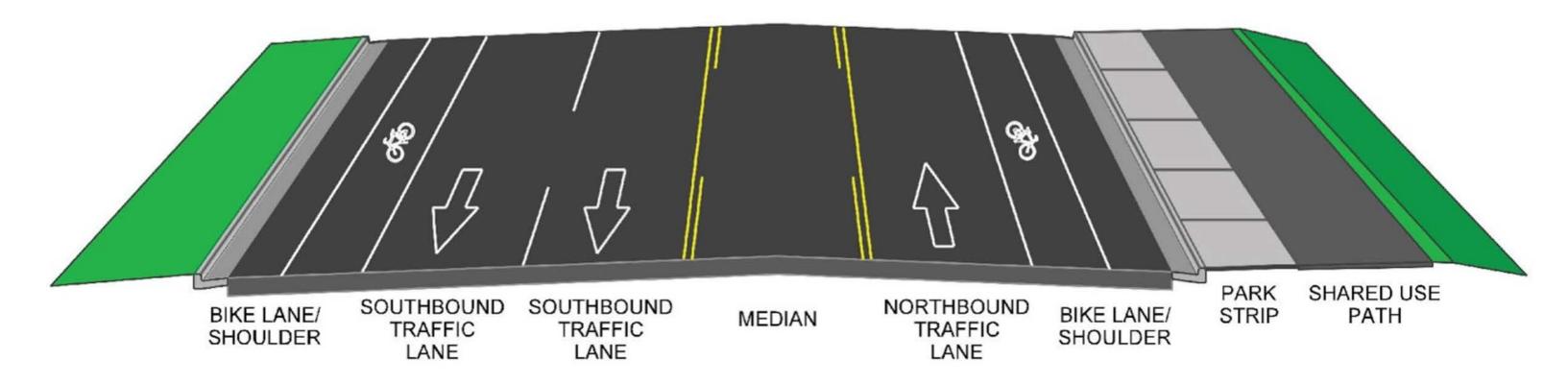








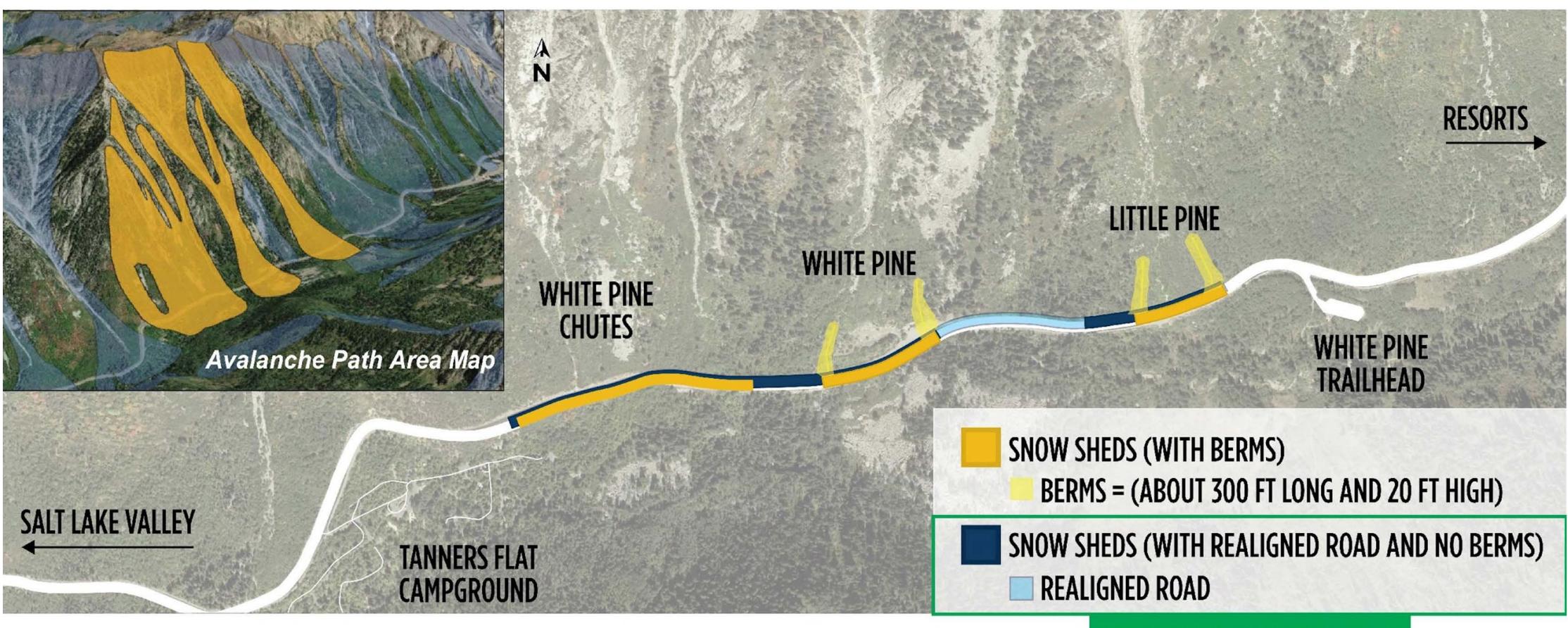
IMBALANCED-LANE ALTERNATIVE









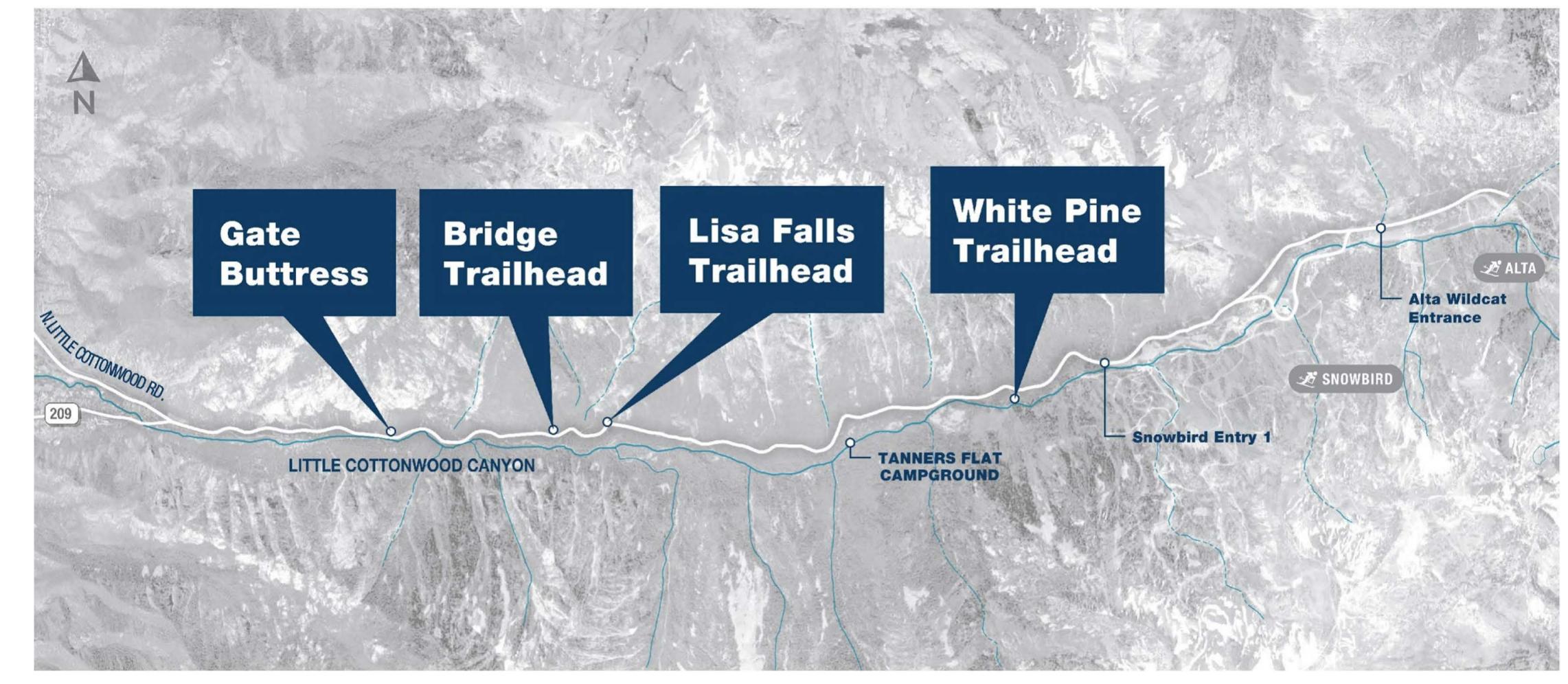






PREFERRED ALTERNATIVE









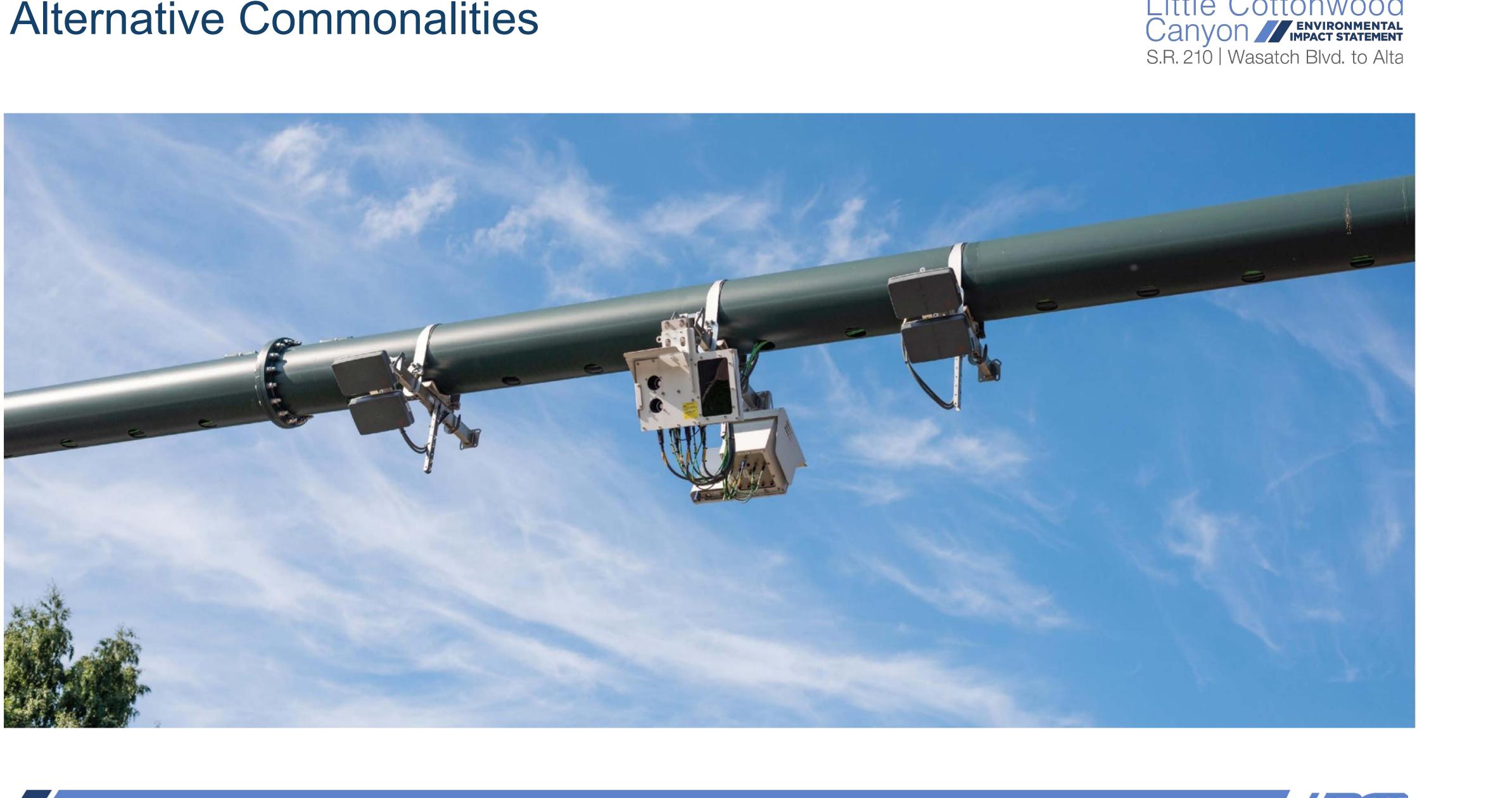














Little Cottonwood Canyon Mental S.R. 210 | Wasatch Blvd. to Alta



Public Comment Period

