

# LITTLE COTTONWOOD CANYON EIS

## PROJECT OVERVIEW AND DRAFT EIS ALTERNATIVES SUMMARY

### PROJECT PURPOSE

The Utah Department of Transportation (UDOT) began an Environmental Impact Statement (EIS) in the spring of 2018 for Little Cottonwood Canyon and Wasatch Boulevard in partnership with Utah Transit Authority (UTA), US Department of Agriculture (USDA) Forest Service and Salt Lake City Public Utilities (SLCPU). The purpose of the EIS is to provide an integrated transportation system that improves the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains.

### DRAFT EIS OVERVIEW

To identify preferred alternatives, UDOT considered an alternative's ability to meet the project purpose and need, associated environmental impacts and estimated cost.

Based on the technical analysis conducted by the project team and the cooperating agency peer review of the analysis, UDOT has identified the Enhanced Bus Service in Peak-Period Shoulder Lane and Gondola Alternative B (base station from La Caille) as the two preferred alternatives in the Draft EIS.

These alternatives were selected as they best meet the project purpose and need while considering environmental impacts in comparison to the other three alternatives - Enhanced Bus Service, Gondola A (from LCC park-and-ride) and Cog Rail (from La Caille).

### UDOT'S MISSION

ENHANCE QUALITY OF LIFE THROUGH TRANSPORTATION

#### QUALITY OF LIFE FRAMEWORK



Better Mobility



Good Health



Connected Communities



Strong Economy

### EVALUATION CRITERIA

124 ALTERNATIVE CONCEPTS → 5 DRAFT ALTERNATIVES → 2 PREFERRED ALTERNATIVES

#### PURPOSE & NEED

- **Improve mobility in 2050**
  - Improve peak-hour per-person travel times
  - Meet peak-hour demand on busy ski days
  - Reduce vehicle backups on S.R. 210 and S.R. 209
  - Meet level of service (LOS) D on Wasatch Boulevard
- **Improve reliability and safety in 2050**
  - Reduce avalanche delays and hazards
  - Reduce traffic conflicts and improve roadway safety at trailheads
  - Reduce or eliminate roadside parking
















#### ENVIRONMENTAL/REGULATORY IMPACTS

- Impacts to natural resources and to the built environment (visual, air, noise, water quality, relocations, etc.)
- Cost
- Consistency and compatibility with local and regional plans
- Compatibility with permitting requirements

#### OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

- Scalable Service/Phased Implementation
- Mechanical Complexity
- Snow Removal
- Avalanche Mitigation Risk
- Supports Active Transportation

# 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	 Capital costs	 O&M costs
		 On S.R. 209	 On S.R. 210							
<b>No-Action Alternative</b>	<b>80-85 MIN</b>	<b>6,700</b>	<b>13,000</b>	<b>None</b>	<b>No</b>	<b>173</b>	<b>No</b>	<b>0</b>	<b>-</b>	<b>-</b>
 <b>ENHANCED BUS</b> NO ADDITIONAL ROADWAY CAPACITY IN LCC	<b>46 MIN</b>	<b>1,275</b>	<b>4,300</b>	<b>Low</b>	<b>No</b>	<b>173</b> + <b>57</b> No-action baseline Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$355 M</b>	<b>\$14 M</b> Winter
<span style="writing-mode: vertical-rl; transform: rotate(180deg);">Preferred Alternative</span>  <b>ENHANCED BUS</b> WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC	<b>37 MIN</b>	<b>350</b>	<b>3,050</b>	<b>Medium</b>	<b>No</b>	<b>173</b> + <b>60</b> No-action baseline Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$510 M</b>	<b>\$11 M</b> Winter
 <b>GONDOLA A (FROM LCC PARK-AND-RIDE)</b> WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	<b>46 MIN</b>	<b>350</b>	<b>3,050</b>	<b>High</b>	<b>No</b>	<b>173</b> + <b>57</b> No-action baseline Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$561 M</b>	<b>\$9.5 M</b> Winter <b>\$5 M</b> Summer
<span style="writing-mode: vertical-rl; transform: rotate(180deg);">Preferred Alternative</span>  <b>GONDOLA B (FROM LA CAILLE)</b> WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	<b>43 MIN</b> Driving to base station <b>45 MIN</b> Bus to base station	<b>350</b>	<b>3,050</b>	<b>High</b>	<b>No</b>	<b>173</b> + <b>57</b> No-action baseline Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$592 M</b>	<b>\$7.6 M</b> Winter <b>\$3 M</b> Summer
 <b>COG RAIL (FROM LA CAILLE)</b> WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	<b>43 MIN</b> Driving to base station <b>45 MIN</b> Bus to base station	<b>350</b>	<b>3,050</b>	<b>Medium</b>	<b>No</b>	<b>173</b> + <b>58</b> No-action baseline Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$1.106 B</b>	<b>\$7 M</b> Winter <b>\$2.2 M</b> Summer

# 45-DAY COMMENT PERIOD

JUNE 25-AUGUST 9, 2021

The public may submit comments on the Draft EIS at the public hearings and through mail, email, voicemail or on the project website.

