

## **APPENDIX D**

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### **Public Open House Meeting Materials**



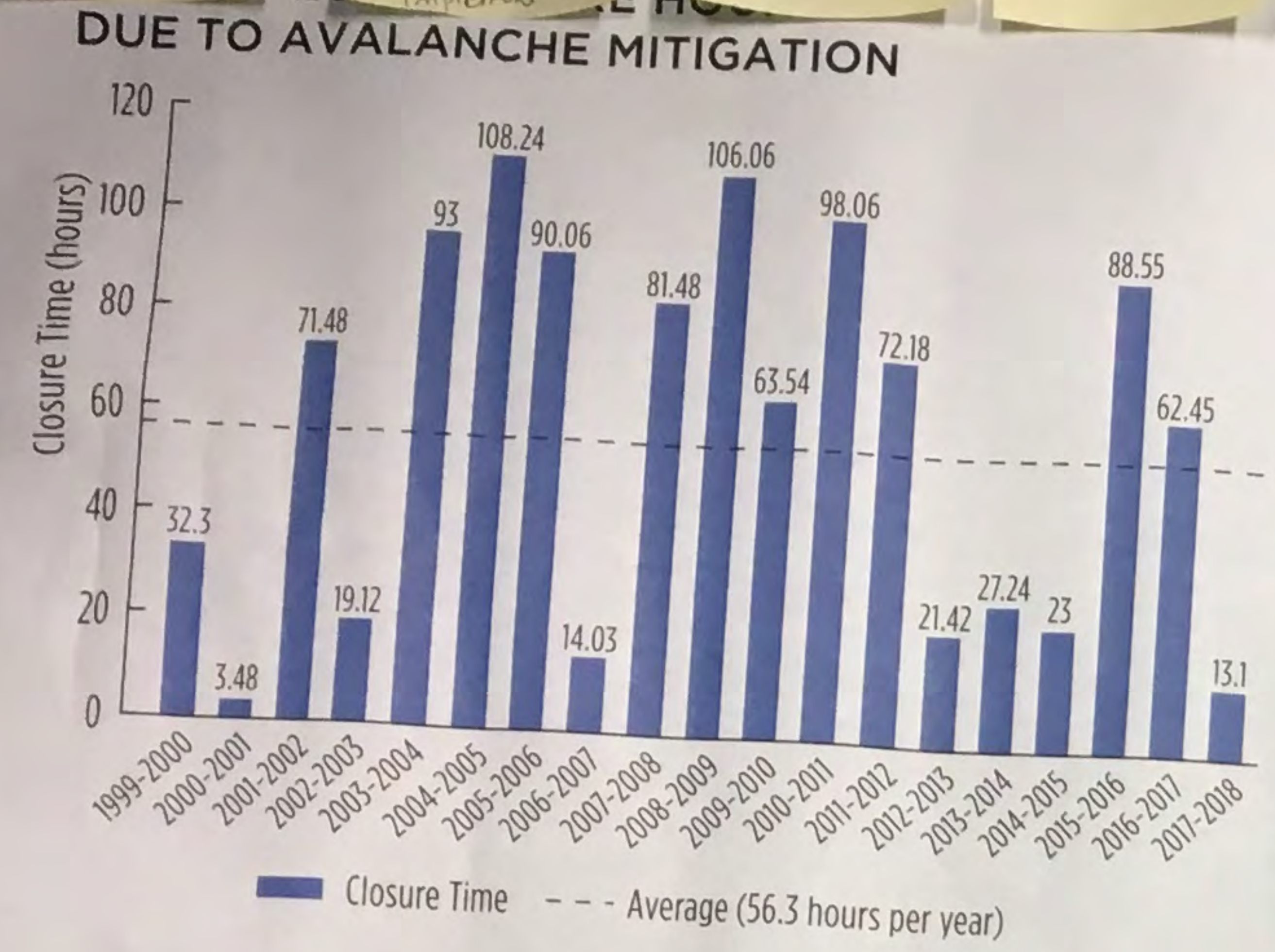
# LITTLE COTTONWOOD CANYON SNOWSHED LOCATIONS

*I like snow sheds to reduce stoppages*

*Snowsheds are a great idea + we've needed years ago! Please implement*

*Low the slope later, and faster canyon opens in winter days. Please no Top wall but not too!*

*Snowsheds are a GREAT idea!*



## INITIAL EVALUATION FOR IMPROVING CANYON ROADWAY RELIABILITY

### Avalanche Mitigation Criteria

Improve avalanche reliability and roadway

- Substantially reduce number of hours and/or days that avalanches delay users
- Substantially reduce the avalanche hazard for roadway users



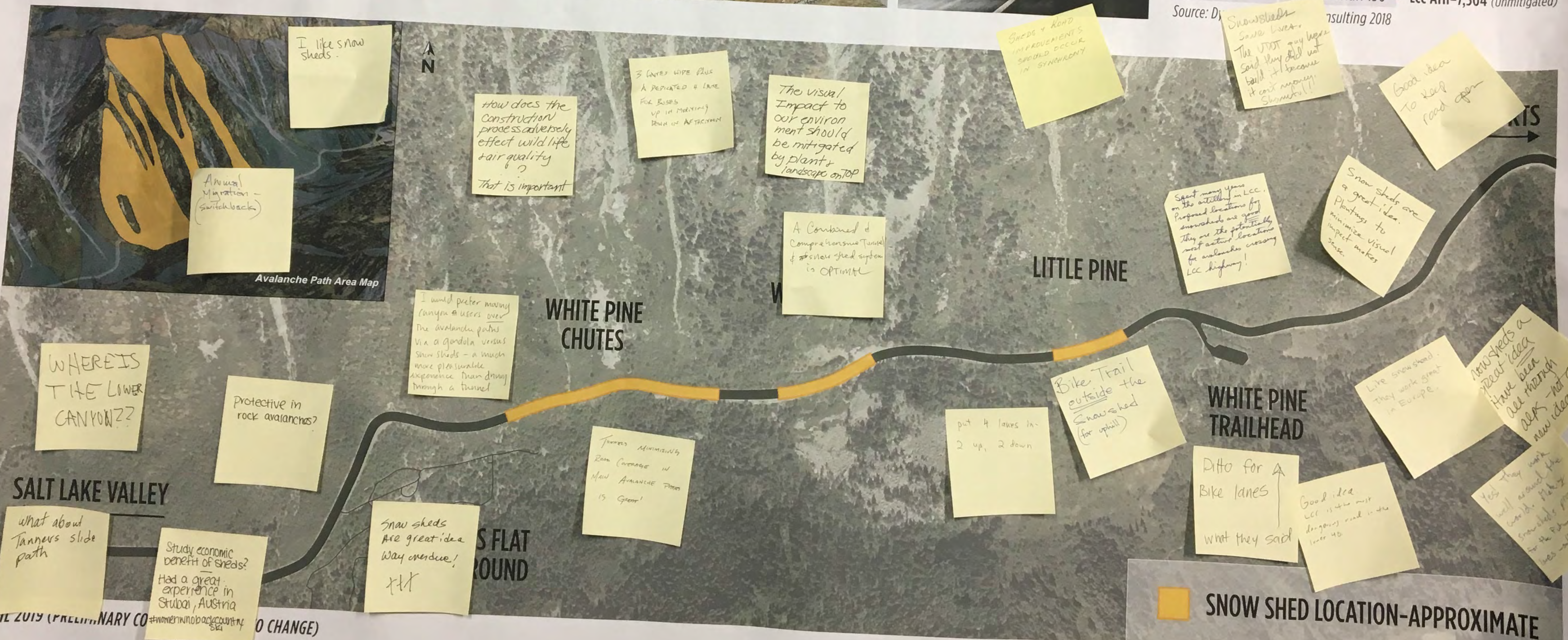
**AVALANCHE HAZARD INDEX (AHI):**  
NUMERIC EXPRESSION OF THE POTENTIAL THREAT OF AN AVALANCHE

### CURRENT AVALANCHE HAZARD INDEX

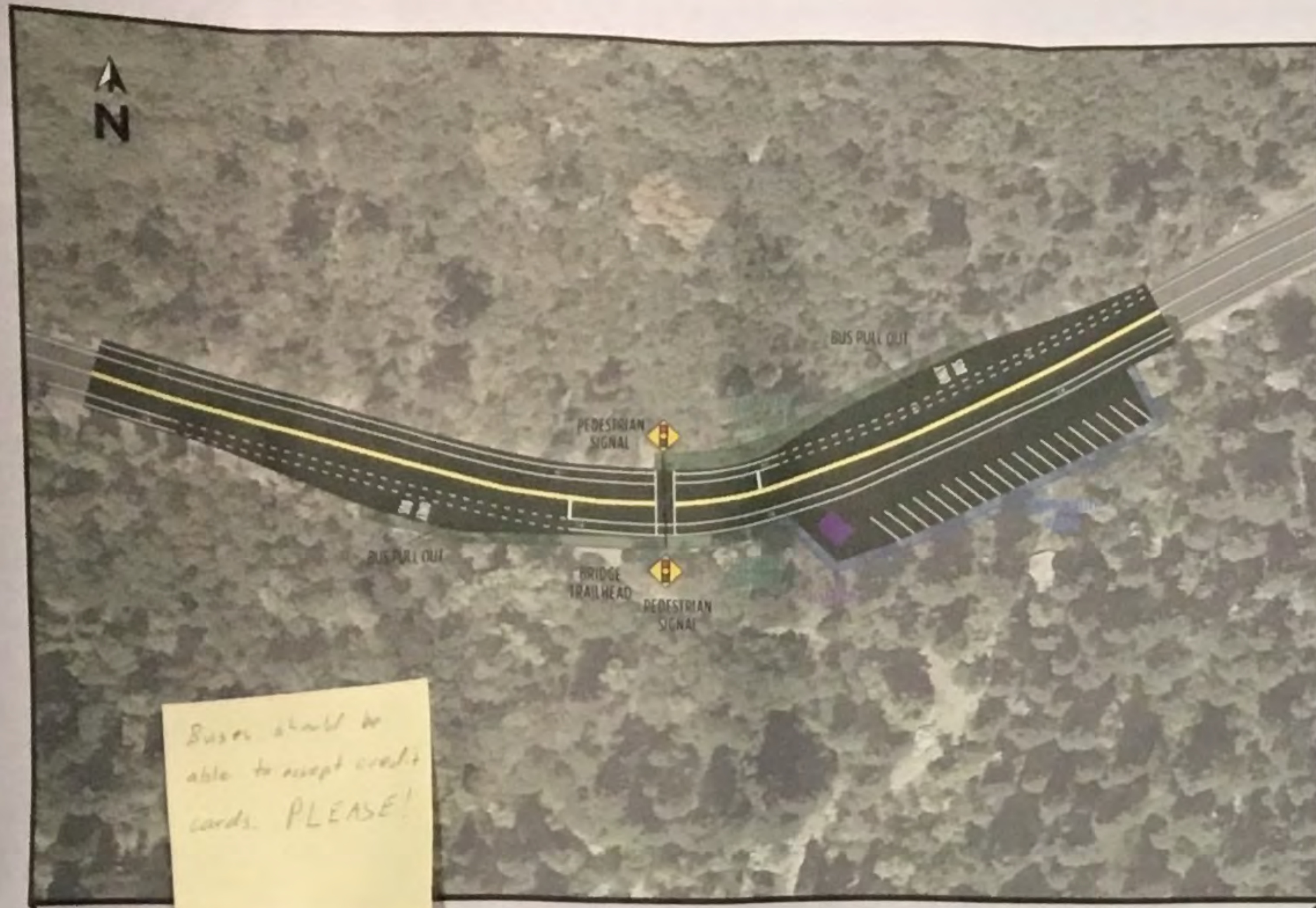
Hazard Category	AHI
Very Low	Less than 1
Low	1 to 10
Moderate	10 to 40
High	40 to 150
Very High	Greater than 150

← LCC AHI=90 (Mitigated)  
← LCC AHI=7,304 (Unmitigated)

Source: D... Consulting 2018

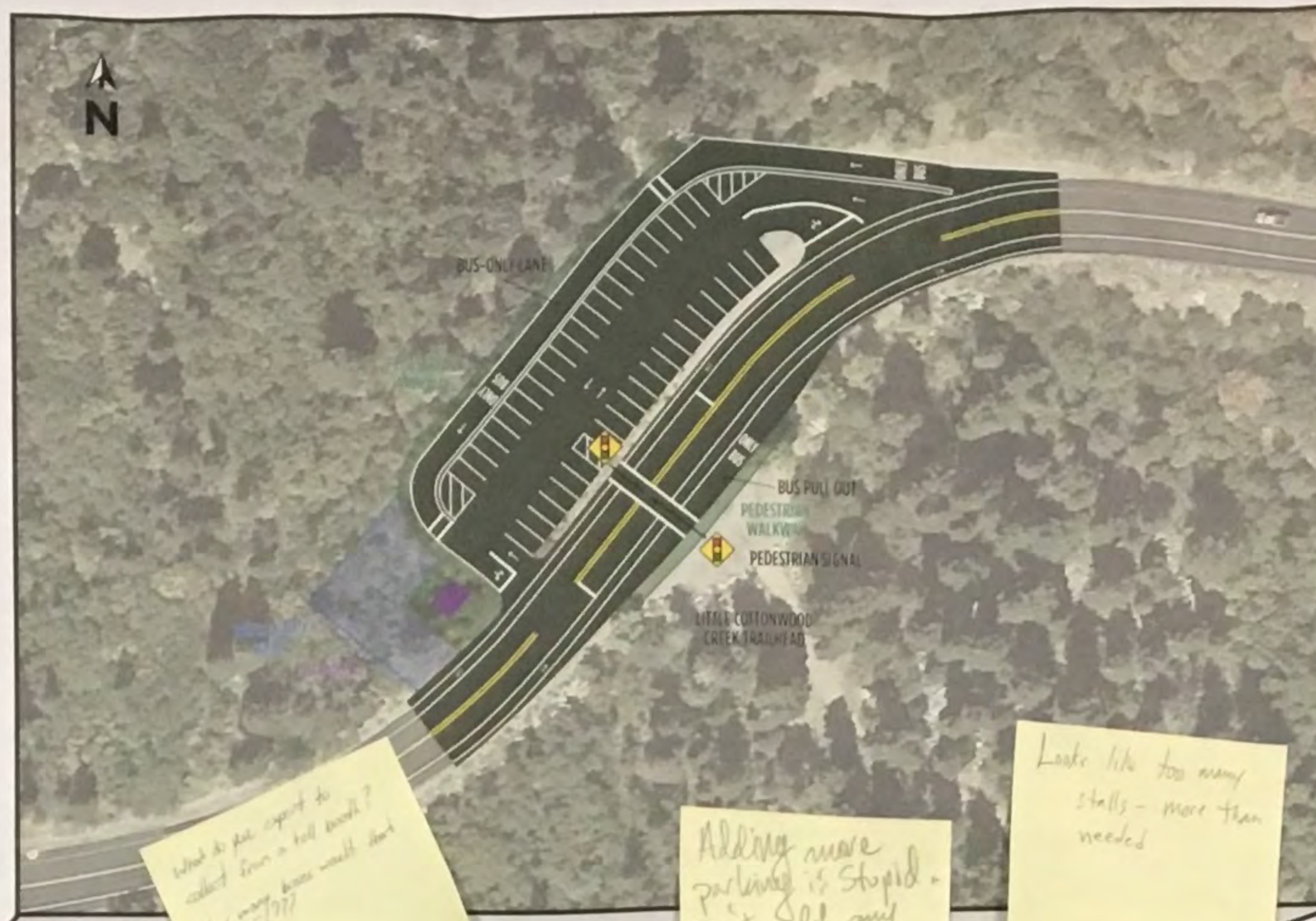


# PARKING CONCEPT BRIDGE TRAILHEAD



Buses should be able to accept credit cards. PLEASE!

# PARKING CONCEPT LISA FALLS TRAILHEAD

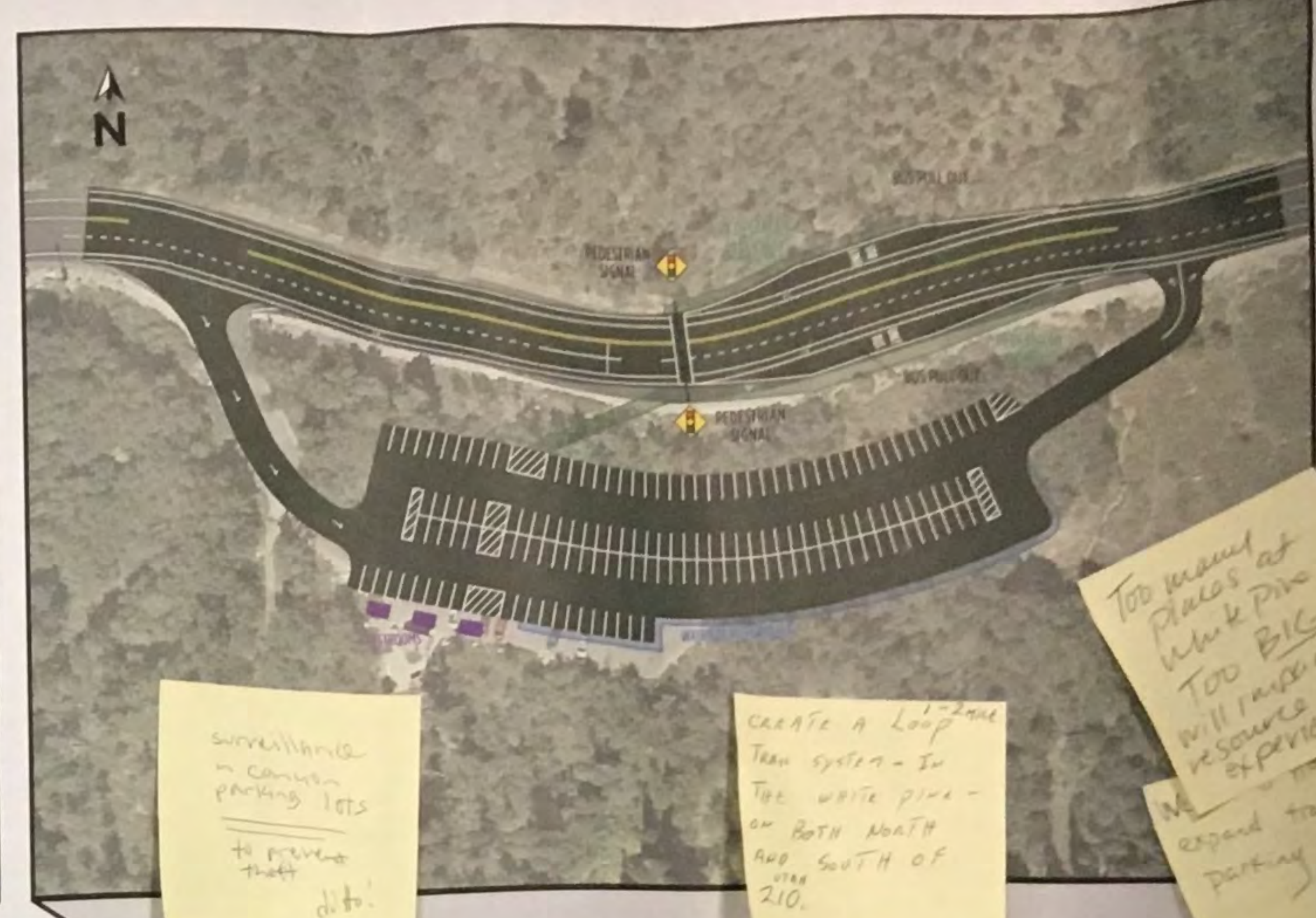


What is the impact of this on the trailhead?

Adding more parking is stupid. Don't add any parking.

Looks like too many stalls - more than needed.

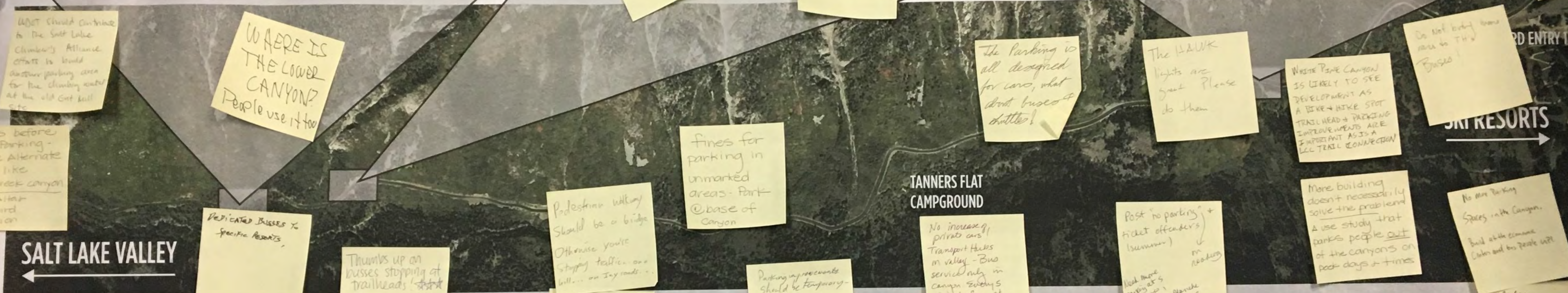
# PARKING CONCEPT WHITE PINE TRAILHEAD



surrounding area - parking lots to prevent that!

