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

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

124 ALTERNATIVE CONCEPTS ➔ 5 DRAFT ALTERNATIVES ➔ 2 PREFERRED ALTERNATIVES
## ALTERNATIVE IMPACTS SUMMARY

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>Meets Project Purpose and Need</th>
<th>Substantially Reduce Vehicle Backup Distance from S.R. 209/S.R. 210 Intersection (Feet)</th>
<th>Natural/Built Environment Impacts</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>On S.R. 209</td>
<td>Visual change</td>
<td>Water quality standards exceeded</td>
</tr>
<tr>
<td>No-Action Alternative</td>
<td>Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)</td>
<td>80–85 MIN</td>
<td>None</td>
<td>No</td>
</tr>
<tr>
<td>ENHANCED BUS</td>
<td>NO ADDITIONAL ROADWAY CAPACITY IN LCC</td>
<td>46 MIN</td>
<td>1,275</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC</td>
<td>37 MIN</td>
<td>350</td>
<td>Medium</td>
</tr>
<tr>
<td>GONDOLA A (FROM LCC PARK-AND-RAKE)</td>
<td>WITH BUS FROM MOBILITY HUBS</td>
<td>NO ADDITIONAL ROADWAY CAPACITY IN LCC</td>
<td></td>
<td>46 MIN</td>
</tr>
<tr>
<td>GONDOLA B (FROM LA CAILLE)</td>
<td>WITH BUS FROM MOBILITY HUBS</td>
<td>NO ADDITIONAL ROADWAY CAPACITY IN LCC</td>
<td></td>
<td>43 MIN</td>
</tr>
<tr>
<td>COG RAIL (FROM LA CAILLE)</td>
<td>WITH BUS FROM MOBILITY HUBS</td>
<td>NO ADDITIONAL ROADWAY CAPACITY IN LCC</td>
<td></td>
<td>43 MIN</td>
</tr>
</tbody>
</table>

### Capital costs
- No-Action Alternative: (already acquired)
- Preferred Alternative: $355 M (Winter)

### O&M costs
- No-Action Alternative: 0
- Preferred Alternative: $14 M (Winter)
**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.

<table>
<thead>
<tr>
<th>IN-PERSON PUBLIC HEARING</th>
<th>VIRTUAL PUBLIC HEARING</th>
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</thead>
<tbody>
<tr>
<td>JULY 13, 2021</td>
<td>JULY 20, 2021</td>
</tr>
</tbody>
</table>

**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**

<table>
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<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>
</table>

- [ ] Open House
- [ ] 90-day Public Comment Period
- [ ] 40-day Public Comment Period
- [ ] Open House
- [ ] 35-day Public Comment Period
- [ ] Public Hearing
- [ ] 45-day Public Comment Period
- [ ] Public notification of release of Final EIS and ROD

**ONGOING STAKEHOLDER ENGAGEMENT**

**CONTACT INFORMATION**

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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.