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 and the USDA Forest Service. 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 value of the Wasatch Mountains.

**PROCESS & SCHEDULE**

<table>
<thead>
<tr>
<th>Public Scoping</th>
<th>Draft Purpose and Need and Alternative Screening Criteria</th>
<th>Alternatives Development and Refinement</th>
<th>Draft EIS</th>
<th>Final EIS/ROD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring 2019</td>
<td>Summer 2019 to Spring 2020</td>
<td>Summer 2020</td>
<td>Spring 2021</td>
<td>End of 2021</td>
</tr>
</tbody>
</table>

- Open House
- 90-day Public Comment Period
- 40-day Public Comment Period
- Public Meetings
- 35-day Public Comment Period
- Public Hearing
- 45-day Public Comment Period
- Notification of action in the Federal Register

**ONGOING STAKEHOLDER ENGAGEMENT**

**ALTERNATIVES SCREENING PROCESS**

- Develop Proposed Alternatives
  - Preliminary Evaluation of Concept/Alternatives
    - Level 1 Screening: Purpose and Need
      - Preliminary Engineering
        - Level 2 Screening: Environmental and Regulatory Impacts
          - Refine Engineering
            - Detailed Alternatives Evaluation in the Draft EIS

**LEVEL 1 CRITERIA**

- 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

**LEVEL 2 CRITERIA**

- Cost
- Consistency and compatibility with local and regional plans
- Compatibility with permitting requirements
- Impacts related to Clean Water Act
- Impacts to natural resources and to the built environment
## Alternatives Summary

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Average per person travel time</th>
<th># Vehicles/peak hour</th>
<th># People/peak hour + via transit/personal vehicle</th>
<th>Widen Wasatch Boulevard + bus priority</th>
<th>Mobility hub(s)</th>
<th>Snow sheds</th>
<th>Address trailhead parking</th>
<th>Elimination of winter road side parking adjacent to ski resorts</th>
<th>Telling or management of vehicle occupancy</th>
<th>Add roadway capacity to S.R. 210 from North LCC Road to Alta</th>
<th>Impacts (Properties)</th>
<th>Costs ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhanced Bus with Roadway Widening: For Peak Period Shoulder Lane.</td>
<td>46 min</td>
<td>24 Buses</td>
<td>1,008 (Transit)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1 Residential</td>
<td>9 Sites</td>
<td>$283</td>
</tr>
<tr>
<td>Gondola with Buses from Mobility Hub. No Additional Roadway Capacity.</td>
<td>37 min</td>
<td>24 Buses</td>
<td>1,093 (Transit)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1 Residential</td>
<td>18 Sites</td>
<td>$470</td>
</tr>
<tr>
<td>Gondola with Buses from Mobility Hub. No Additional Roadway Capacity.</td>
<td>46 min</td>
<td>30 Gondolas</td>
<td>1,050 (Transit)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1 Residential</td>
<td>9 Sites</td>
<td>$393</td>
</tr>
</tbody>
</table>

- **Enhanced Bus**: No additional roadway capacity.
- **Gondola**: No loading/unloading.

### Other Features
- **Gondola Station**: No loading/unloading.
- **Bus Priority**: Signal priority on Wasatch Blvd.
- **Roadway Widening**: Add peak period shoulder bus-only lanes from North Little Cottonwood Canyon Rd. to Alta Bypass Rd. (Shoulder lanes would be only for cyclists and pedestrians in the summer).

### Costs
- Relocations
  - Section 4(f) Capital costs
  - O&M costs

### Impacts
- properties
- costs

### Notes
- Cost includes $1,500-2,500 parking stalls.
- Cost includes 24 buses, 6 buses per hour to each resort from each mobility hub.
PUBLIC INVOLVEMENT

35-DAY COMMENT PERIOD
JUNE 8–JULY 10, 2020
The public may submit comments on the draft alternatives in writing at public meetings and through mail, email, or on the project website.

PUBLIC ENGAGEMENT OPPORTUNITIES
- PUBLIC MEETINGS (ONLINE AND IN-PERSON)
- STAKEHOLDER MEETINGS
- LOCAL GOVERNMENT PRESENTATIONS
- EDUCATIONAL VIDEOS
- SOCIAL MEDIA PROMOTIONS
- WEBSITE

CONTACT INFORMATION
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Little Cottonwood Canyon EIS c/o HDR
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Salt Lake City, UT 84121-7077
801-200-3465

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.