CREATE A Loopline Train system - In the White Pine - on both north and south of 210.

Too many places at White Pine! TOO BIG! Will impact resources and experience. expand trailhead parking.



## SALT LAKE VALLEY

WHERE IS THE LOWER CANYON? People use it too.

Buses before more parking - maybe alternate uses like Millcreek Canyon. Stop Altas snowbird expansion.

Dedicated Buses X Specific Areas.

Thumbs up on buses stopping at trailheads. Will buses run all year? How often during the day? How long into the afternoon?

Pedestrians walking should be a bridge. Otherwise you're stopping traffic on a hill...

Fines for parking in unmarked areas - Park @ base of Canyon.

TANNERS FLAT CAMPGROUND

No increase of private cars! Transport buses in valley - Bus service only in canyon. Snowbirds into stop bag at all rec areas.

Post no parking + ticket offenders (summers) in road.

Waste Pine Canyon is likely to see development as a bike + hike spot. Trailhead parking improvements are important as a key trail connection.

Do not bring snow into the valley.

No more parking spaces in the canyon. Build with common sense and be polite with.

Good idea. Background users should park in lot instead of on the road.

## NEED TO IMPROVE TRAILHEAD PARKING

- Pedestrian conflicts from parked cars on side of the road
- Cars parked on roadway shoulder force cyclists into the road
- Sediment from damaged roads enters watershed
- Informal parking at trailheads causes erosion, mineral soil loss, the spread of weeds and loss of native vegetation

Fully support bus stops at trailheads. Equally trailhead parking will be a great alternative.

Great trailhead concept! Mass transit vans + cars to backcountry. Gondola to Snowbird + Alta (or Brighton?).

## TRAILHEAD PARKING

- Improve roadway safety by reducing conflicts
- Reduce parking congestion
- Eliminate all On-Road Parking
- Improve parking at existing trailheads to support travel modes while improving safety
- Silverfork Canyon Meadow Closes
- access parking at top of Church Road at 210

Eliminate all On-Road Parking

Silverfork Canyon Meadow Closes

Parking improvements should be temporary - eventually cars should be seen from the canyon. That is saved by use of transportation.

## WHAT OPTIONS WOULD YOU CONSIDER?

Alternative	Eliminate On-Road Parking?	Transit Stops*	Changed Trailhead Parking
No-Action	No	No	No
Alternative 1	Yes, within 1/4 mile radius of trailheads	Yes	No
Alternative 2	Yes, within 1/4 mile radius of trailheads	Yes	Yes, trailhead parking will accommodate the on-road parking eliminated within a 1/4 mile of the trailheads
Alternative 3	Yes, from canyon entrance to Snowbird Entry 1	Yes	

\*Transit stops will accommodate future transit

No more parking spaces in CCC! Need some buses that go straight to Alta. Not to Snowbird stops!

NO road-side parking in the canyon. Have buses/trains stop at trailheads. Controls, improve to ensure experience quality by limiting access to trailheads.

Must allow parking in bus turnaround for backcountry skiers.

opening the road to pedestrians. Stop lights, crosswalks, tunnels or bridges would be better if people need to cross.

APRIL 2019 (PRELIMINARY CONCEPTS: SUBJECT TO CHANGE)

Don't leave out hiking + snowshoe

The watershed can help to minimize snow runoff. THE CANYON WASH RULES.

If the bus were quicker I would ride more often. Dedicated Alta buses would help.

UTA needs to increase bus service. Dedicated buses to each trailhead and another bus in each canyon. Transfer station at north group lot.

# WASATCH BOULEVARD IMPROVEMENTS

## FORT UNION BOULEVARD TO NORTH LITTLE COTTONWOOD ROAD

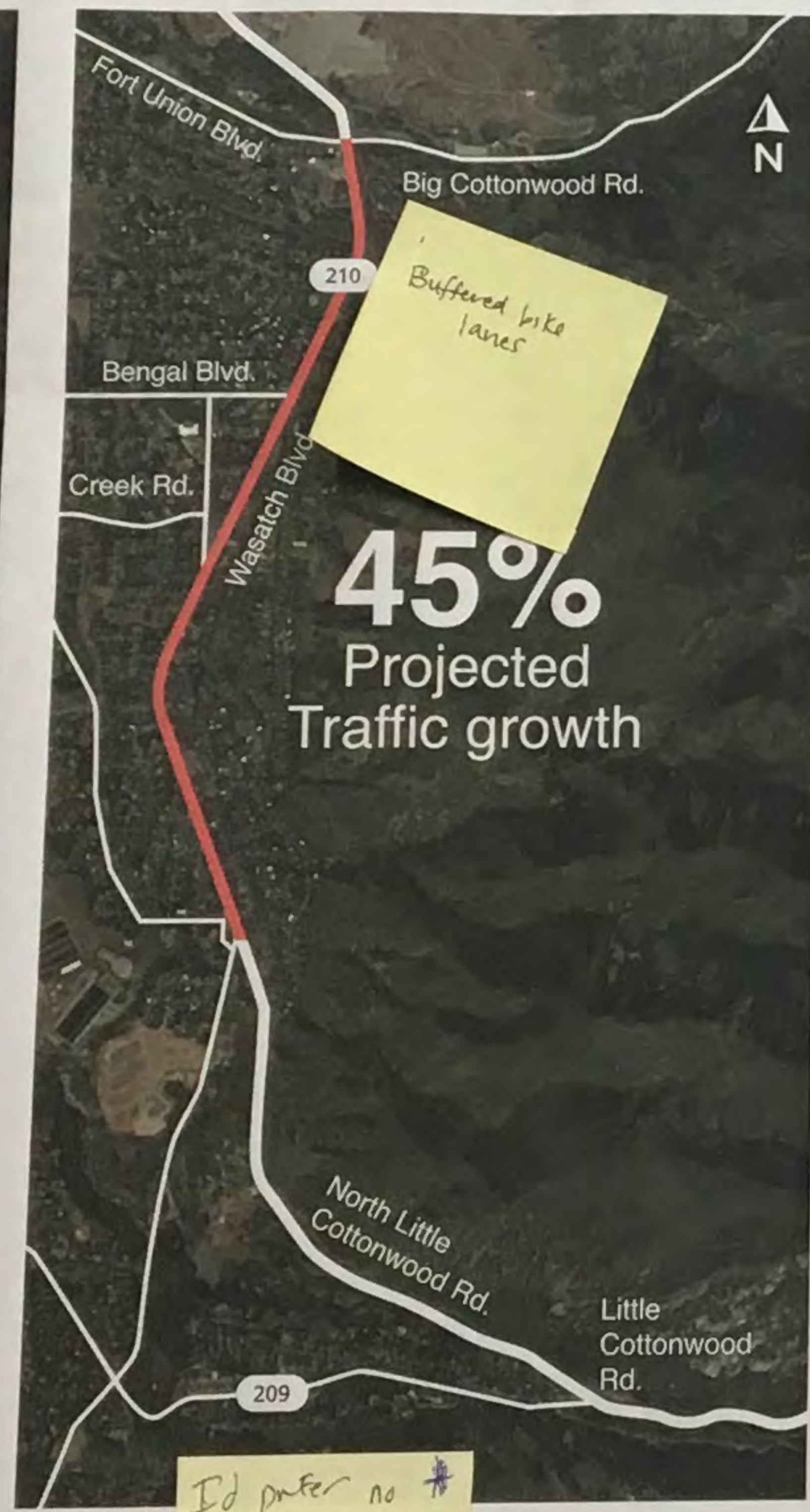
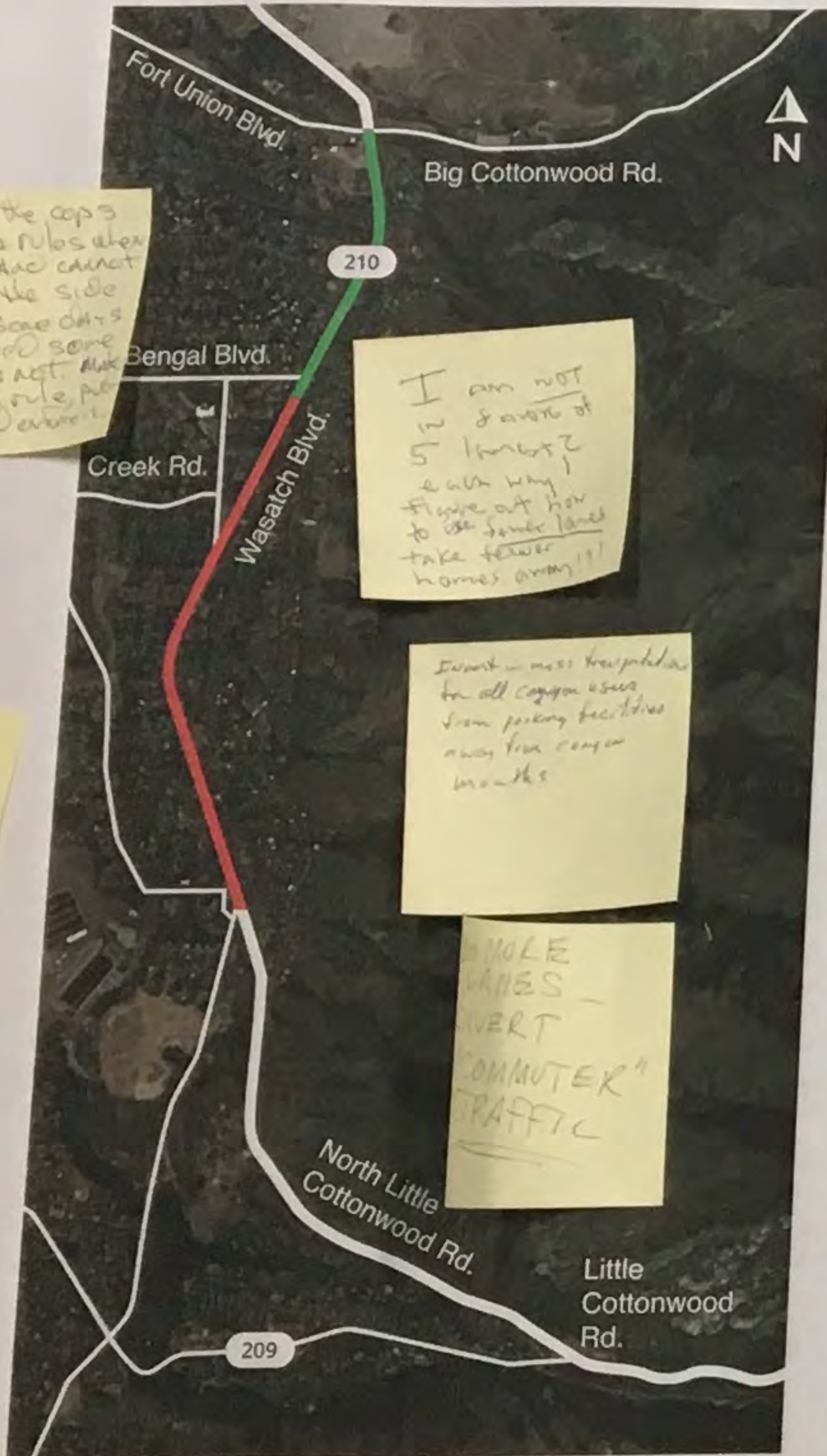
### INITIAL EVALUATION FOR IMPROVING WASATCH BOULEVARD

Wasatch Boulevard Screening Criteria	Measure
Reduce delay and improve capacity (improve regional mobility)	Achieve a level of service D or better on Wasatch Boulevard and intersections in 2050
Consider the Wasatch Boulevard Master Plan Corridor Study	Meet the overall objectives identified in the master plan corridor study while addressing UDOT's safety and mobility requirements
Improve safety	Meet UDOT's safety standards (such as lane and shoulder widths, access and sight distance) for all roadway users including passenger and freight vehicles, cyclists, pedestrians and recreational users

### IMPROVING MOBILITY AND SAFETY FOR WASATCH BOULEVARD

EXISTING CONDITIONS (2015)  
P.M. PEAK-PERIOD

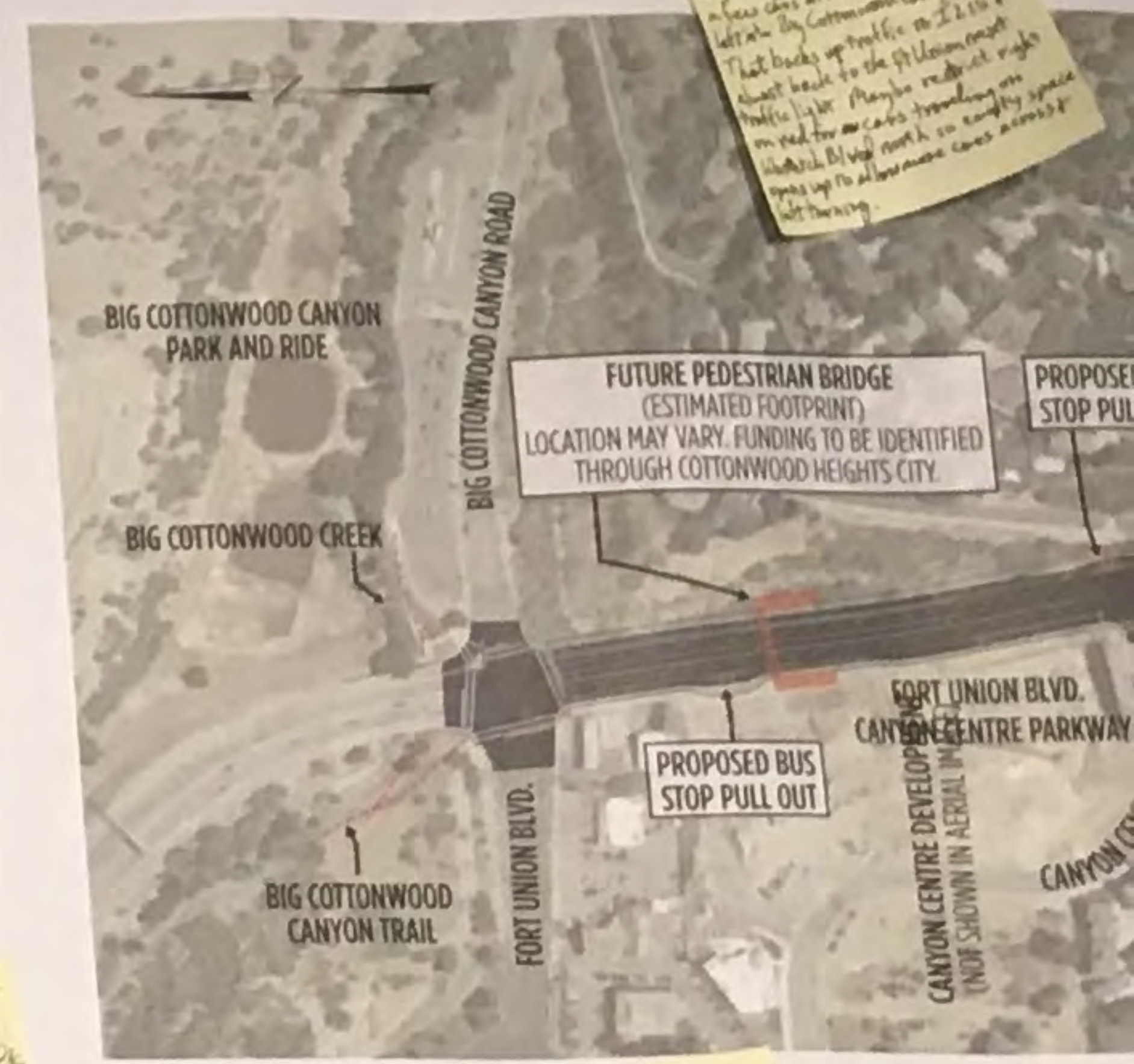
FUTURE NO-ACTION CONDITIONS  
(2050) P.M. PEAK-PERIOD



APRIL 2019 (PRELIMINARY CONCEPTS: SUBJECT TO CHANGE)

### DESIGN NEED ELEMENTS

- Blind intersection at Kings Hill Drive
- Short merge at High-T
- The standard shoulder width for this segment is 8 feet (The current shoulder width varies from 4 to 10 feet, with 4 feet being the typical width)
- The length of the deceleration lane for the center left turn at Golden Hills Avenue is substandard
- Unprotected hazards within the clear zone including substandard barrier end treatments, trees and steep slopes
- No pedestrian sidewalks or trail



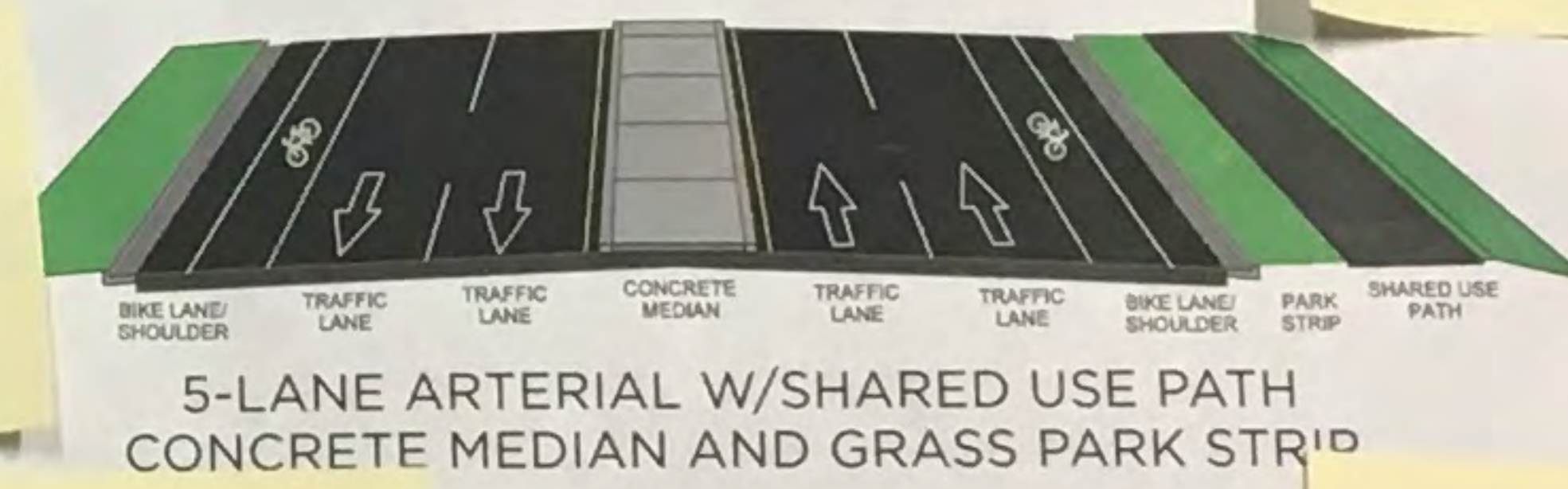
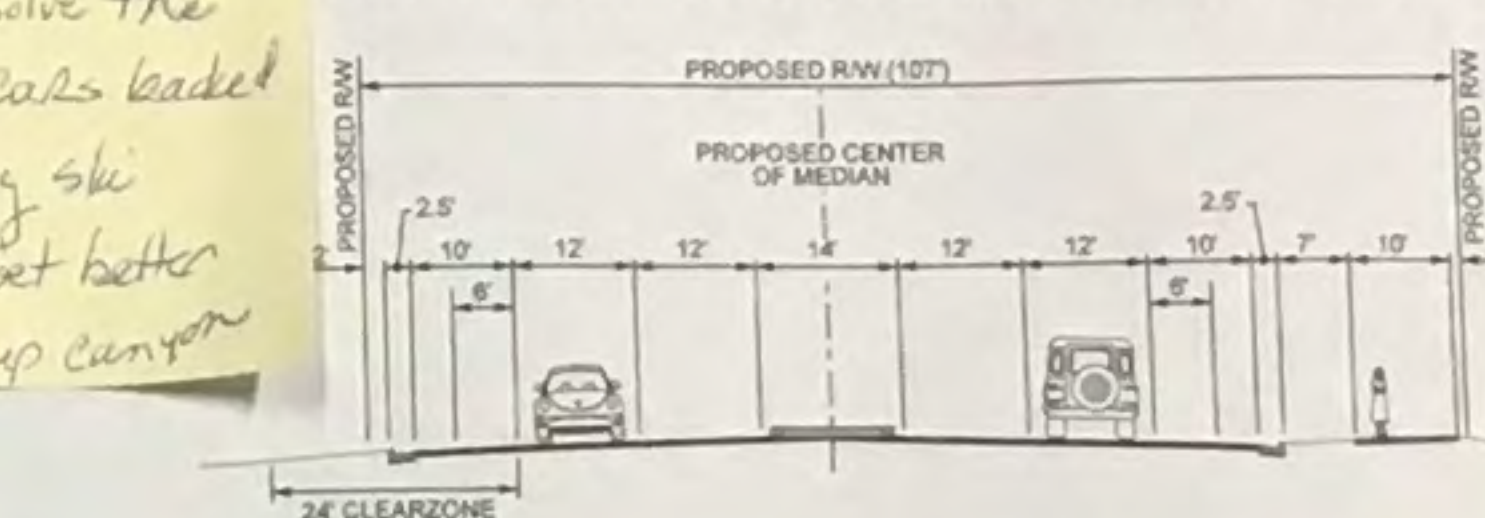
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- A | NO DELAYS**  
Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.
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Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.
- C | MINIMAL DELAYS**  
Stable traffic flow, but less freedom to select speed.

