LITTLE COTTONWOOD CANYON EIS

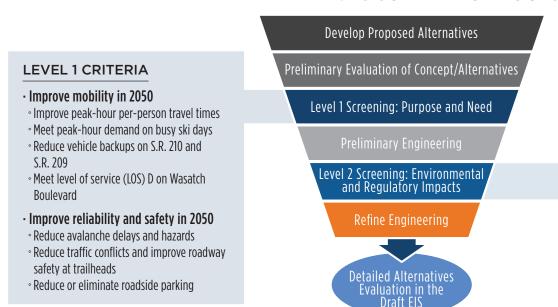
PROJECT OVERVIEW AND DRAFT ALTERNATIVES SUMMARY

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

PUBLIC SCOPING FINAL EIS/ROD **DRAFT EIS** DRAFT PURPOSE AND **ALTERNATIVES** DEVELOPMENT **NEED AND ALTERNATIVE** End of 2021 Spring 2019 Spring 2021 **SCREENING CRITERIA** AND REFINEMENT Summer 2019 to Summer 2020 **Spring 2020** • 40-day Public Public Meetings • Public Hearing Open House Notification of • 90-day Public Comment Period • 35-day Public • 45-day Public action in the **Comment Period Comment Period Comment Period** Federal Register ONGOING STAKEHOLDER ENGAGEMENT

ALTERNATIVES SCREENING PROCESS



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

Current Phase









ALTERNATIVES SUMMARY $(T)_{X}$ / i V9 **/i**\ Impacts (Properties) Costs (\$ Millions) Proposed Transit Concept # People/ peak hour + # Vehicles/peak **Widen Wasatch Address Elimination of Tolling or** Add roadway Mobility hub(s) **Snow sheds ALTERNATIVE** management of capacity to S.R. 210 trailhead parking Boulevard + winter road side parking adjacent to ski resorts **Travel Time** via transit/ bus priority vehicle occupancy from north LCC road personal vehicle to Alta 计 (\$) TI 215 Section 4(f) 0&M costs Relocations **Capital costs MOBILITY HUB** P **1,008** (Transit) 1,500-2,500 PARKING STALLS **24 Bus** \$9.0 **ENHANCED BUS** \$283 **Departures** Sites Residential **2,249** (Personal) NO ADDITIONAL 6 buses per hour to ROADWAY CAPACITY each resort from **3,257** People in LCC each mobility hub (A) **1,008** (Transit) FORT UNION BLVD. **ENHANCED BUS 24 Bus 36** MIN 18 \$470 \$6.2 WITH ROADWAY Departures **2,249** (Personal) Residential Sites WIDENING 6 buses per hour to FOR PEAK PERIOD each resort from **3,257** People (SHOULDER LANE) each mobility hub in LCC **€** □ P **1,050** (Transit) BENGAL BLVD. **GONDOLA** 63 WITH BUS FROM 9 \$393 \$4.5 MOBILITY HUB **2,249** (Personal) **30 Gondolas** Sites Residential NO ADDITIONAL **ROADWAY** Every 2 minutes **3,299** People **WIDENING** WASATCH BLVD. BUS 🖃 **PRIORITY** SNOWBIRD **SIGNAL PRIORITY** ADD PEAK PERIOD SHOULDER BUS-ONLY LANES FROM NORTH **ROADWAY** ON WASATCH BLVD. HIGHLAND DRIVE LITTLE COTTONWOOD CANYON RD. TO ALTA BYPASS RD. **ALTA STATION** WIDENING (Shoulder lanes would be only for cyclists and pedestrians in the summer) MOBILITY HUB □ < > <a>← 1,000 PARKING STALLS GONDOLA ANGLE OF TUTTHE COTTONWOOD RD. **GONDOLA BASE STATION ◆** TO 9400 S. NO LOADING/UNLOADING 🧦 SNOWBIRD 209 210 WHITE PINE TRAILHEAD LITTLE COTTONWOOD CANYON **GONDOLA NO ROADWAY** TANNERS FLAT SNOWBIRD STATION CAMPGROUND **WIDENING**

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

M EDUCATIONAL VIDEOS

SOCIAL MEDIA PROMOTIONS

₩EBSITE









CONTACT INFORMATION

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 Environmental Impact Statement (EIS)

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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.