June 25 - August 9, 2021 **Provide comments through:**



LittleCottonwoodEIS.udot.utah.gov



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







LittleCottonwoodEIS@utah.gov



801-200-3465



Public Hearings

In-Person Public Hearing July 13, 2021

Open House Presentation Hearing

4:30-8:30 p.m. 6:00-6:30 p.m. 6:30-8:30 p.m.

Virtual Public Hearing July 20, 2021

Presentation Hearing



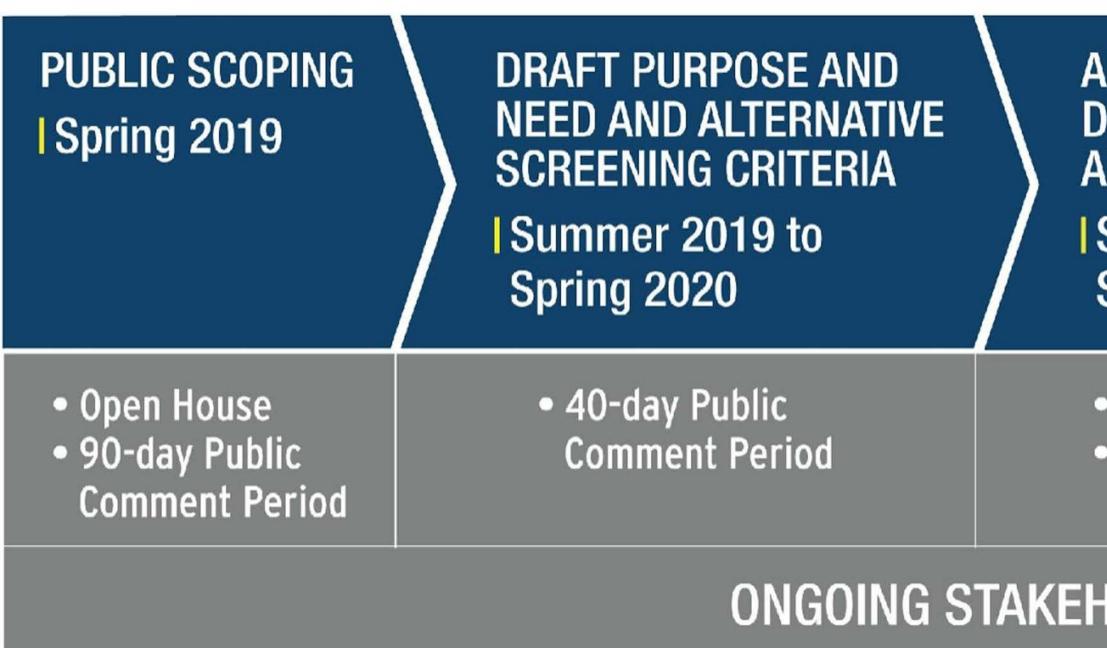


Butler Middle School 7530 S. 2700 E. Cottonwood Heights, UT 84121

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



Process and Schedule







ALTERNATIVES DEVELOPMENT AND REFINEMENT Summer 2020 to Spring 2021	DRAFT EIS Summer 2021 Current Phase	FINAL EIS/ROD Winter 2021/2022
 Open House 35-day Public Comment Period 	 Public Hearing 45-day Public Comment Period 	 Public notification of release of Final EIS and ROD

ONGOING STAKEHOLDER ENGAGEMENT





Little CottonWood Canyon // IMPACT STATEMENT S.R. 210 | Wasatch Blvd. to Alta

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