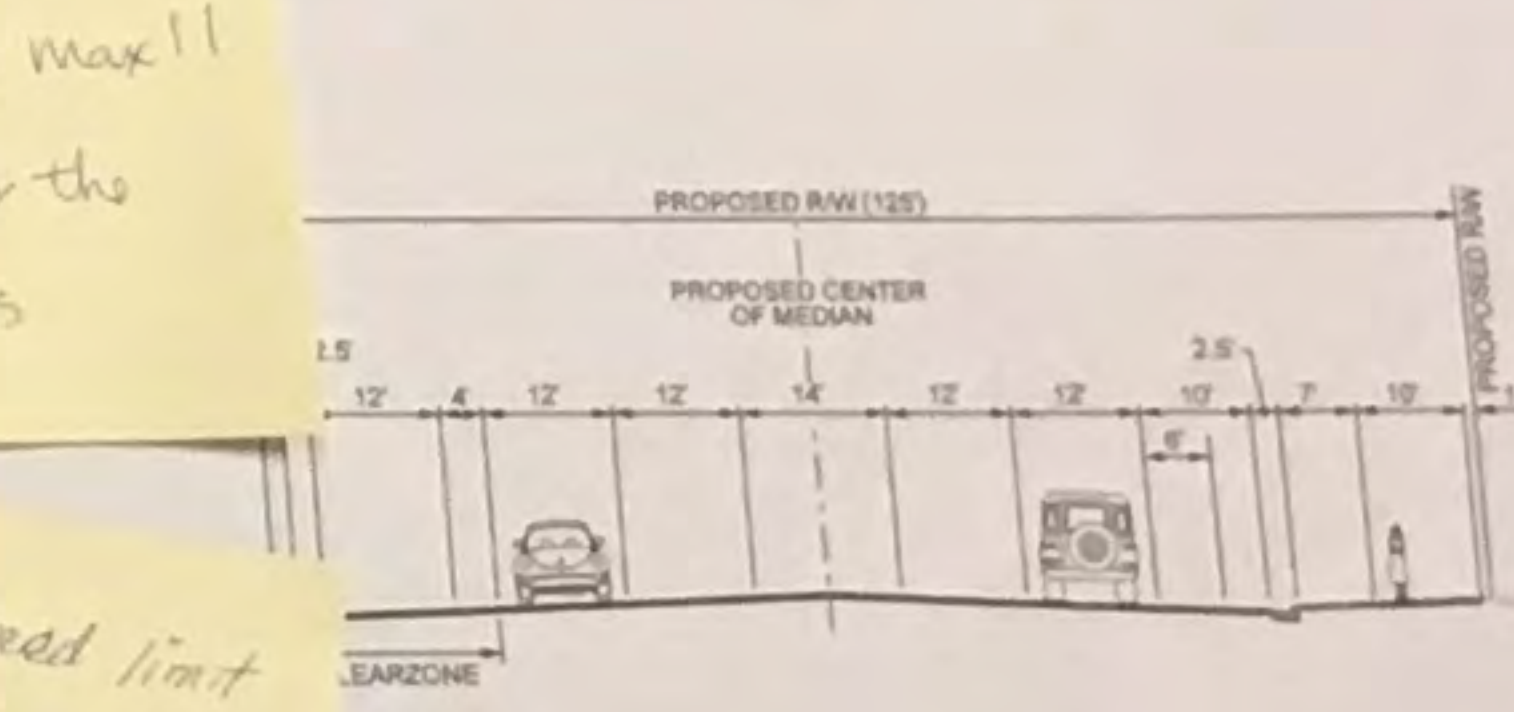
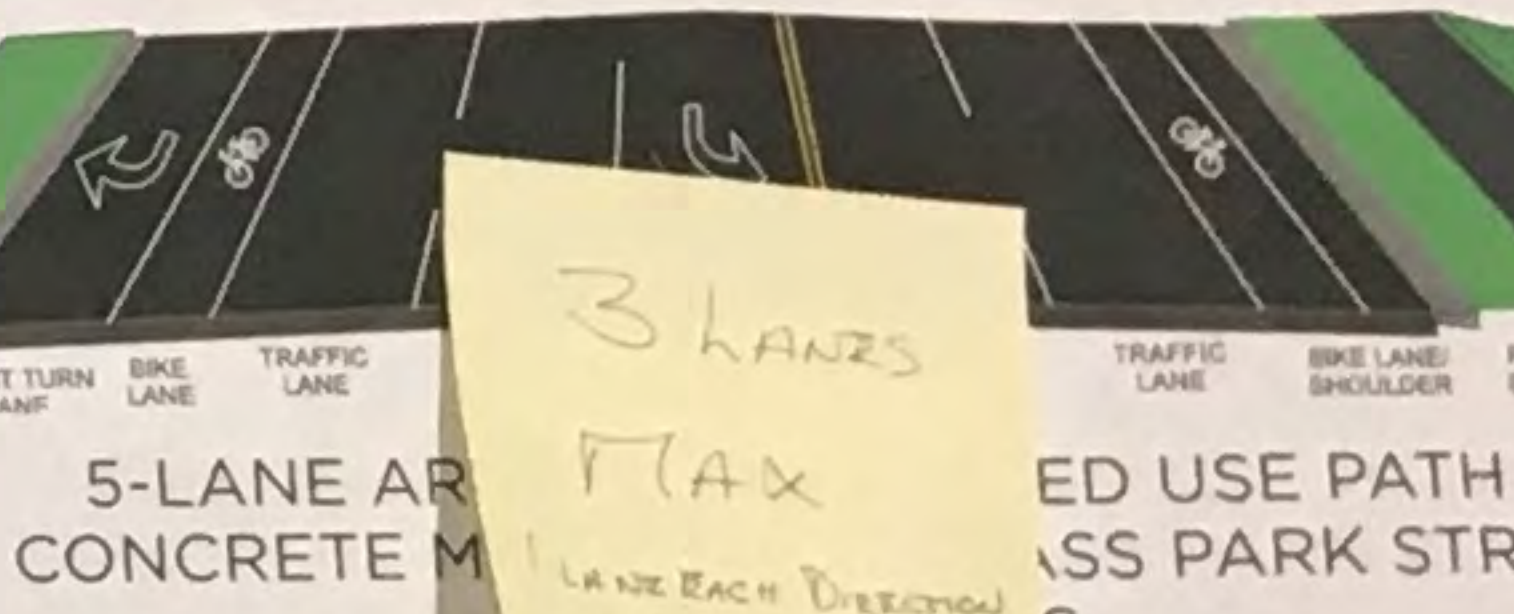
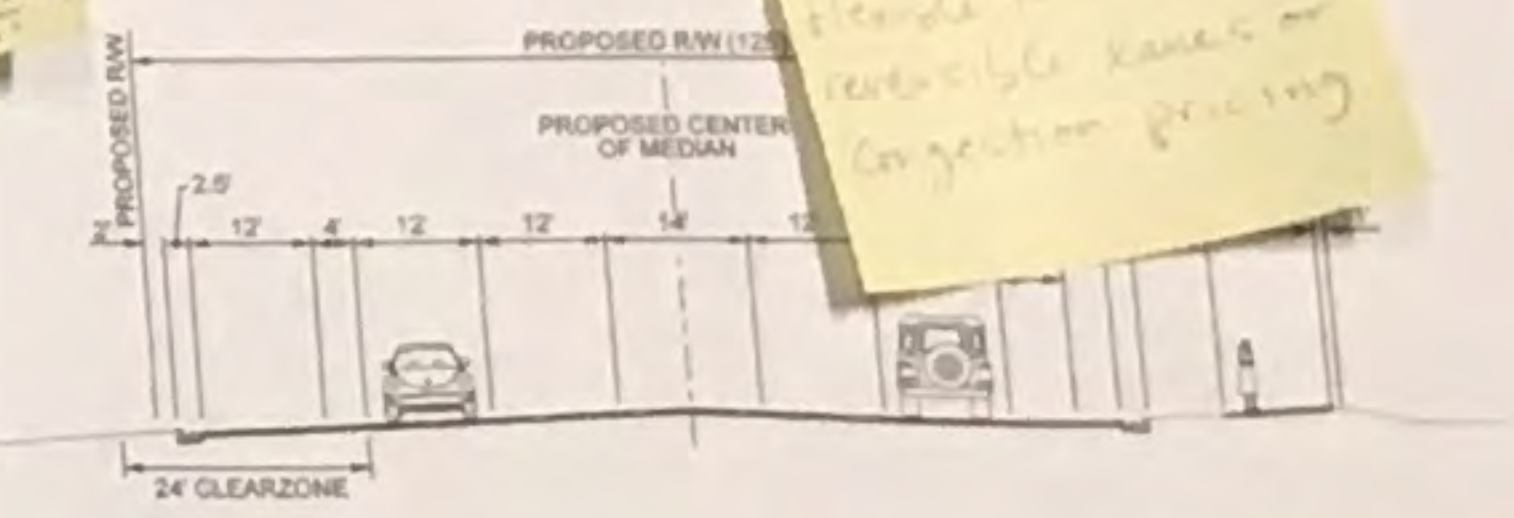
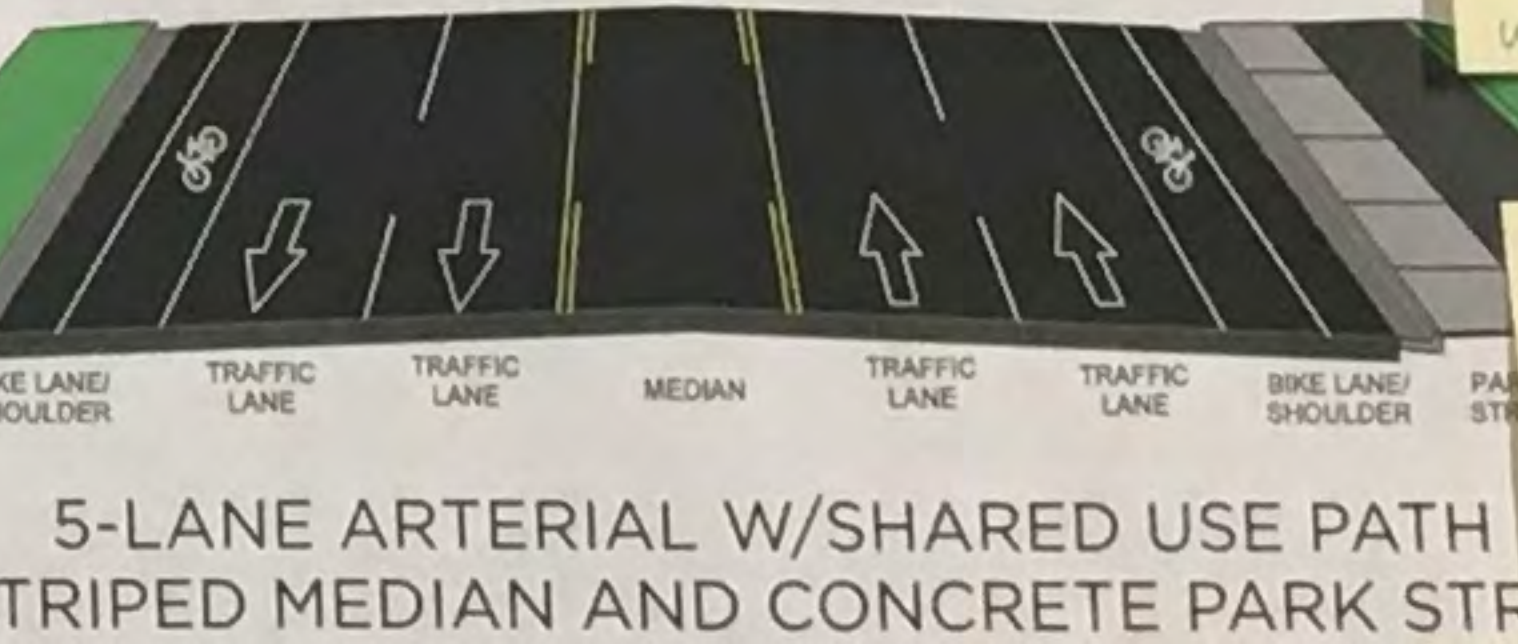
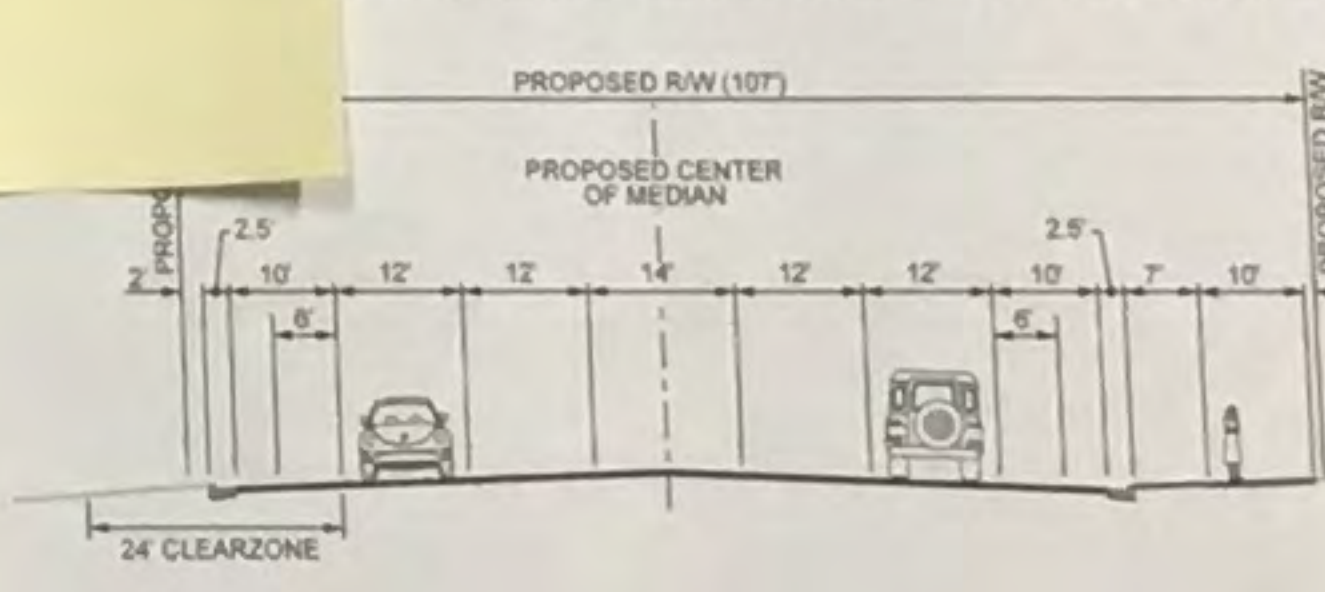
### UDOT Goal

- D | NOTICEABLE DELAYS**  
Traffic flow becoming unstable. Speed subject to sudden change.
- E | CONSIDERABLE DELAYS**  
Unstable traffic flow. Speed changes quickly and maneuverability is low.
- F | CONSIDERABLE DELAYS**  
Heavily congested. Demand exceeds capacity. Speed varies greatly.

### WASATCH BLVD: 5-LANE



### WASATCH BLVD: 5-LANE



5-LANE ARTERIAL W/SHARED USE PATH STRIPED MEDIAN AND CONCRETE PARK STRIP INTERSECTION

Improve Highland...  
I'd prefer no improvements to accommodate more cars. Invest in mass transportation not to the detriment of personal cars.

Don't let the cops make up rules that you can't see...  
Please join us in the Kings Hill/Golden Hills neighborhood - Saturday AM/Sunday AM and Saturday PM/Sunday PM. It is impossible to eat our neighborhood. Come and experience behind ski traffic.

EXTEND...  
Wasatch is over due for more lanes with the growth of the city.

I am not sure if 5 lanes is a good idea... maybe 4 lanes with a center turn lane?

Don't let the cops make up rules that you can't see...  
Please join us in the Kings Hill/Golden Hills neighborhood - Saturday AM/Sunday AM and Saturday PM/Sunday PM. It is impossible to eat our neighborhood. Come and experience behind ski traffic.

WHOLE LANE...  
Wasatch is over due for more lanes with the growth of the city.

I'd prefer no improvements to accommodate more cars. Invest in mass transportation not to the detriment of personal cars.

This just looks like a colossal waste of funds to...  
Need a flex lane or transit only lane so bus-buffet can get on the 'canyon' through people to get out of road and on buses.

3 LANES...  
My concern is trying to make a left out of my neighborhood on peak times to time it right. Almost a 10min wait.

Lane switch during High use

My concern is trying to make a left out of my neighborhood on peak times to time it right. Almost a 10min wait.

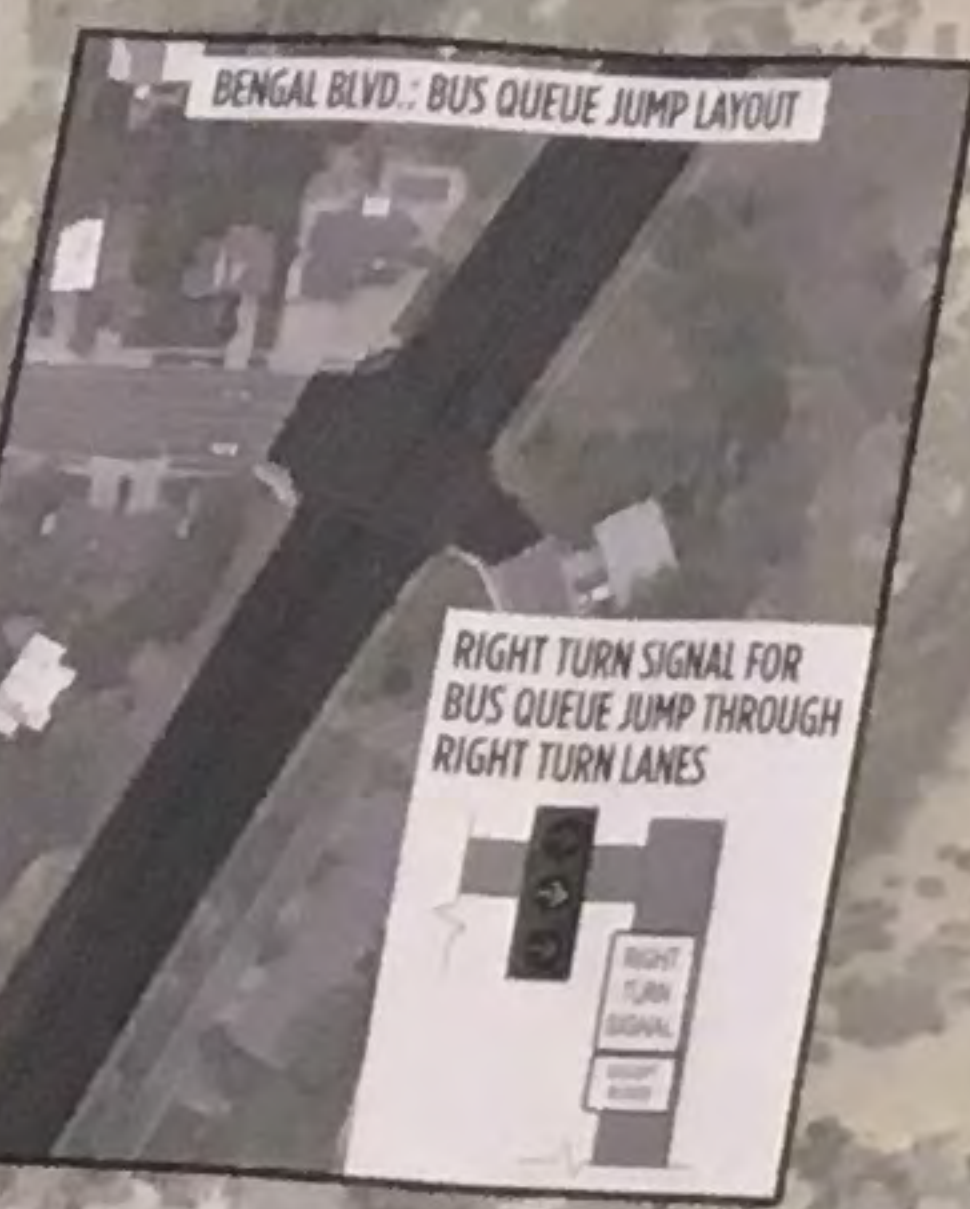
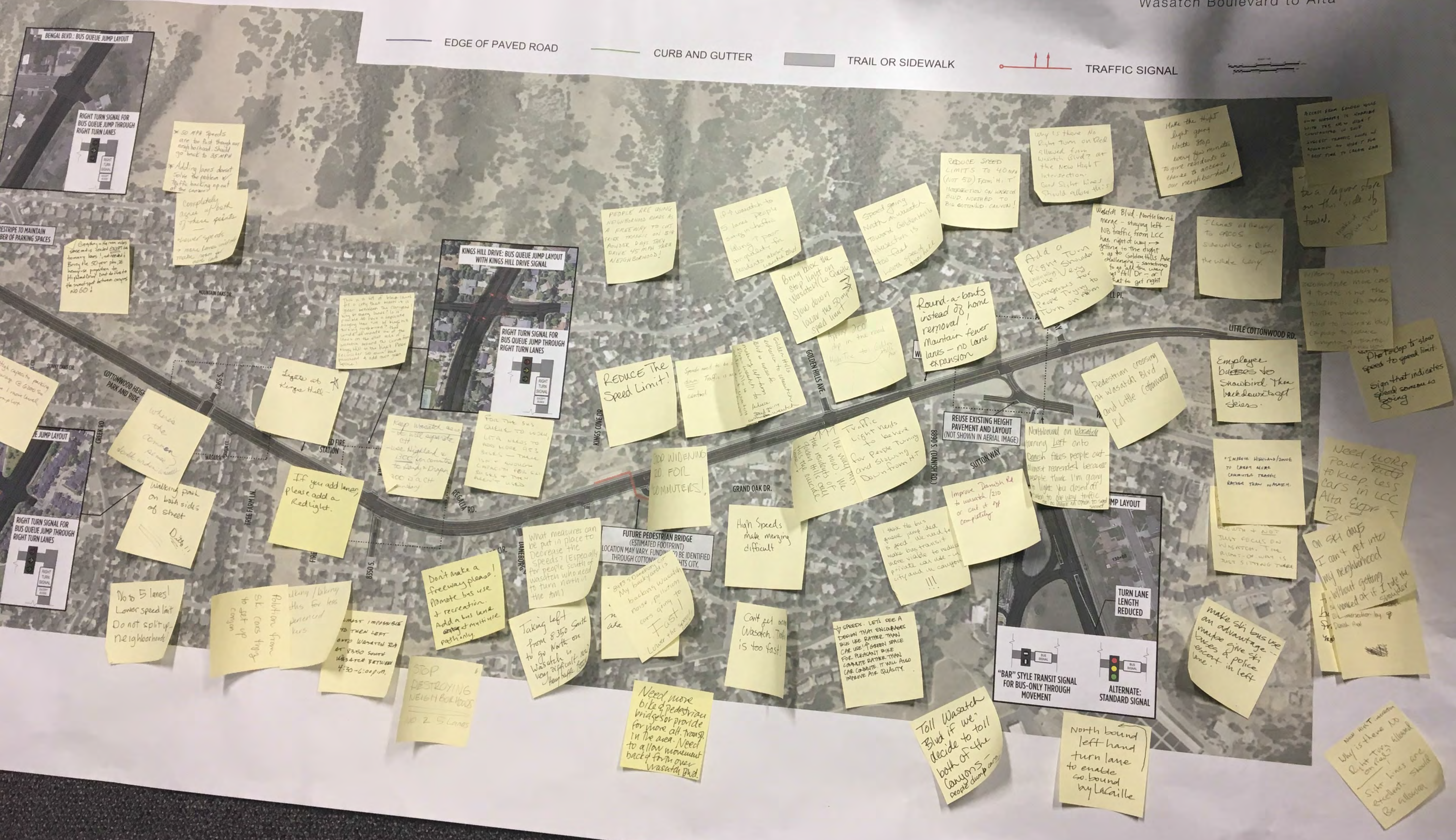
A better idea would be to keep single lanes in each direction w/ bike commuter lanes SEPARATE from traffic.

