

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.

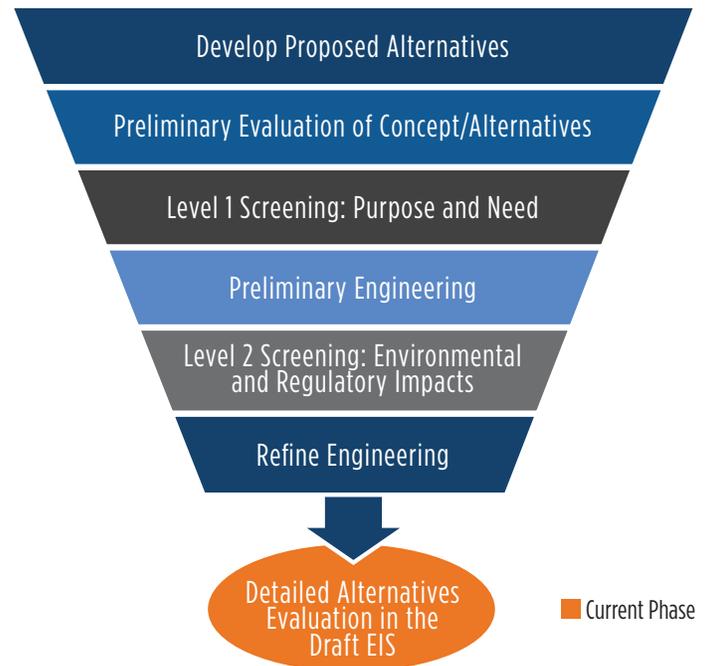
ALTERNATIVES EVALUATION PROCESS

UDOT conducted a three level screening evaluation of alternatives brought forward from stakeholders throughout the study and from previous studies. Alternatives that passed Level 1 and Level 2 screening were further refined for detailed impacts analysis to identify preferred alternatives.

PREFERRED ALTERNATIVES EVALUATION CRITERIA AND CONSIDERATIONS

To identify the preferred alternatives, UDOT considered an alternative's ability to meet the project purpose and need, associated environmental impacts and estimated cost. Environmental impacts considered the amount and type of impacts to the natural and human environment an alternative would have, such as visual, water quality, air and recreation sites. Estimated cost considered how much an alternative would cost, both for the infrastructure needed, and the cost to operate and maintain the alternative.

ALTERNATIVES EVALUATION PROCESS



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

NEXT PHASE

- ☑ Following the completion of the Draft EIS public review and 45-day comment period, UDOT will review and respond to comments and revise the Draft EIS based on the input received during the Draft EIS comment period.
- ☑ The Final EIS will identify a single preferred alternative that best meets the project purpose and need and solves transportation challenges in the canyon.
- ☑ When determining the single preferred alternative for the Final EIS, UDOT will take into consideration how each alternative compares against the following:

- ☑ Environmental impacts
- ☑ Best meets EIS purpose and need
- ☑ Best meets UDOT's mission/responsibilities
- ☑ Public input considerations from the Draft EIS

- ☑ UDOT intends to issue a combined Final EIS/Record of Decision (ROD). However, depending on the comments received on the Draft EIS, the USDA Forest Service approval process and other factors, UDOT could change that position and issue a separate Final EIS followed by a 30-day wait period before releasing the ROD.
- ☑ The ROD is the final agency decision of a selected alternative and will include an explanation of the decision.
- ☑ Implementation of the selected alternative may only occur after the ROD is issued and when funding is identified.

UDOT'S MISSION

ENHANCE QUALITY OF LIFE THROUGH TRANSPORTATION

QUALITY OF LIFE FRAMEWORK



Better Mobility



Good Health



Connected Communities



Strong Economy

PROCESS & SCHEDULE



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.