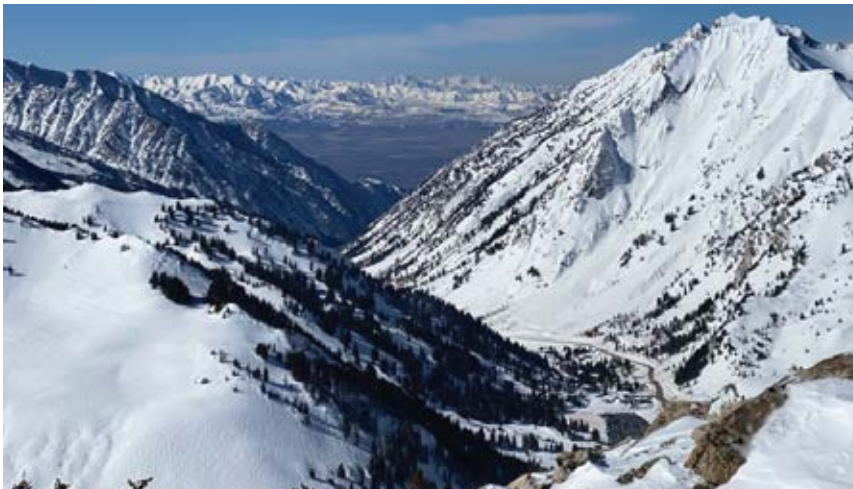
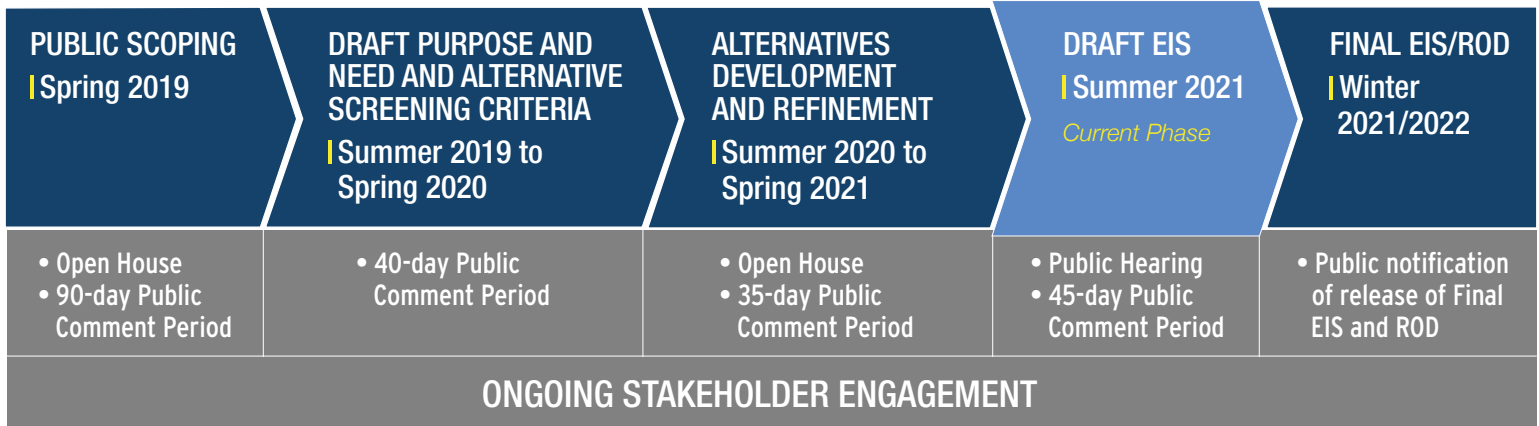
**IN-PERSON PUBLIC HEARING**  
JULY 13, 2021

**VIRTUAL PUBLIC HEARING**  
JULY 20, 2021

## DRAFT EIS PUBLIC ENGAGEMENT OPPORTUNITIES

- ✓ PUBLIC COMMENT PERIOD
- ✓ PUBLIC OPEN HOUSE (IN-PERSON)
- ✓ PUBLIC HEARINGS (IN-PERSON AND VIRTUAL)
- ✓ STAKEHOLDER MEETINGS
- ✓ LOCAL GOVT. PRESENTATIONS
- ✓ EDUCATIONAL VIDEOS
- ✓ SOCIAL MEDIA PROMOTIONS
- ✓ WEBSITE

## PROCESS & SCHEDULE



## CONTACT INFORMATION

- 🌐 [LittleCottonwoodEIS.udot.utah.gov](http://LittleCottonwoodEIS.udot.utah.gov)
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- 📘 UDOT Little Cottonwood Canyon Environmental Impact Statement (EIS)
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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.



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