Hyperloop?

Need multimodal options like connections below neighborhoods...  
Need a flex lane or transit only lane so bus-buffet can get on the 'canyon' through people to get out of road and on buses.

Need a flex lane or transit only lane so bus-buffet can get on the 'canyon' through people to get out of road and on buses.





SO APD Goals are to not think our neighborhood should go back to 35 MPH

Adding lanes doesn't solve the problem of traffic backing up out of the canyon

Completely remove right of way from these points

Remove signs that make sense of these points

RESTRIPE TO MAINTAIN NUMBER OF PARKING SPACES

Everything in the area needs to be re-evaluated. We need to look at the 50 year plan. We need to look at the 50 year plan. We need to look at the 50 year plan.



PEOPLE ARE USING NEIGHBORING ROADS AS A FREEWAY TO CUT THROUGH TRAFFIC ON SR ANDX. WHY? THEY DRIVE 45 MPH AREA NEIGHBORHOODS!

IF I wasatch to 5 lanes. People say it's not feasible. Why? It's not feasible. Why? It's not feasible.

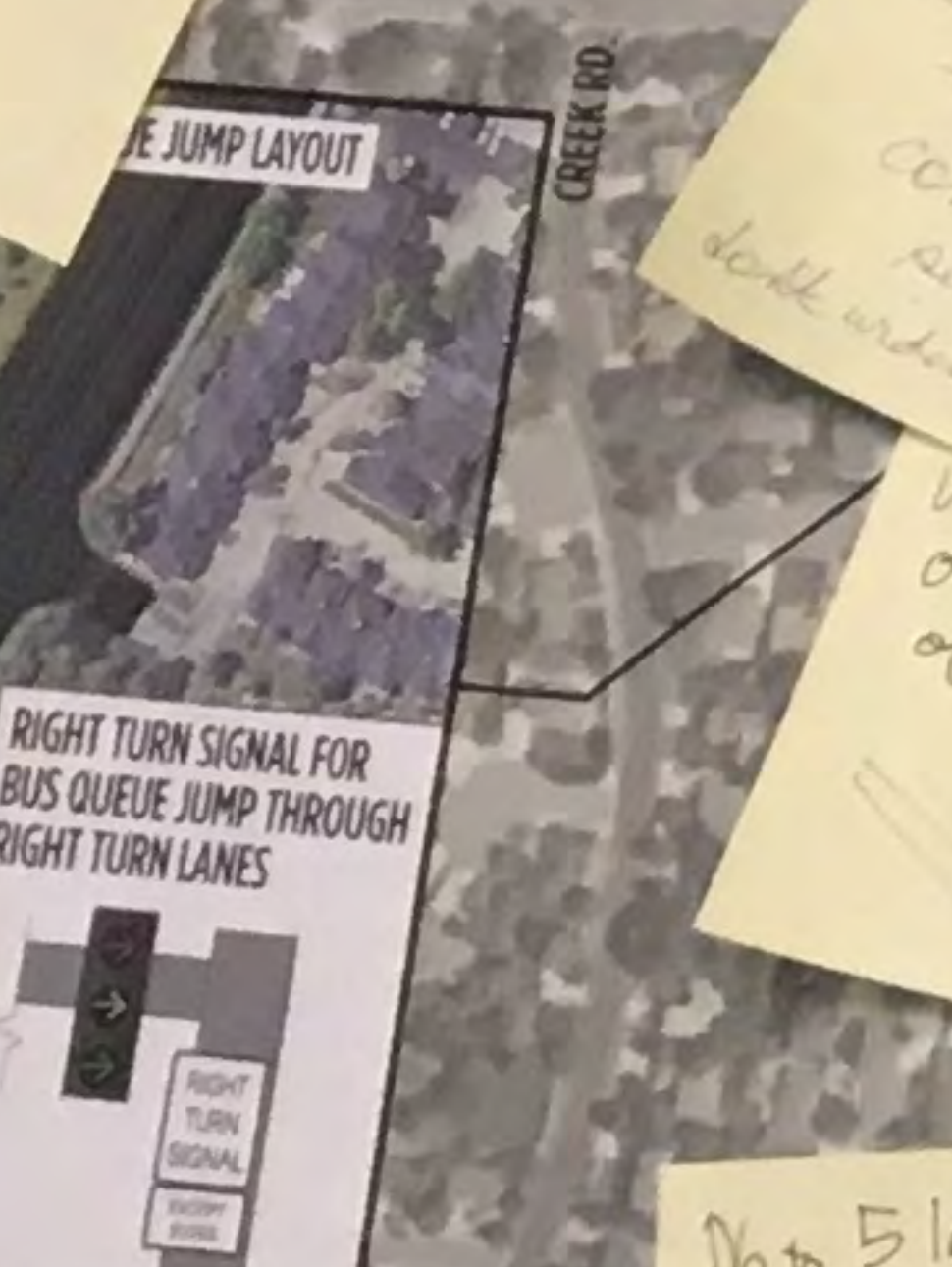
Speed going North on Wasatch towards Golden Hills. The road is too narrow. It's a speed trap.

REDUCE SPEED LIMITS TO 40 MPH (NOT 50) FROM H.I.T. INTERSECTION ON WASATCH BLVD. NORTH TO BIG CANYON CANYON!

Why is there no Right Turn on Red allowed from Wasatch Blvd at the New H.I.T. Intersection? Good Sign Lines should allow this!

Make the Right Light green. Note Stop every 15 minutes to give residents a chance to access our neighborhood!

Access from Canyon Blvd - on Wasatch to Wasatch Blvd. We need to look at the 50 year plan. We need to look at the 50 year plan.



Light at Kings Hill

What is the common sense? We need to look at the 50 year plan. We need to look at the 50 year plan.

If you add lanes please add a Red Light.

Keep Wasatch as a one way street. We need to look at the 50 year plan. We need to look at the 50 year plan.

FOR THE BUS QUEUE TO WORK, LTA NEEDS TO ADD MORE BUS LANES - THREE LANES - ANOTHER CHANGE IN RED LIGHTS TO THEM BEING USED.

RED WIDENING FOR COMMUTERS!

Traffic Light needs to be here for People Turning Down from it.

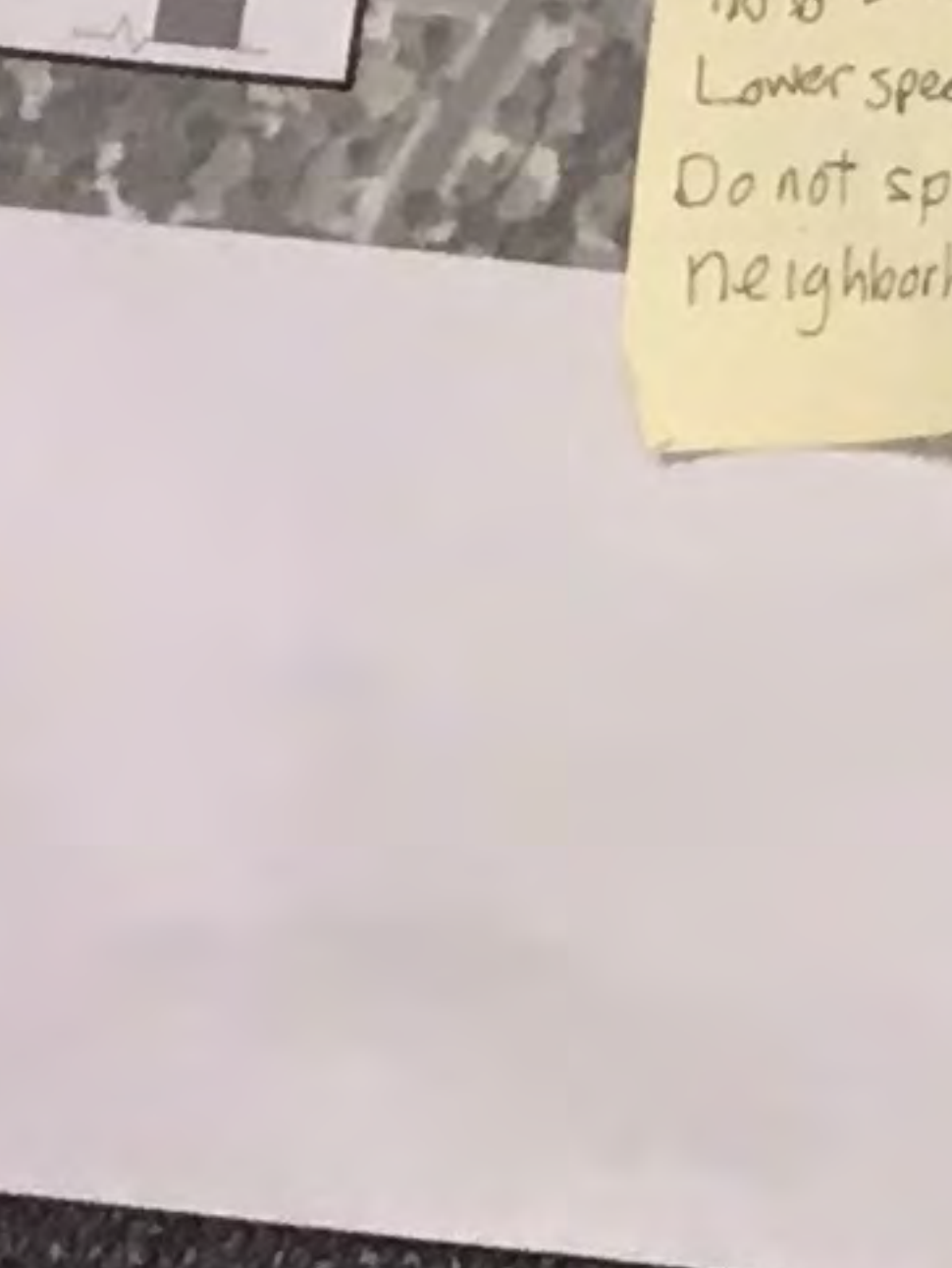
REUSE EXISTING HEIGHT PAVEMENT AND LAYOUT (NOT SHOWN IN AERIAL IMAGE)

Neighborhood on Wasatch turning Left onto Wasatch. People are cut off. People are cut off.

Employee buses to Snowbird. They back down to get to the top.

Need MORE PARKING. We need to look at the 50 year plan. We need to look at the 50 year plan.

Photocop to slow speed to speed limit. Sign that indicates speed someone is going.



No to 5 lanes! Lower speed limit. Do not split up neighborhoods.

Walking park on both sides of street.

Don't make a freeway please! Promote bus use & recreation. Add a bus lane and multi-use path only.

What measures can be put in place to decrease the speeds? (Especially for people south of Wasatch who need to turn north in the AM)

Future Pedestrian Bridge (Estimated Footprint) LOCATION MAY VARY. FUNDING TO BE IDENTIFIED BY CITY.

High Speeds make merging difficult.

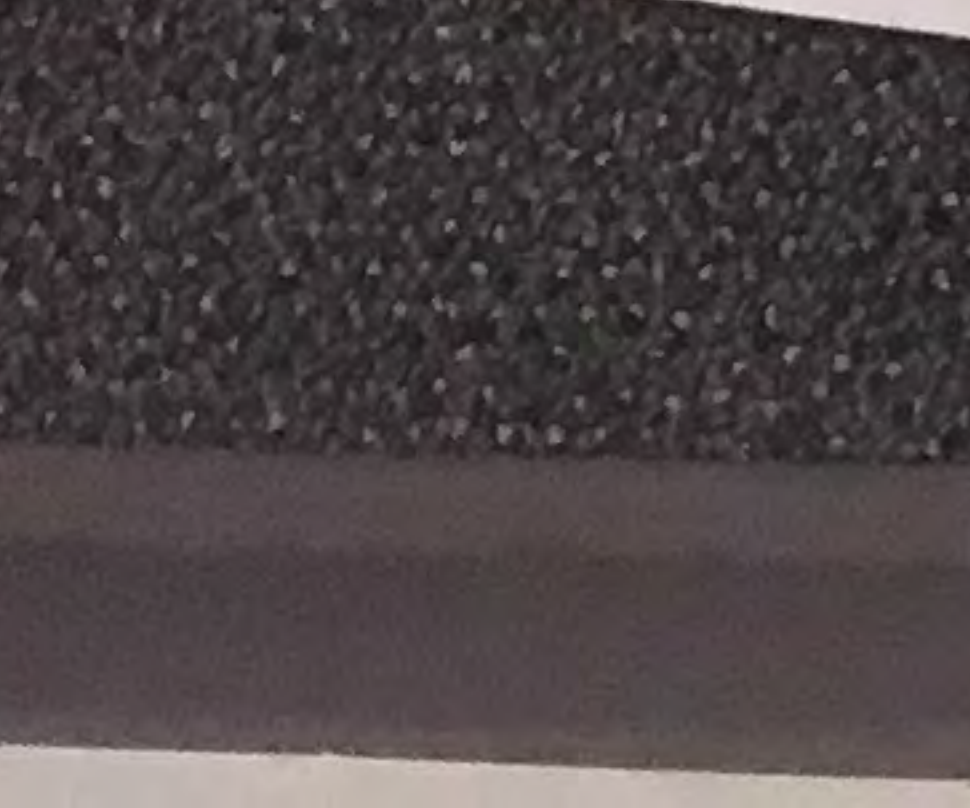
I think the bus queue jump idea is good. We need to make bus transit more viable to reduce private car use - in city and in canyon.

Improve Wasatch Rd to Wasatch 210 or cut it off completely.

TURN LANE LENGTH REDUCED

make ski bus use an advantage - buses give ski access & police escort in left lane.

On ski days I can't get into my neighborhood. It's without getting to the top of the mountain.



STOP DESTROYING NEIGHBORHOODS. 2-3 Lanes.

Need more bike & pedestrian bridges or provide for more alt. transp. in the area. Need to allow movement back from over Wasatch Blvd.

Toll Wasatch Blvd if we decide to toll both of the canyons - people dump area.

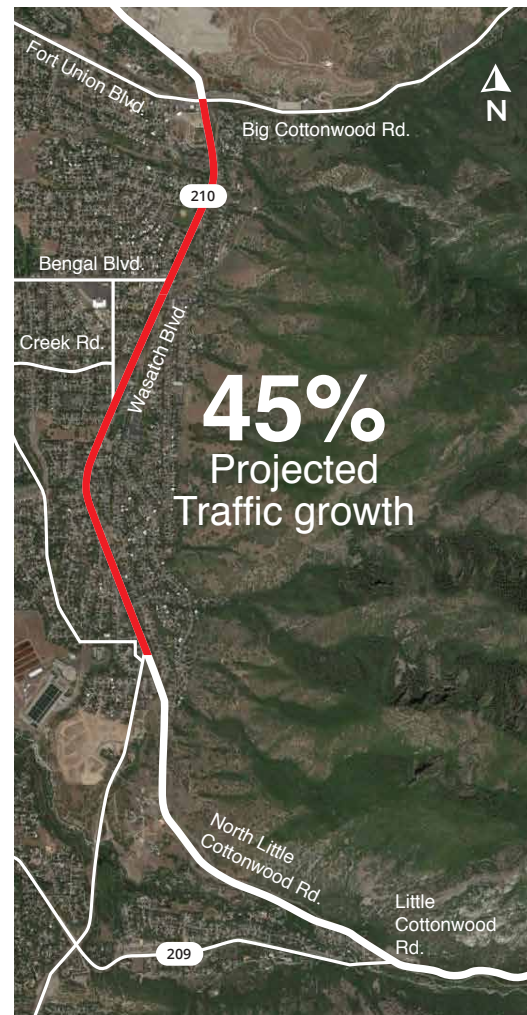
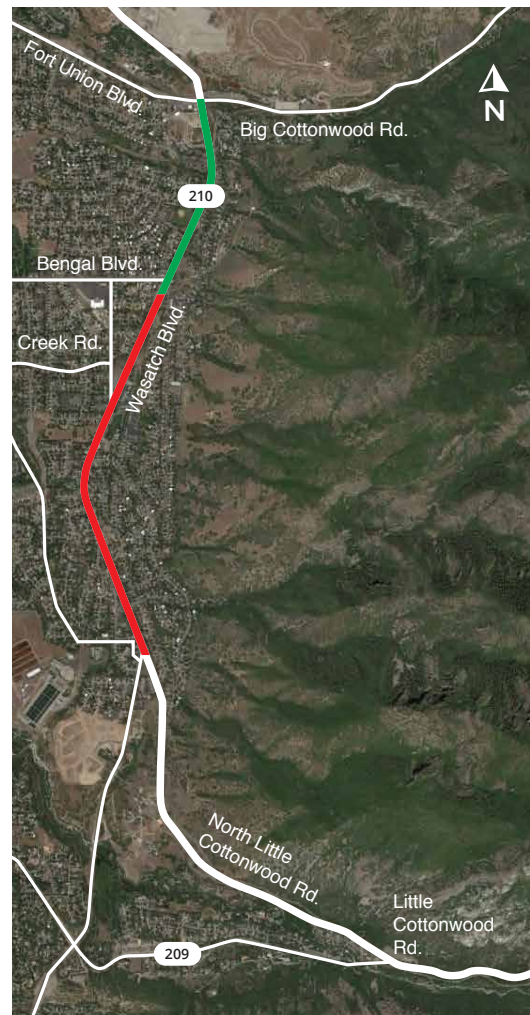
North bound left hand turn lane to enable so. bound by LaCaille.

Why is there no Right Turn on Red? 5-lane lanes are excellent. Should be allowed.

# IMPROVING MOBILITY AND SAFETY FOR WASATCH BOULEVARD

EXISTING CONDITIONS (2015)  
P.M. PEAK-PERIOD

FUTURE NO-ACTION CONDITIONS  
(2050) P.M. PEAK-PERIOD



## LEVEL OF SERVICE

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- UDOT Goal**
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The official scoping period for the Little Cottonwood Canyon EIS runs March 5, 2019 through May 3, 2019. Please submit comments to [littlecottonwoodeis@utah.gov](mailto:littlecottonwoodeis@utah.gov) or [udot.utah.gov/littlecottonwoodeis](http://udot.utah.gov/littlecottonwoodeis)

*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 EIS

## FINDING SOLUTIONS FOR TODAY

UDOT recently adjusted the Little Cottonwood Canyon EIS to focus on projects based on greatest benefit.



Avalanche mitigation



Wasatch Boulevard



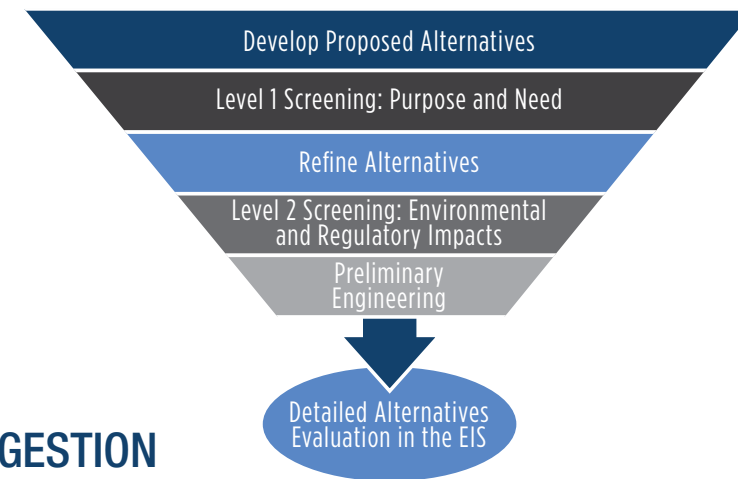
Trailhead Parking



Roadway Capacity

## ALTERNATIVES EVALUATION PROCESS

UDOT has developed, with public and agency input, a Purpose and Need Statement for the project that will guide the development of project alternatives. The Purpose and Need explains why a project is necessary, what it should achieve and will serve as the criteria in determining a range of project alternatives. An alternative must meet the Purpose and Need in order to be considered for further study.



## IMPROVING MOBILITY AND REDUCING CONGESTION

### INITIAL EVALUATION FOR INCREASED ROADWAY CAPACITY

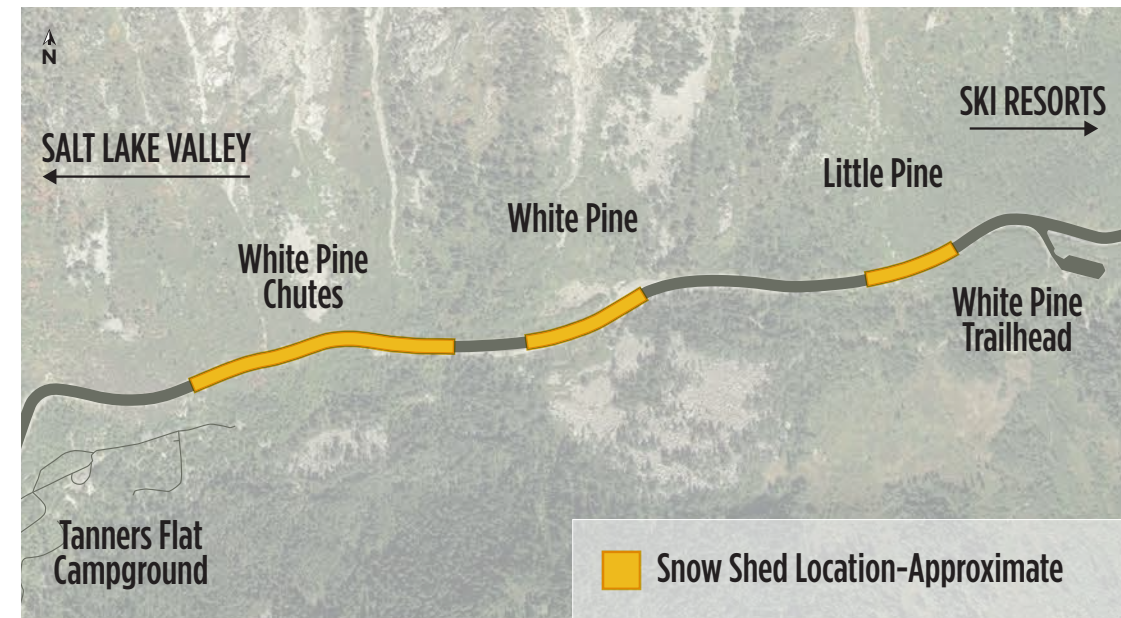
Roadway Capacity Screening Criteria	Measure
Improve overall mobility and reduce congestion in 2050	<ul style="list-style-type: none"> <li>Reduce travel time over 2050 No-Build congested conditions</li> <li>Support transit use</li> </ul>





# IMPROVING CANYON ROADWAY RELIABILITY WITH AVALANCHE MITIGATION

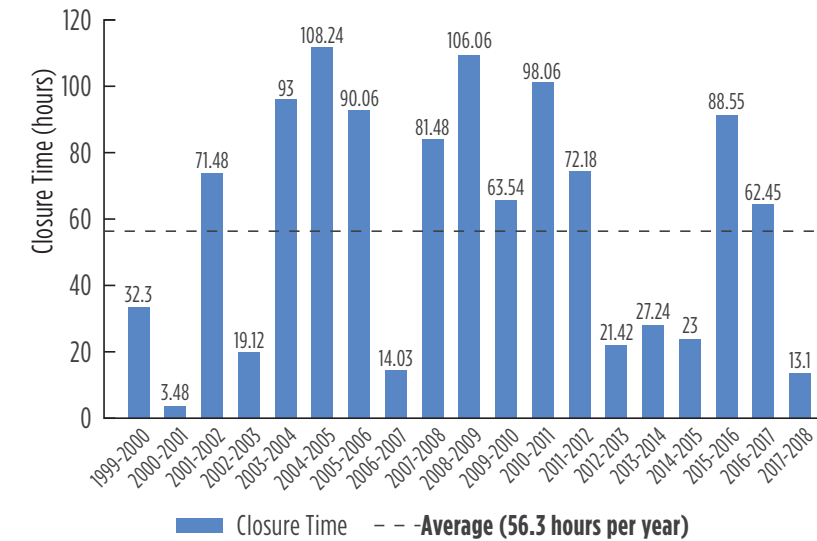
## KEY AVALANCHE LOCATIONS



MOST TRAFFIC CONGESTION AND DELAYS ARE CAUSED BY AVALANCHE ROAD CLOSURES.

ON CLOSURE DAYS, TRAVEL TIMES FROM I-215 TO ALTA RANGE FROM **45 TO 120 MINUTES** COMPARED TO **28 MINUTES** UNDER IDEAL CONDITIONS.

## YEARLY LITTLE COTTONWOOD CANYON CLOSURE HOURS DUE TO AVALANCHE MITIGATION



## CURRENT AVALANCHE HAZARD INDEX (AHI)

Hazard Category	AHI
Very Low	Less than 1
Low	1 to 10
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High	40 to 150
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Source: Dynamic Avalanche Consulting 2018

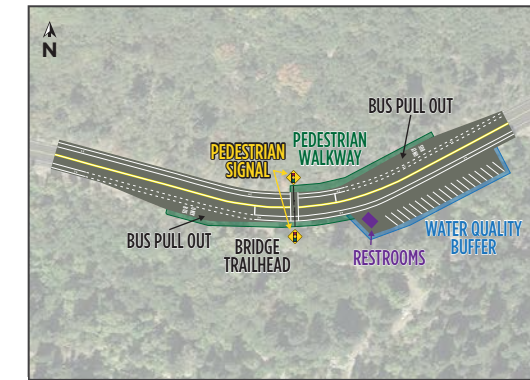
**AVALANCHES POSE A SAFETY RISK TO ROADWAY USERS. LITTLE COTTONWOOD CANYON HAS THE HIGHEST AVALANCHE DANGER IN THE U.S.**

## INITIAL EVALUATION FOR IMPROVING CANYON ROADWAY RELIABILITY

Avalanche Mitigation Screening Criteria	
Improve avalanche related roadway reliability and safety in 2050	<ul style="list-style-type: none"> <li>Substantially reduce number of hours and/or days that avalanches delay users</li> <li>Substantially reduce the avalanche hazard for roadway users</li> </ul>

# IMPROVING ROADWAY SAFETY AND TRAILHEAD PARKING RELATED CONGESTION

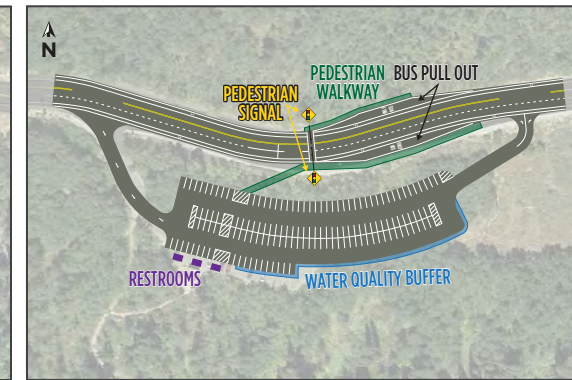
## PARKING CONCEPT BRIDGE TRAILHEAD



## PARKING CONCEPT LISA FALLS TRAILHEAD



## PARKING CONCEPT WHITE PINE TRAILHEAD



## NEED TO IMPROVE TRAILHEAD PARKING

- Pedestrian conflicts from parked cars on side of the road
- Cars parked on roadway shoulder force bicyclists into the travel lanes
- Increases sedimentation into watershed from damaged roadway shoulder
- Creates informal non-designated trailheads
- Informal trailheads contribute to erosion, mineral soil loss, the spread of weeds and loss of native vegetation

## INITIAL EVALUATION FOR IMPROVING TRAILHEAD PARKING

Trailhead Parking Screening Criteria	
<ul style="list-style-type: none"> <li>Improve roadway safety by reducing conflicts</li> <li>Reduce parking-related congestion</li> </ul>	<ul style="list-style-type: none"> <li>Improve parking at existing trailheads to support travel modes while improving safety</li> <li>Reduce traffic conflicts at existing trailhead locations</li> <li>Keep parking levels at year 2000 levels</li> </ul>

## WHAT TRAILHEAD OPTIONS WOULD YOU CONSIDER?

Alternative	Eliminate On-Road Parking?	Transit Stops?*	Change Trailhead Parking?
No-Action	No	No	No
Alternative 1	Yes, within ¼ mile radius of trailheads	Yes	No
Alternative 2	Yes, within ¼ mile radius of trailheads	Yes	Yes, trailhead parking will accommodate the on-road parking eliminated within a ¼ mile radius of the trailheads
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# WASATCH BOULEVARD IMPROVEMENTS

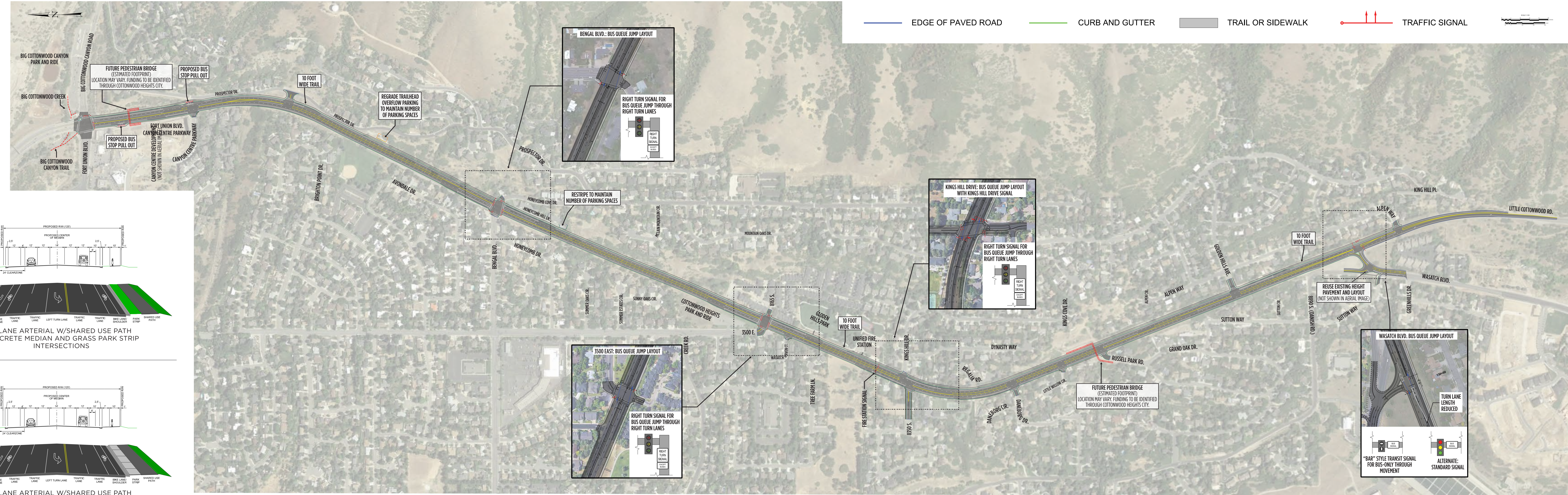
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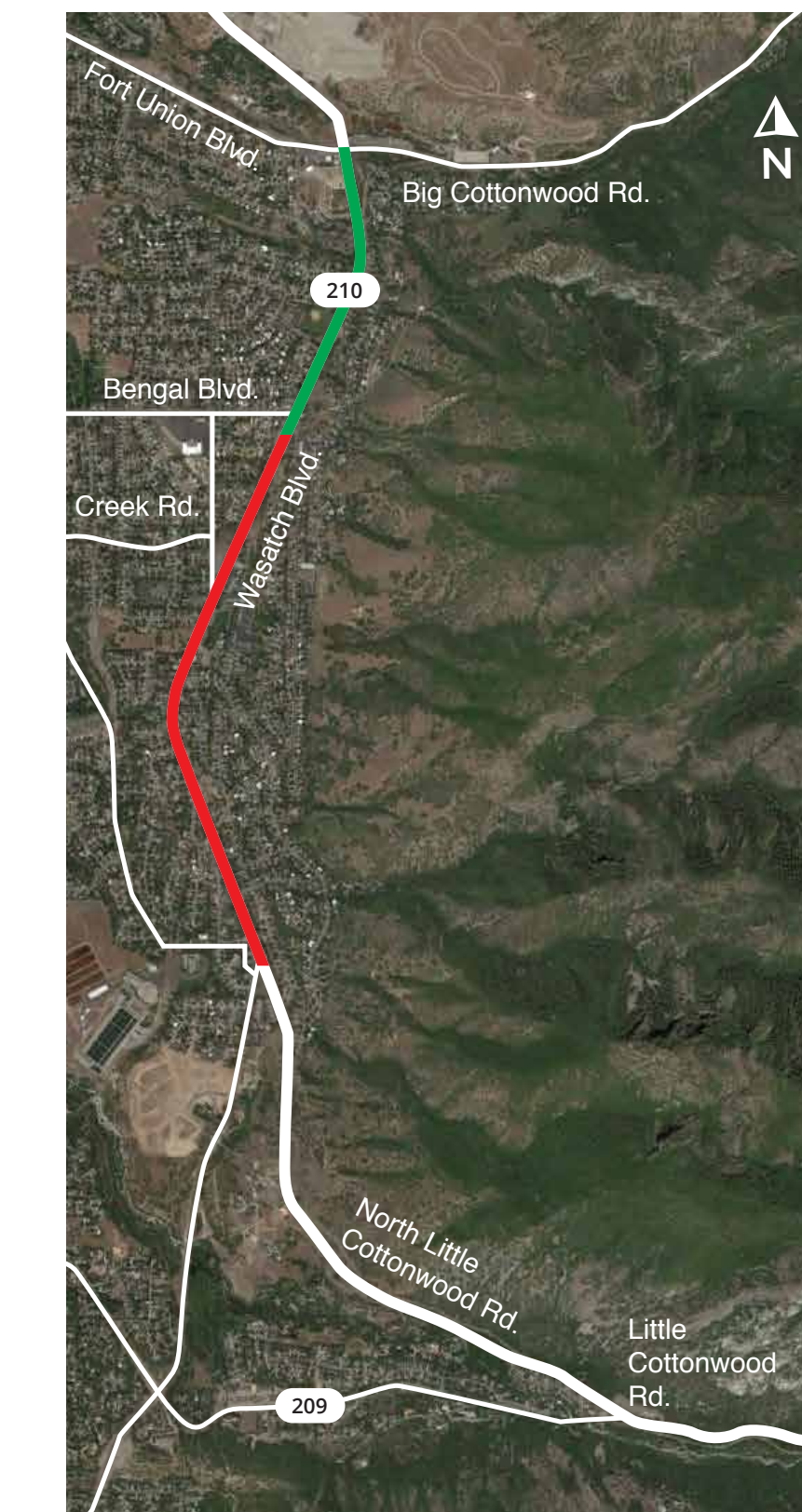
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### IMPROVING MOBILITY AND SAFETY FOR WASATCH BOULEVARD

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#### FUTURE NO-ACTION CONDITIONS (2050) P.M. PEAK-PERIOD



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##### UDOT Goal

##### D | NOTICEABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

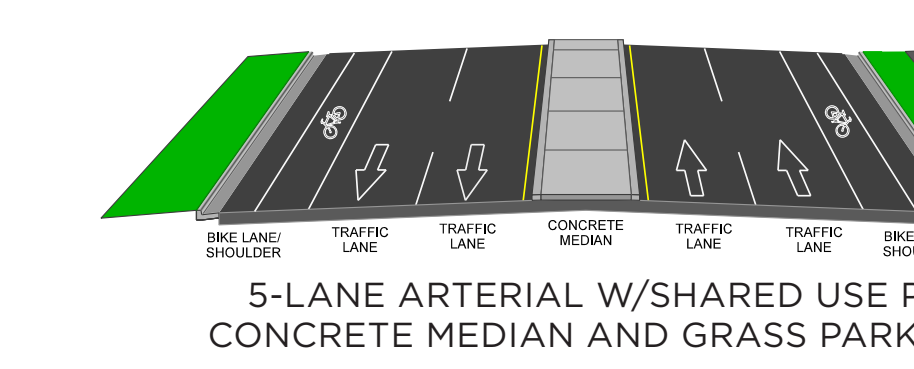
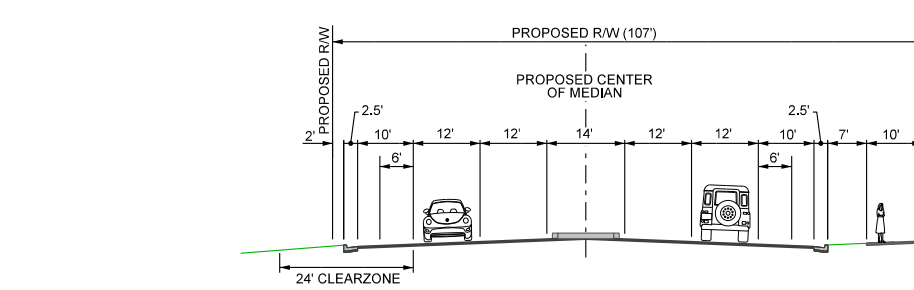
##### E | CONSIDERABLE DELAYS

Unstable traffic flow. Speed changes quickly and maneuverability is low.

##### F | CONSIDERABLE DELAYS

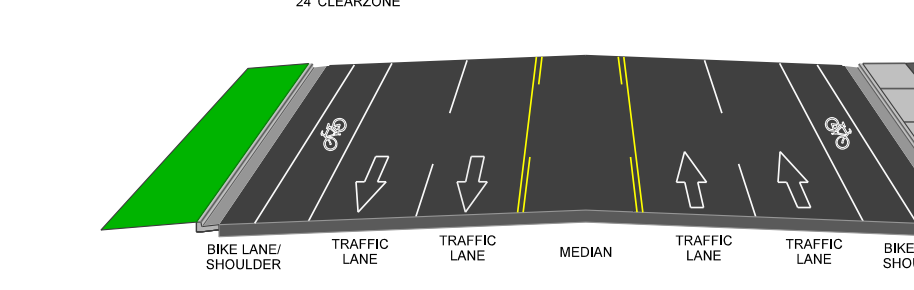
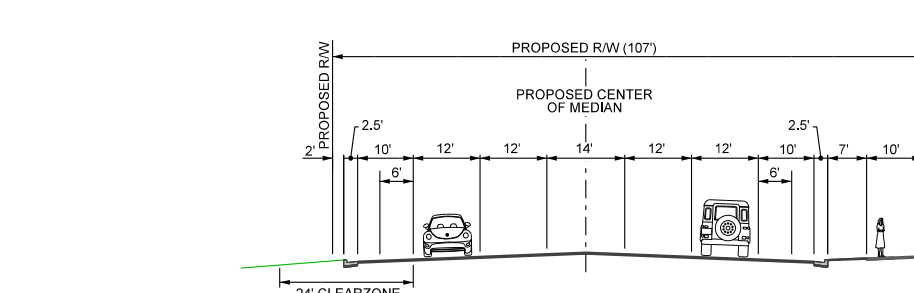
Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

#### WASATCH BLVD: 5-LANE



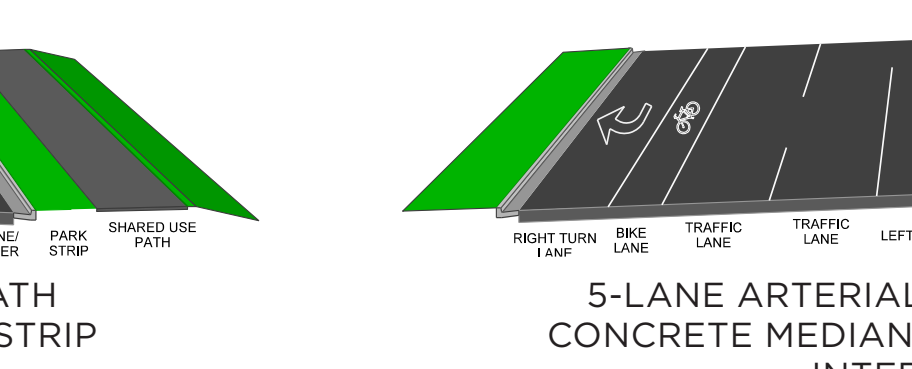
5-LANE ARTERIAL W/SHARED USE PATH CONCRETE MEDIAN AND GRASS PARK STRIP

#### WASATCH BLVD: 5-LANE



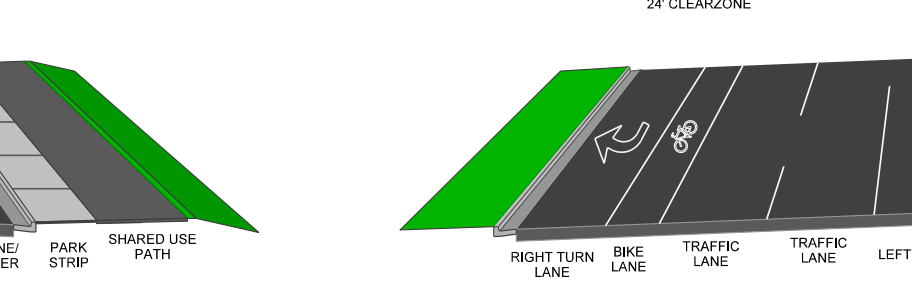
5-LANE ARTERIAL W/SHARED USE PATH STRIPED MEDIAN AND CONCRETE PARK STRIP

#### WASATCH BLVD: 5-LANE



5-LANE ARTERIAL W/SHARED USE PATH CONCRETE MEDIAN AND GRASS PARK STRIP INTERSECTIONS

#### WASATCH BLVD: 5-LANE

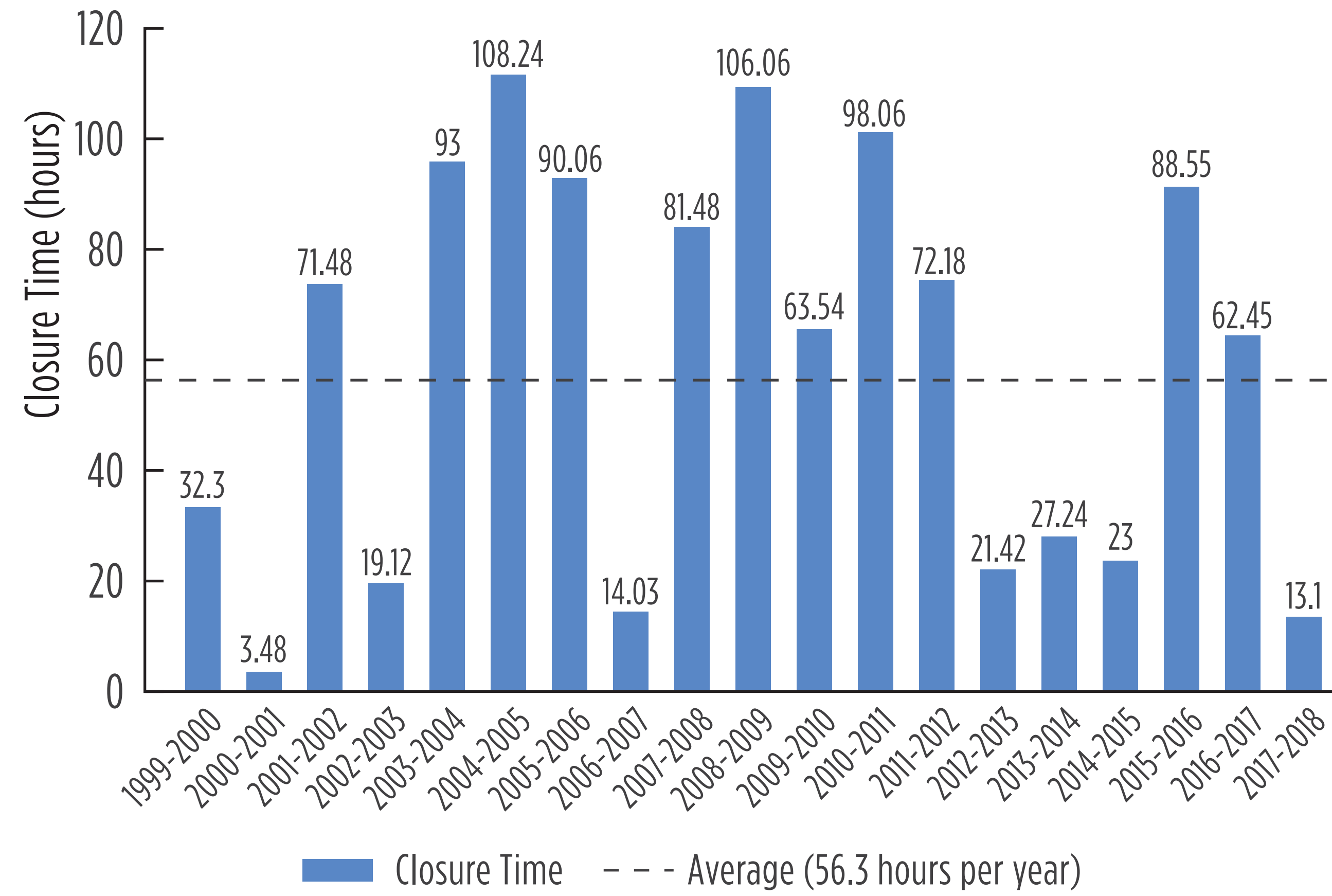


5-LANE ARTERIAL W/SHARED USE PATH STRIPED MEDIAN AND CONCRETE PARK STRIP INTERSECTION

# LITTLE COTTONWOOD CANYON SNOWSHED LOCATIONS

## WHITE PINE CHUTES, WHITE PINE AND LITTLE PINE

### YEARLY LCC CLOSURE HOURS DUE TO AVALANCHE MITIGATION

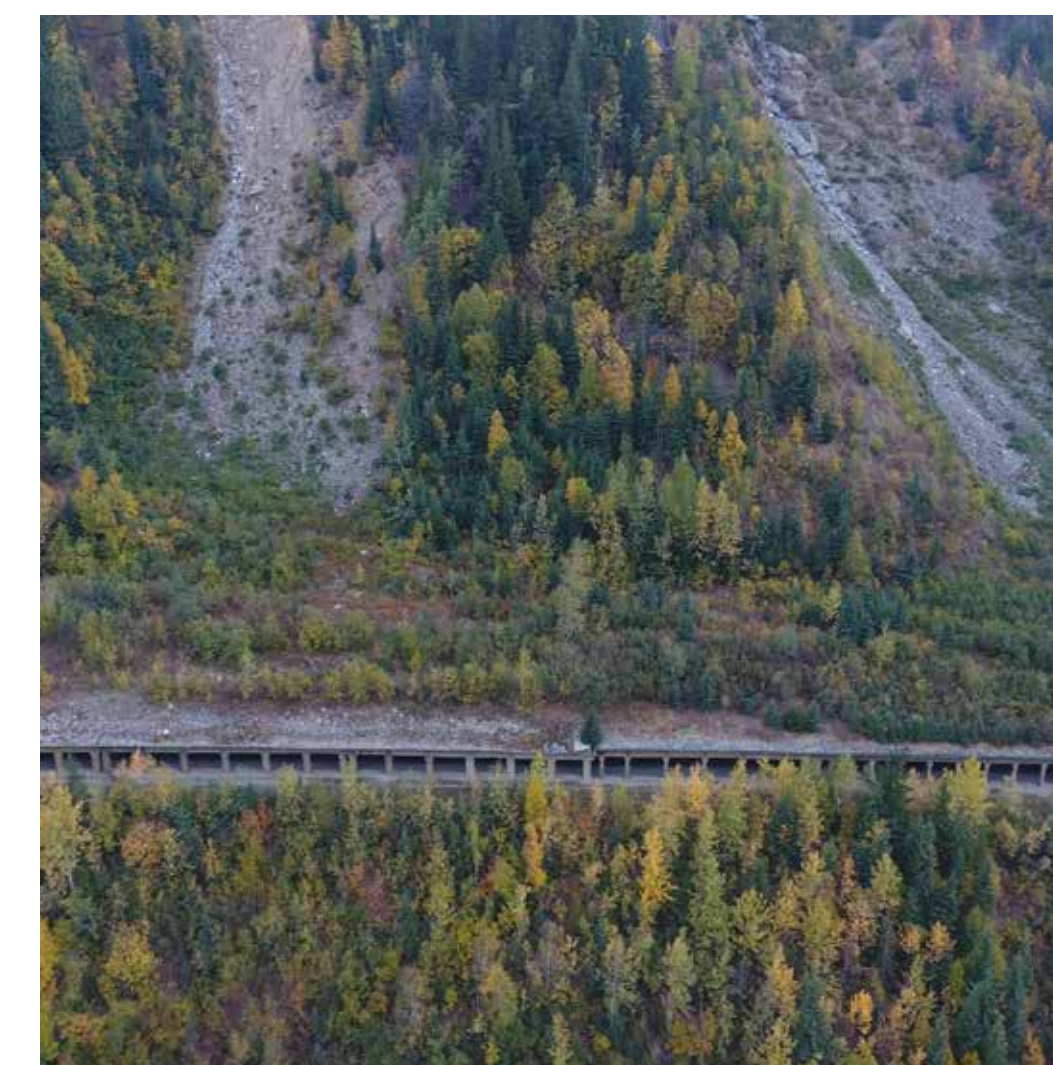


### INITIAL EVALUATION FOR IMPROVING CANYON ROADWAY RELIABILITY

#### Avalanche Mitigation Screening Criteria

Improve avalanche related roadway reliability and safety in 2050

- Substantially reduce number of hours and/or days that avalanches delay users
- Substantially reduce the avalanche hazard for roadway users



**AVALANCHE HAZARD INDEX (AHI):**  
NUMERIC EXPRESSION OF THE POTENTIAL THREAT OF AN AVALANCHE

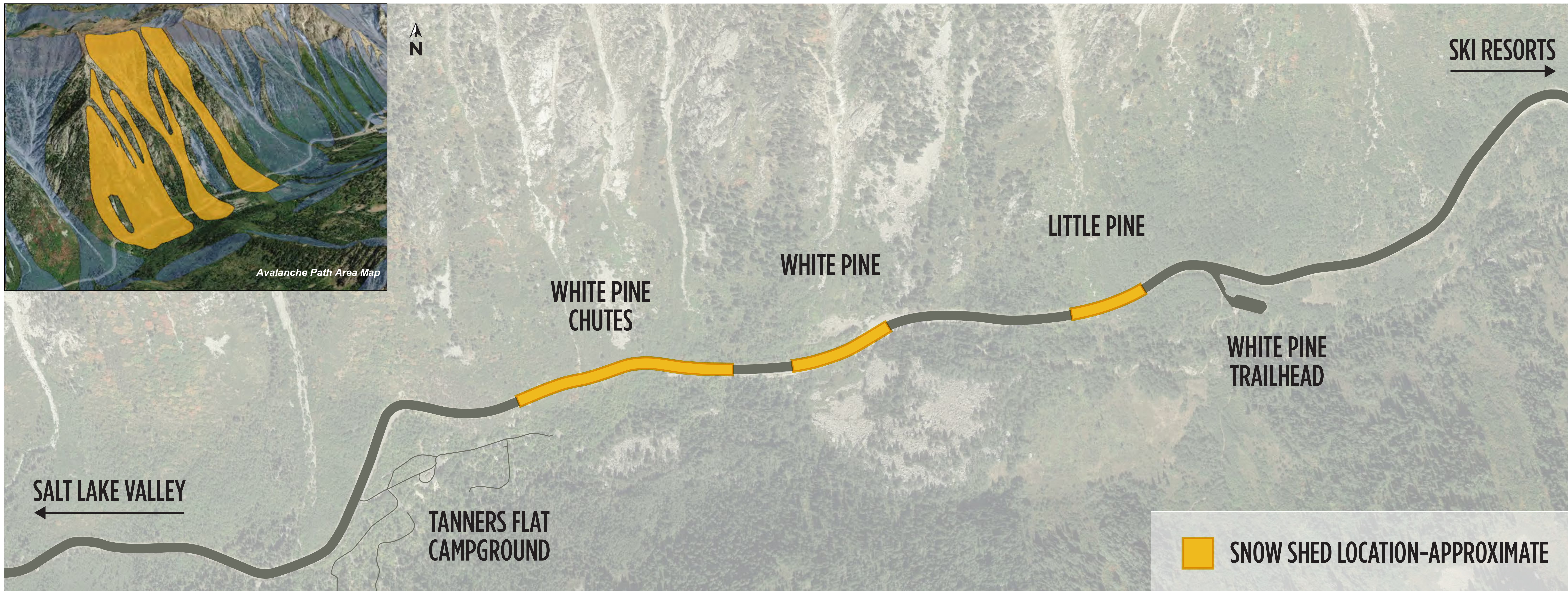
#### CURRENT AVALANCHE HAZARD INDEX

Hazard Category	AHI
Very Low	Less than 1
Low	1 to 10
Moderate	10 to 40
High	40 to 150
Very High	Greater than 150

← LCC AHI=90 (Mitigated)

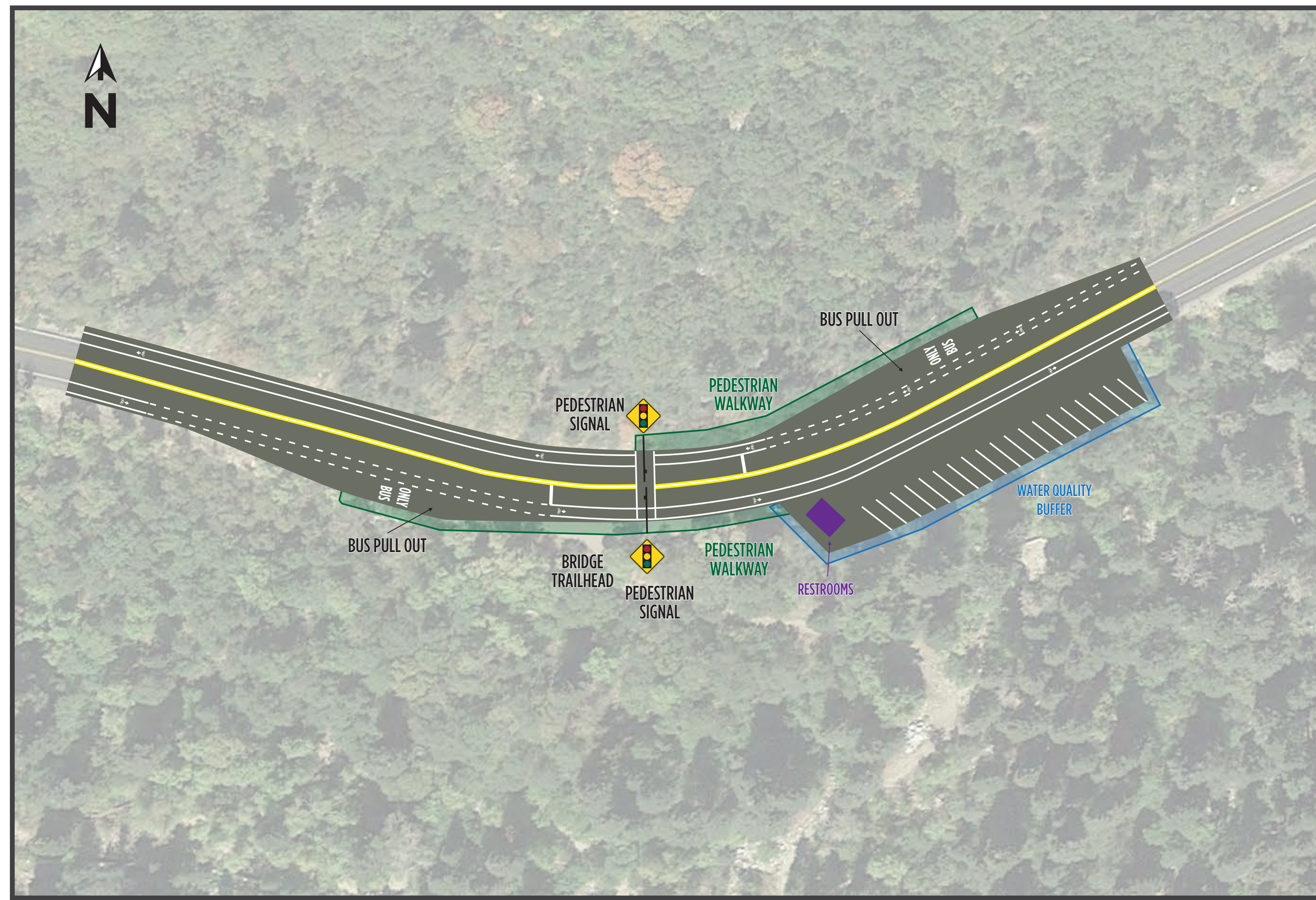
← LCC AHI=7,304 (Unmitigated)

Source: Dynamic Avalanche Consulting 2018

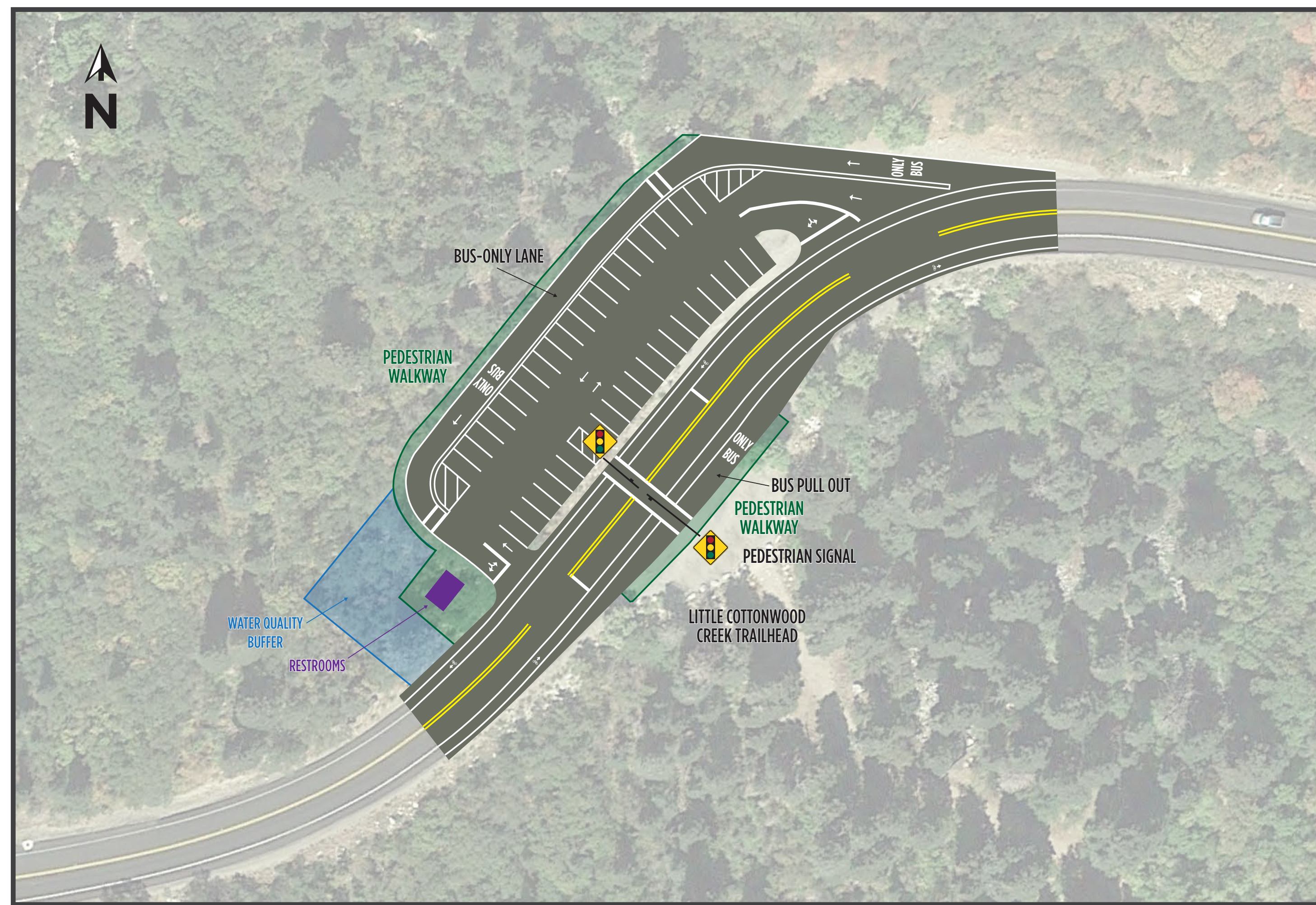


■ SNOW SHED LOCATION-APPROXIMATE

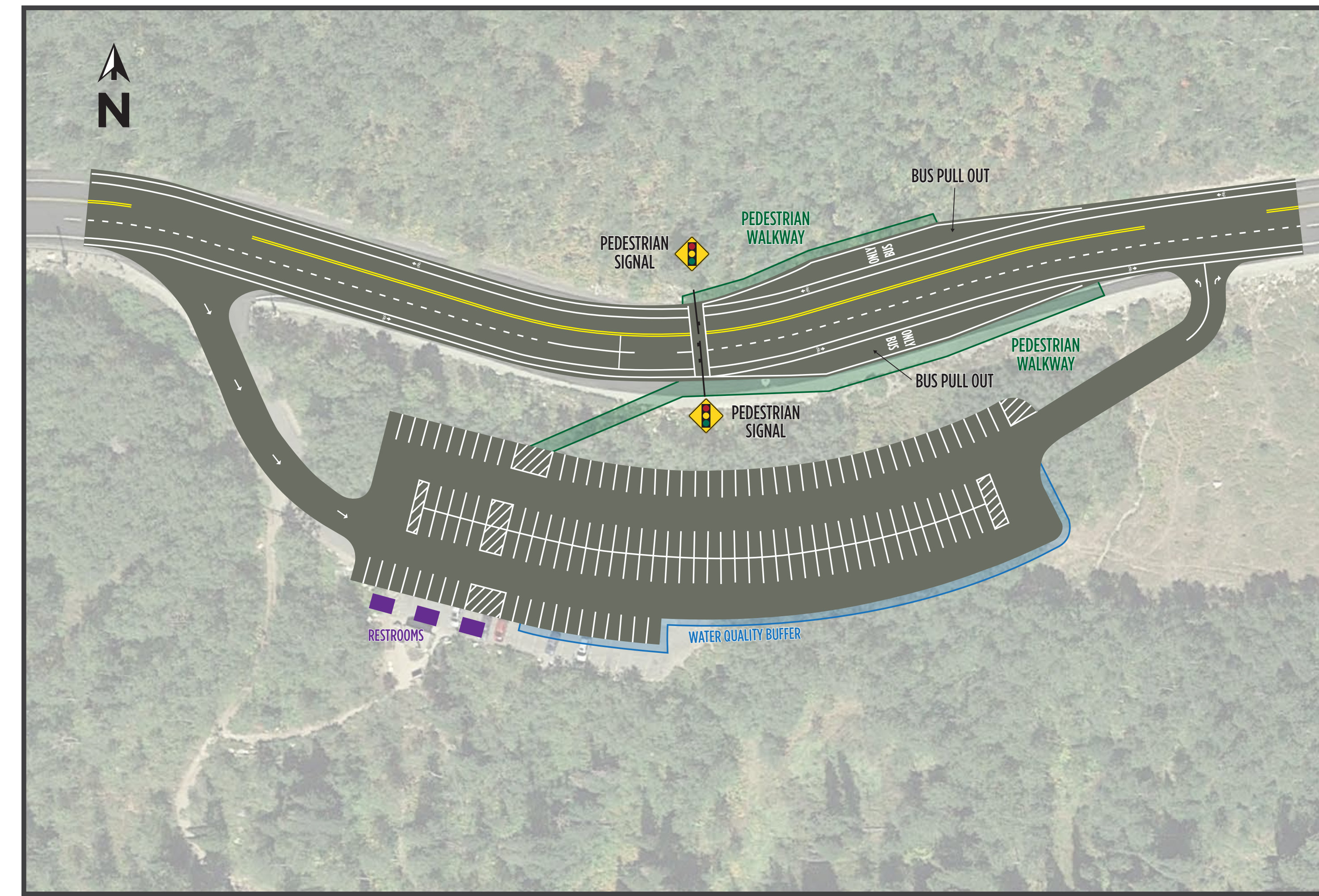
## PARKING CONCEPT BRIDGE TRAILHEAD



## PARKING CONCEPT LISA FALLS TRAILHEAD



## PARKING CONCEPT WHITE PINE TRAILHEAD



### NEED TO IMPROVE TRAILHEAD PARKING

- Pedestrian conflicts from parked cars on side of the road
- Cars parked on roadway shoulder force bicyclists into the travel lanes
- Increases sedimentation into watershed from damaged roadway shoulder
- Creates informal non-designated trailheads
- Informal trailheads contribute to erosion, mineral soil loss, the spread of weeds and loss of native vegetation

### INITIAL EVALUATION FOR IMPROVING TRAILHEAD PARKING

#### Trailhead Parking Screening Criteria

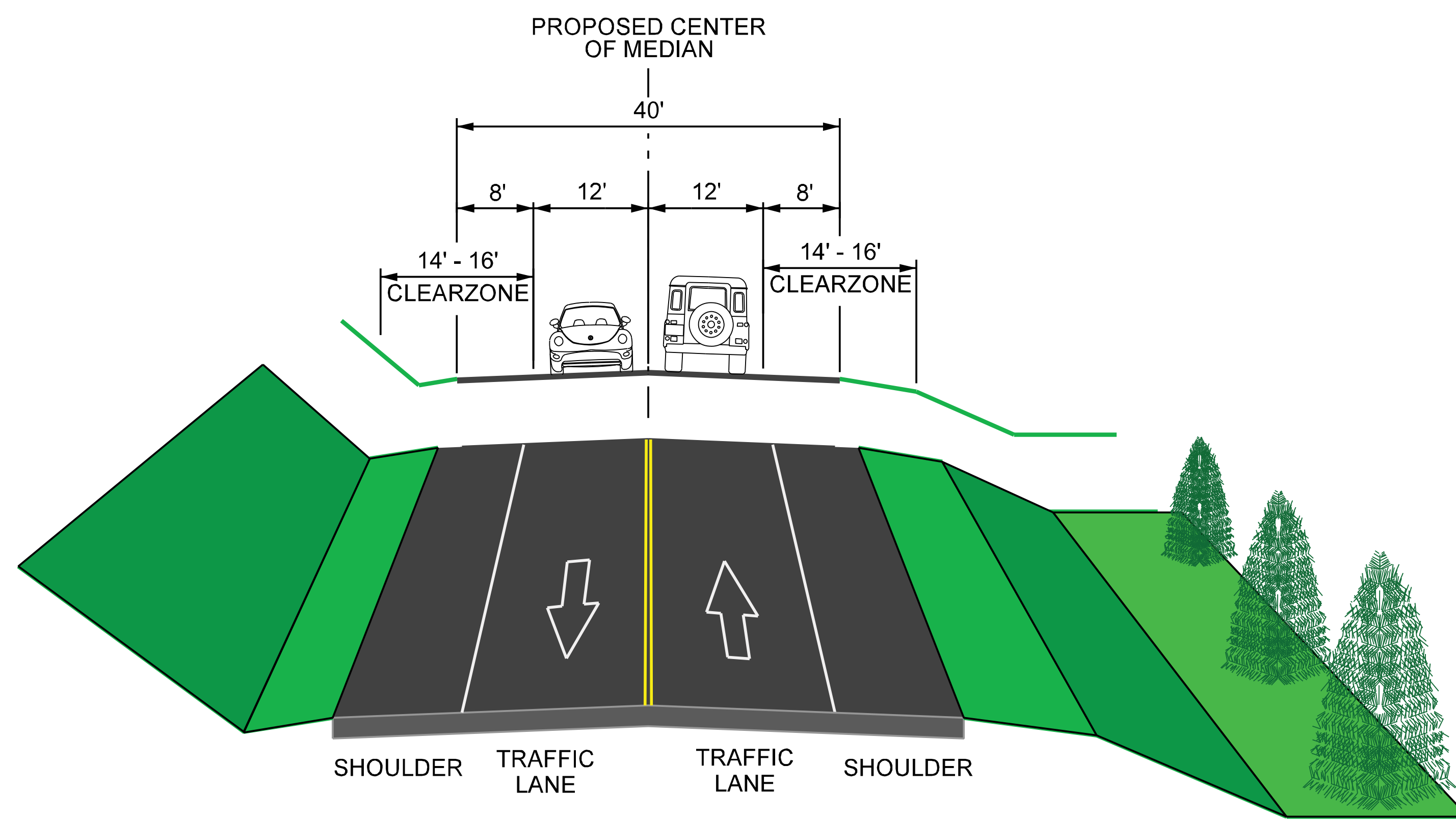
- Improve roadway safety by reducing conflicts
- Reduce parking-related congestion
- Improve parking at existing trailheads to support travel modes while improving safety
- Reduce traffic conflicts at existing trailhead locations
- Keep parking levels at year 2000 levels

### WHAT TRAILHEAD OPTIONS WOULD YOU CONSIDER?

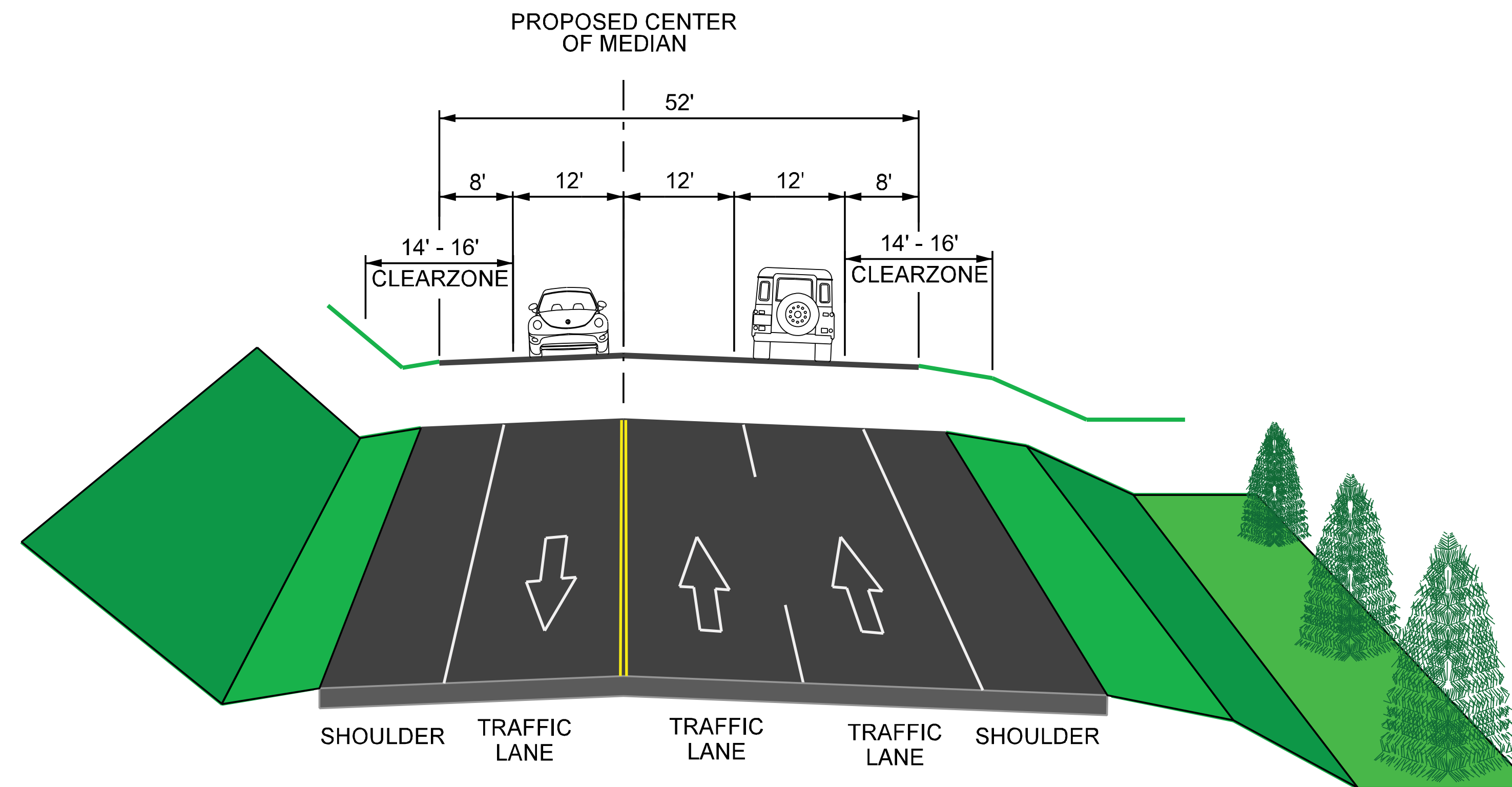
Alternative	Eliminate On-Road Parking?	Transit Stops?*	Changed Trailhead Parking?
No-Action	No	No	No
Alternative 1	Yes, within ¼ mile radius of trailheads	Yes	No
Alternative 2	Yes, within ¼ mile radius of trailheads	Yes	Yes, trailhead parking will accommodate the on-road parking eliminated within a ¼ mile radius of the trailheads
Alternative 3	Yes, from canyon entrance to Snowbird Entry 1	Yes	

\*Transit stops will accommodate future transit

**2 Lanes W/Standard Shoulder**

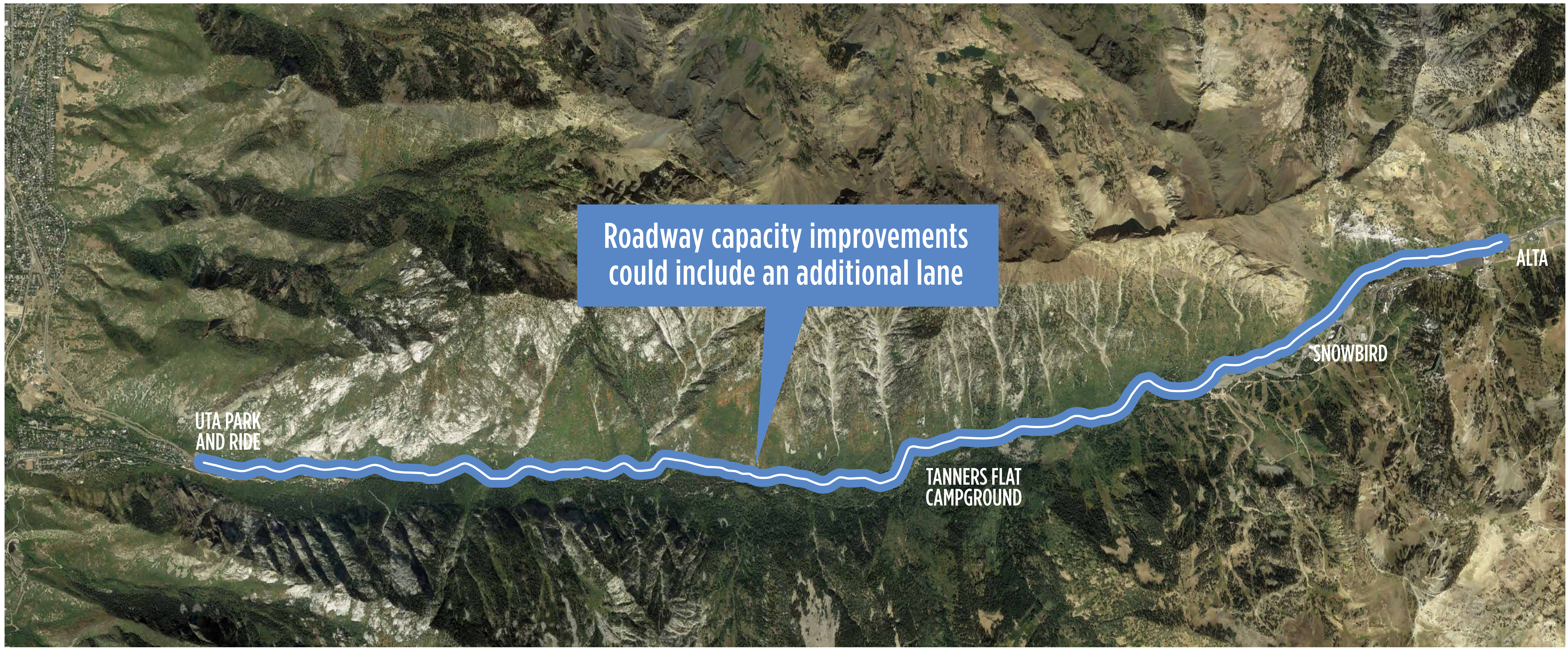


**3 Lanes W/Standard Shoulder**



**INITIAL EVALUATION FOR INCREASED ROADWAY CAPACITY**

Trailhead Parking Screening Criteria	Measures
Improve overall mobility and reduce congestion in 2050	<ul style="list-style-type: none"> <li>• Reduce travel time over 2050 No-Build congested conditions</li> <li>• Support transit use</li> </ul>



# TRANSPORTATION CONSIDERATIONS

- Transit
- Travel Delay and Congestion
- Tolling
- Bicycle and Pedestrian Access
- Recreation Access
- Business and Residential Access
- Utility Relocations
- Local Land Use and Zoning Plans
- Regional Growth
- Safety

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- Water Quality
- Air Quality
- Property Impacts
- Economic Impacts
- Hazardous Waste Sites
- Historic Properties
- Land Use
- Noise
- Potential Construction Impacts
- Social (e.g. emergency services, neighborhood unity and community character)
- Wildlife
- Wetlands
- Visual
- Threatened and Endangered Species
- Minority and Low-Income Populations
- Cumulative Impacts
- Parks and Recreation Areas

# ENVIRONMENTAL CONSIDERATIONS

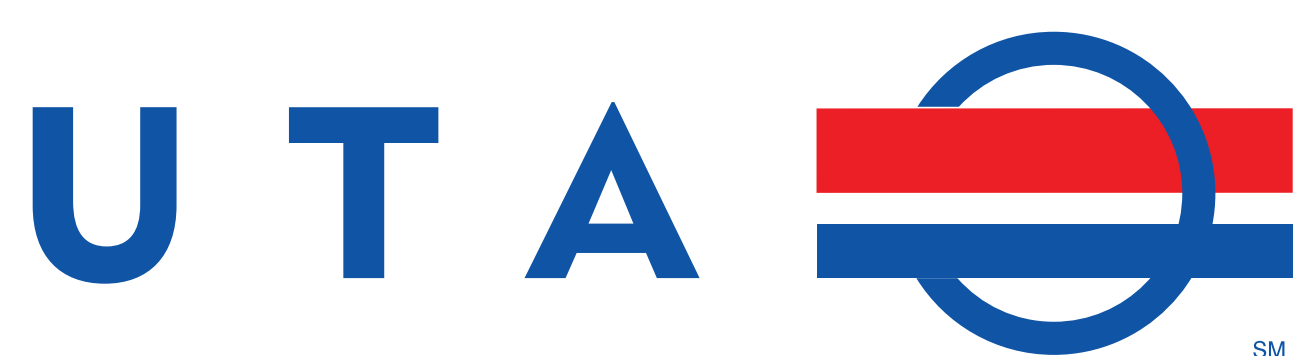
# WELCOME

## LITTLE COTTONWOOD CANYON ENVIRONMENTAL IMPACT STATEMENT

### PUBLIC OPEN HOUSE



Little Cottonwood  
Canyon  ENVIRONMENTAL  
IMPACT STATEMENT  
Wasatch Boulevard to Alta



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# WELCOME

## COTTONWOOD CANYONS TRANSPORTATION ACTION PLAN

# PUBLIC OPEN HOUSE



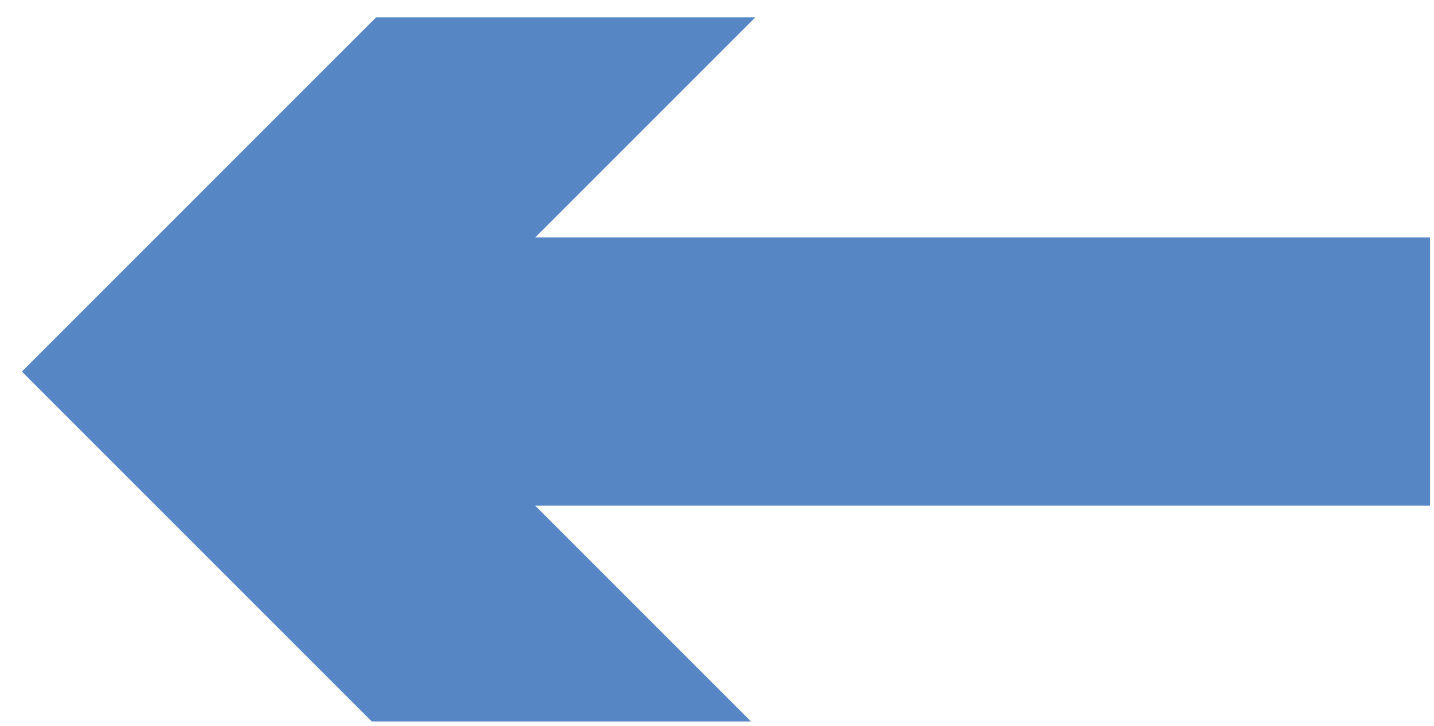
CENTRAL  
WASATCH  
COMMISSION



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# WELCOME



Little Cottonwood  
Canyon  **ENVIRONMENTAL  
IMPACT STATEMENT**  
Wasatch Boulevard to Alta

Cottonwood Canyons  
 **TRANSPORTATION  
ACTION PLAN**





Little Cottonwood  
Canyon  ENVIRONMENTAL  
IMPACT STATEMENT  
Wasatch Boulevard to Alta

# Challenges & Issues



Roadway  
Capacity



Trailhead  
Parking



Wasatch  
Boulevard



Avalanche  
mitigation

An aerial photograph of a winding road through a dense forest covered in snow. The road curves from the bottom left towards the top right. Several cars are visible on the road, some appearing to be in a line, suggesting traffic. The overall scene is in a cool, blue-toned color palette.

# Improving Mobility and Reducing Congestion

An aerial photograph of a winding road through a dense forest covered in snow. The road curves from the bottom left towards the top right. Several cars are visible on the road. The entire image has a blue color overlay.

# Improving Mobility and Reducing Congestion

*Screening Criteria*

- ✓ Improve overall mobility and reduce congestion in 2050



# Improving Mobility and Reducing Congestion

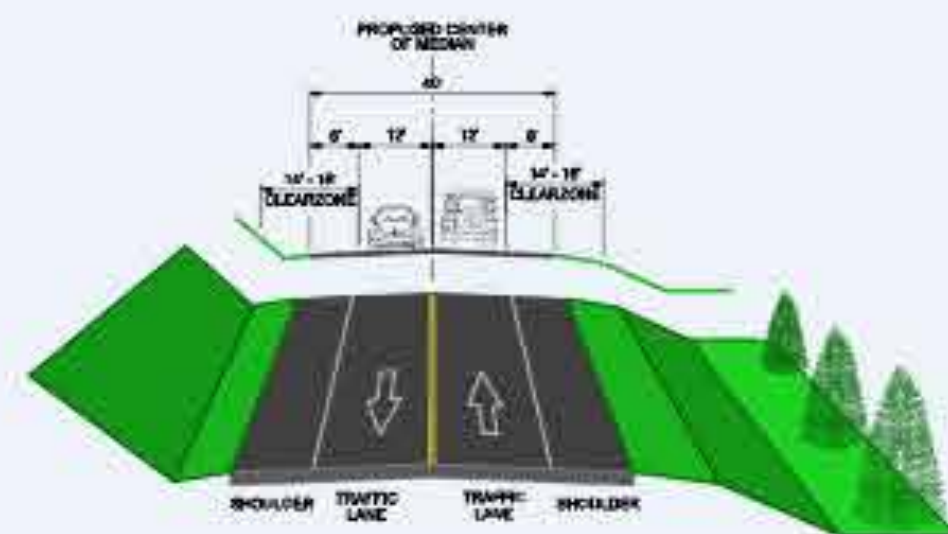
## *Measures*

- ✓ Reduce travel time over 2050 No-Build congested conditions
- ✓ Support transit use

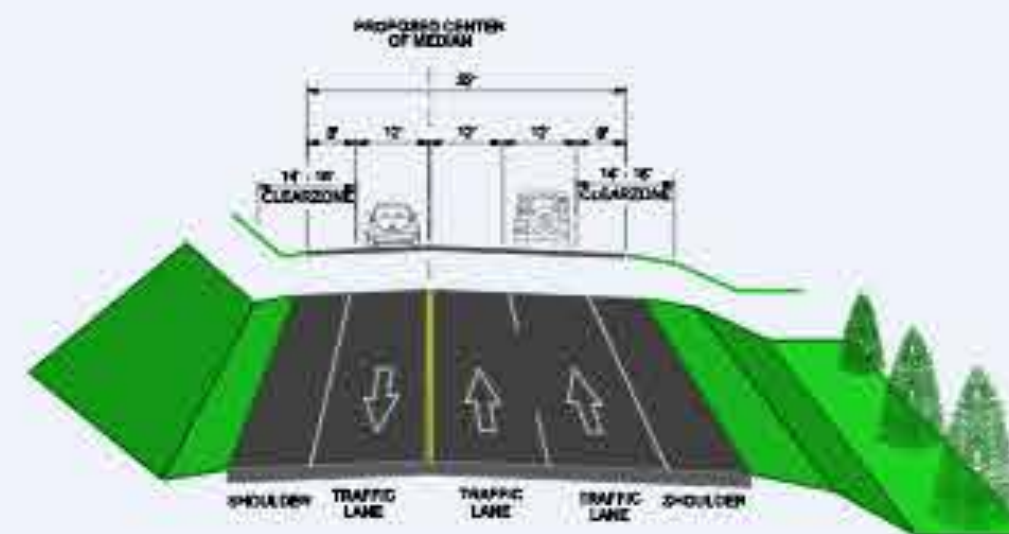
An aerial photograph of a road winding through a hilly, vegetated landscape. A blue line is drawn along the road, highlighting a specific section. A blue callout box with a pointer is positioned above this section, containing the text: "ROADWAY CAPACITY IMPROVEMENTS COULD INCLUDE AN ADDITIONAL LANE".

ROADWAY CAPACITY IMPROVEMENTS  
COULD INCLUDE AN ADDITIONAL LANE

2 LANES WITH  
STANDARD SHOULDERS



3 LANES WITH  
STANDARD SHOULDERS





An aerial photograph of a winding road through a dense forest covered in snow. The road is dark, and several cars are parked along its edge. The overall scene is dimly lit, with a blueish tint, suggesting a winter or early morning setting. The text 'Trailhead Parking' is overlaid in large white letters, and 'Potential Solutions' is written below it in a smaller, italicized font.

# Trailhead Parking

*Potential Solutions*

# Trailhead Parking

## *Screening Criteria*

- ✓ Improve roadway safety by reducing conflicts
- ✓ Reduce parking-related congestion

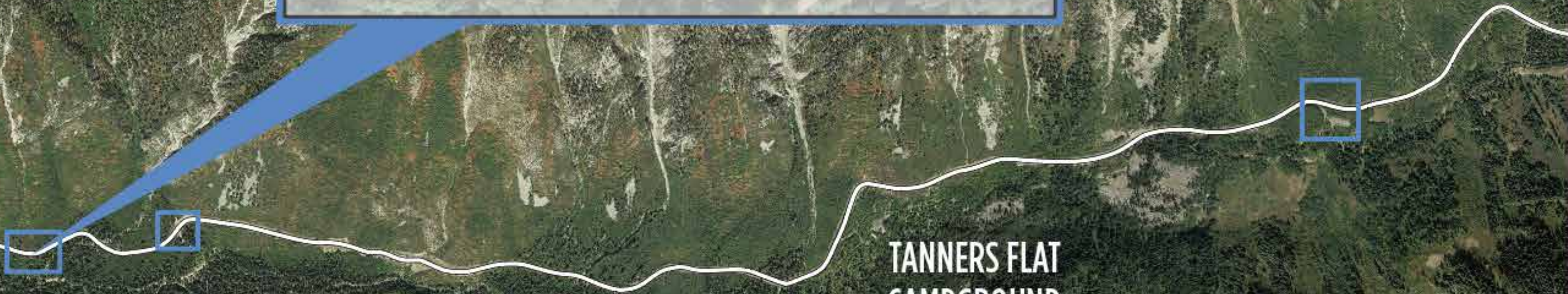
# Trailhead Parking

## *Measures*

- ✓ Improve parking at existing trailheads to support travel modes while improving safety
- ✓ Reduce traffic conflicts at existing trailhead locations
- ✓ Keep parking levels at year 2000 levels

# PARKING CONCEPT

## BRIDGE TRAILHEAD



TANNERS FLAT  
CAMPGROUND

# PARKING CONCEPT

## LISA FALLS TRAILHEAD



TANNERS FLAT  
CAMPGROUND

# PARKING CONCEPT

## WHITE PINE TRAILHEAD



TANNERS FLAT  
CAMPGROUND

An aerial photograph of a winding road through a dense forest covered in snow. The road curves from the bottom left towards the top right. Several cars are visible on the road. The entire image has a blue color cast.

# Wasatch Boulevard

*Potential Solutions*

# Wasatch Boulevard

## *Screening Criteria*

- ✓ Reduce delay and improve capacity (improve regional mobility)
- ✓ Consider the Wasatch Boulevard Master Plan Corridor Study
- ✓ Improve safety



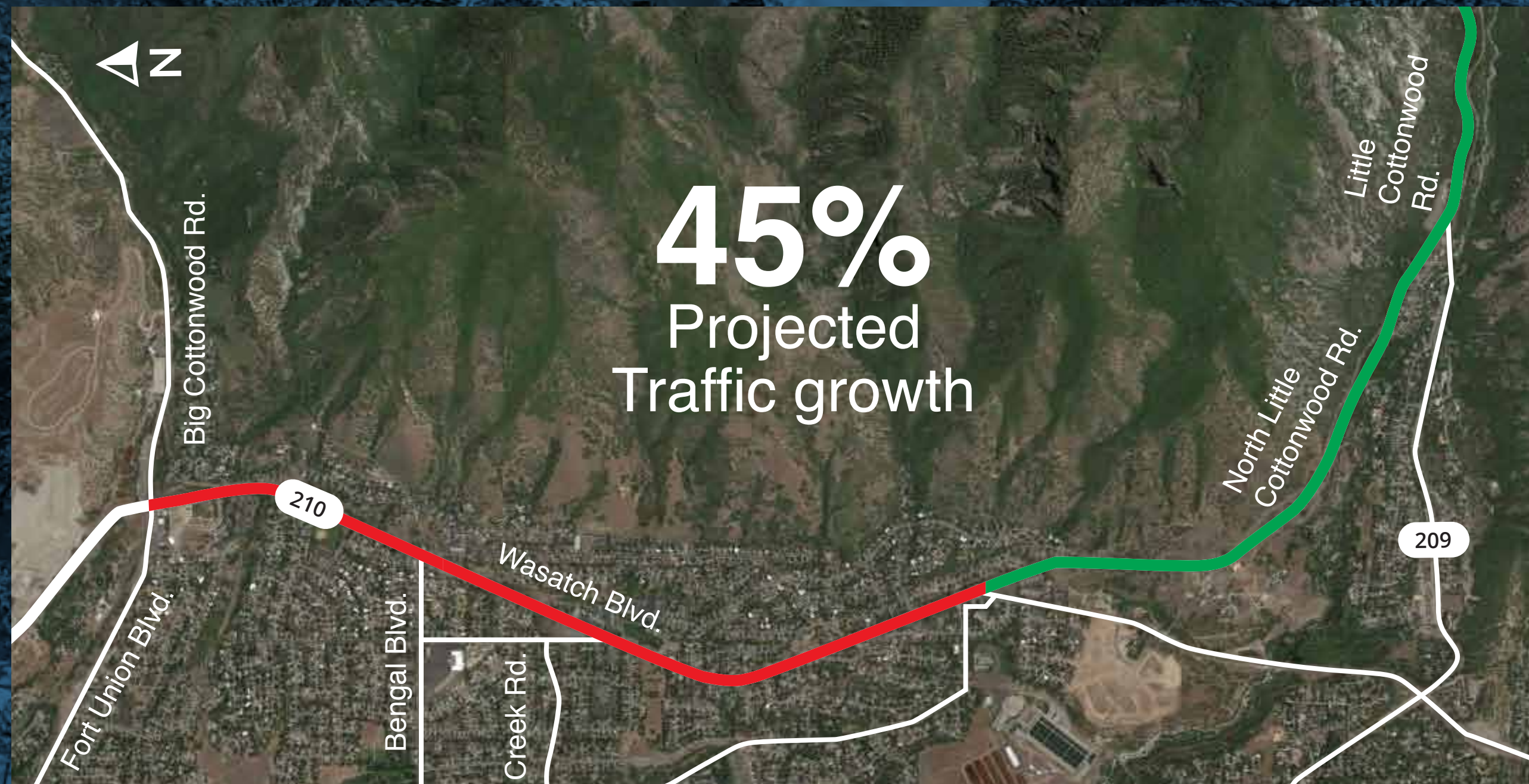
# Wasatch Boulevard

## *Measures*

- ✓ Achieve a level of service D or better on Wasatch Boulevard and intersections in 2050
- ✓ Meet the overall objectives identified in the master plan corridor study while addressing UDOT's safety and mobility requirements
- ✓ Meet UDOT's safety standards for all roadway users including passenger and freight vehicles, cyclists, pedestrians and recreational users

# Future No-action Conditions (2050)

*P.M. Peak-Period*



## LEVEL OF SERVICE

MINIMAL  
DELAYS

**UDOT Goal**  
NOTICEABLE  
DELAYS

CONSIDERABLE  
DELAYS

RIGHT TURN  
BUS PRIORITY  
LANE



BENGAL BLVD.

KINGS HILL DRIVE

3500 EAST

WASATCH BLVD.

# FUTURE PEDESTRIAN BRIDGES

(Estimated footprint) Location may vary. Funding to be identified through Cottonwood Heights City.



An aerial photograph of a mountain valley. A blue line traces a path through the valley, representing the potential expansion of Wasatch Blvd. to 5 lanes. The terrain is rugged with green vegetation and brownish soil. A blue rectangular box with a white border is centered over the path, containing the text "POTENTIAL EXPANSION OF WASATCH BLVD. TO 5 LANES".

POTENTIAL EXPANSION  
OF WASATCH BLVD.  
TO 5 LANES



# Avalanche Mitigation

# Avalanche Mitigation

## *Screening Criteria*

- ✓ Improve avalanche-related roadway reliability and safety in 2050

# Avalanche Mitigation

## *Measures*

- ✓ Substantially reduce number of hours and/or days that avalanches delay users
- ✓ Substantially reduce the avalanche hazard for roadway users



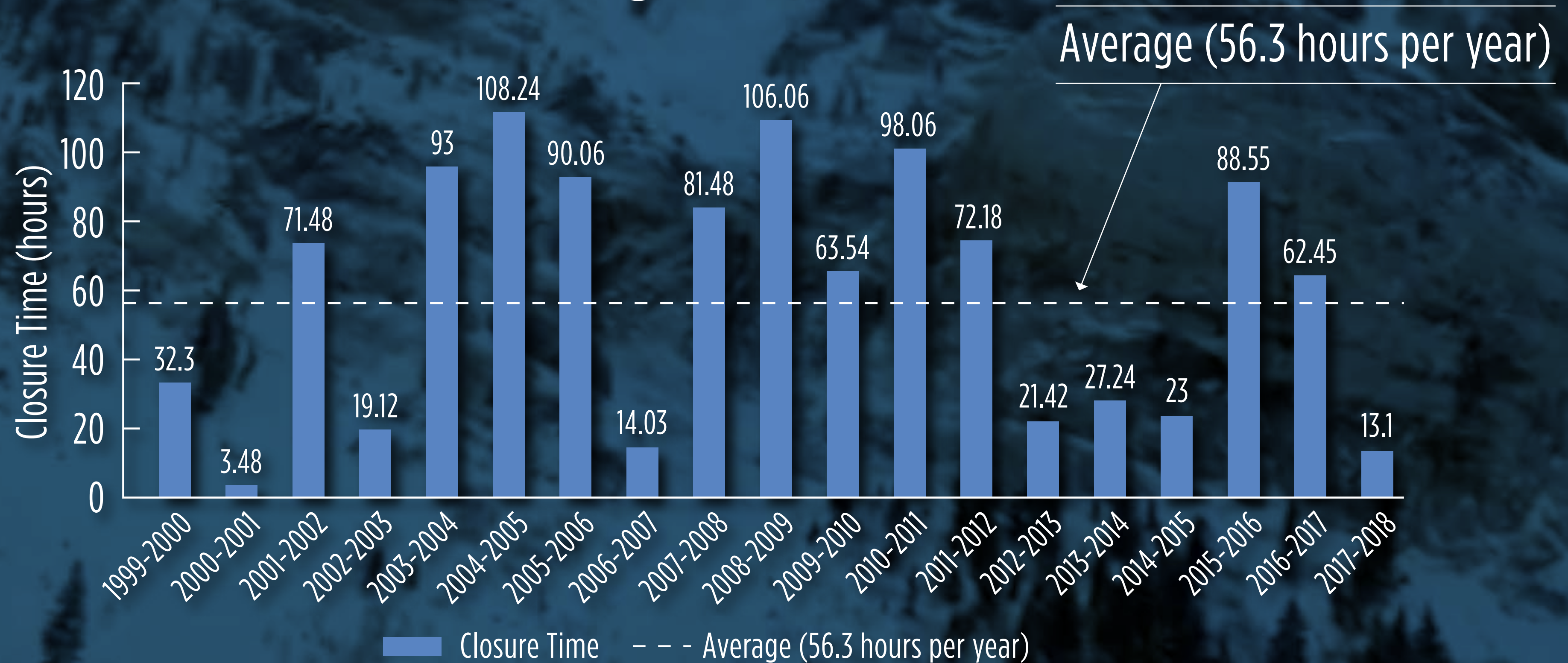
# Avalanche Mitigation

*Potential Snow Shed*



# Canyon Closures

*Due to Avalanche Mitigation*



# Avalanche Hazard Index

*Current*

Hazard Category	AHI
Very Low	Less than 1
Low	1 to 10
Moderate	10 to 40
High	40 to 150
Very High	Greater than 150

← LCC AHI=90 (*Mitigated*)

← LCC AHI=7,304 (*Unmitigated*)

*Source: Dynamic Avalanche Consulting 2018*



**WHITE PINE  
TRAILHEAD**

SNOW SHED LOCATION-APPROXIMATE

WHITE PINE  
CHUTES

WHITE PINE

LITTLE PINE

WHITE PINE  
TRAILHEAD



# Timeline

- 1 Notice of Intent  
Winter/Spring 2019
- 2 Public Scoping  
Open House *(Current stage)*  
Winter/Spring 2019
- 3 Alternatives  
Development/Refinement  
Summer 2019 to Fall 2019
- 4 Draft Environmental  
Impact Statement (EIS)  
Winter/Spring 2020
- 5 Final EIS\Record  
of Decision  
Winter/Spring 2021

# Get Involved

The revised EIS scoping period is open from:

**March 5 to May 3, 2019**

# Get Involved

Submit Official Comments



[udot.utah.gov/LittleCottonwoodEIS](https://udot.utah.gov/LittleCottonwoodEIS)



[LittleCottonwoodEIS@utah.gov](mailto:LittleCottonwoodEIS@utah.gov)



# Join the Conversation



@UDOTIcceis



UDOT Little Cottonwood Canyon  
Environmental Impact Statement (LCC EIS)

# Partners



# Little Cottonwood Canyon



## ENVIRONMENTAL IMPACT STATEMENT

# Wasatch Boulevard to Alta

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