

# LITTLE COTTONWOOD CANYON EIS

## PROJECT OVERVIEW AND FINAL 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 the U.S. Department of Agriculture (USDA) Forest Service, Environmental Protection Agency (EPA), the U.S. Army Corps of Engineers (USACE), Utah Transit Authority (UTA), and Salt Lake City Public Utilities (SLCPU). The purpose of the EIS is to analyze 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.

### FINAL EIS OVERVIEW

Based on the technical analysis conducted by the project team, the cooperating agency peer review of the analysis and informed by public input on the Draft EIS, UDOT has identified Gondola Alternative B (base station at La Caille) as the preferred alternative in the Final EIS.

This alternative is the most reliable mode of public transit in variable weather conditions and best meets the reliability goal of the project's purpose, while taking into consideration environmental impacts, public input, and overall life-cycle cost in comparison to the other four alternatives.

Recognizing that safety, mobility and reliability are issues on S.R. 210 today, and that it may take years to secure federal, state and/or private funding for full implementation of the preferred alternative, UDOT is proposing a phased implementation plan starting with components of the Enhanced Bus Service.

The proposed phasing would include increased and improved bus service as described in the Enhanced Bus Service Alternative (with no canyon roadway widening), tolling or restrictions on single occupancy vehicles, and the construction of mobility hubs. UDOT would also proceed with widening and other improvements to Wasatch Boulevard, constructing snow sheds and implementing trailhead and roadside parking improvements, as funding allows. These improvements will improve air quality, protect the watershed and increase the quality of life for residents and canyon users by reducing traffic congestion as private vehicles shift to transit.

### 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

#### PUBLIC COMMENT THEMES

- Support for gondola and bus alternatives
- Support for tolling
- Support for phased implementation
- Consideration of all canyon users year-round
- Keep existing recreation opportunities intact and maintain existing visual experience

# ALTERNATIVES IMPACT SUMMARY

ALTERNATIVE	Meets Project Purpose and Need			Natural/Built Environment Impacts					Costs	
	 Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	Substantially Reduce Vehicle Backup Distance from S.R. 209/S.R. 210 Intersection (Feet)		 Visual change	 Air quality standards exceeded	 Impacted noise receptors	 Water quality standards exceeded	 Relocations	 Capital costs	 O&M costs
		 On S.R. 209	 On S.R. 210							
<b>No-Action Alternative</b>	<b>80-85 MIN</b>	<b>6,700</b>	<b>13,000</b>	<b>None</b>	<b>No</b>	<b>173</b>	<b>No</b>	<b>0</b>	<b>-</b>	<b>-</b>
 <b>ENHANCED BUS</b> NO ADDITIONAL ROADWAY CAPACITY IN LCC	<b>46 MIN</b> Average travel time - any mode <hr/> <b>54 MIN</b> Bus travel time	<b>1,275</b>	<b>4,300</b>	<b>Low</b>	<b>No</b>	<b>173 + 57</b> No-action baseline    Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$355 M</b>	<b>\$14 M</b> Winter
 <b>ENHANCED BUS</b> WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC	<b>37 MIN</b> Average travel time - any mode <hr/> <b>36 MIN</b> Bus travel time	<b>350</b>	<b>3,050</b>	<b>Medium</b>	<b>No</b>	<b>173 + 60</b> No-action baseline    Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$510 M</b>	<b>\$11 M</b> Winter
 <b>GONDOLA A (FROM LCC PARK-AND-RIDE)</b> WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	<b>46 MIN</b> Average travel time - any mode <hr/> <b>63 MIN</b> Gondola travel time	<b>350</b>	<b>3,050</b>	<b>High</b>	<b>No</b>	<b>173 + 57</b> No-action baseline    Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$561 M</b>	<b>\$9.5 M</b> Winter <hr/> <b>\$5 M</b> Summer
 <b>GONDOLA B (FROM LA CAILLE)</b> NO ADDITIONAL ROADWAY CAPACITY IN LCC	<b>43 MIN</b> Average travel time - any mode <hr/> <b>55 MIN</b> Gondola travel time	<b>350</b>	<b>3,050</b>	<b>High</b>	<b>No</b>	<b>173 + 57</b> No-action baseline    Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$550 M</b>	<b>\$4 M</b> Winter <hr/> <b>\$3 M</b> Summer
 <b>COG RAIL (FROM LA CAILLE)</b> NO ADDITIONAL ROADWAY CAPACITY IN LCC	<b>43 MIN</b> Average travel time - any mode <hr/> <b>55 MIN</b> Cog Rail travel time	<b>350</b>	<b>3,050</b>	<b>Medium</b>	<b>No</b>	<b>173 + 58</b> No-action baseline    Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$1.064B</b>	<b>\$3.4 M</b> Winter <hr/> <b>\$2.2 M</b> Summer

Preferred Alternative

# 45-DAY PUBLIC REVIEW & COMMENT PERIOD

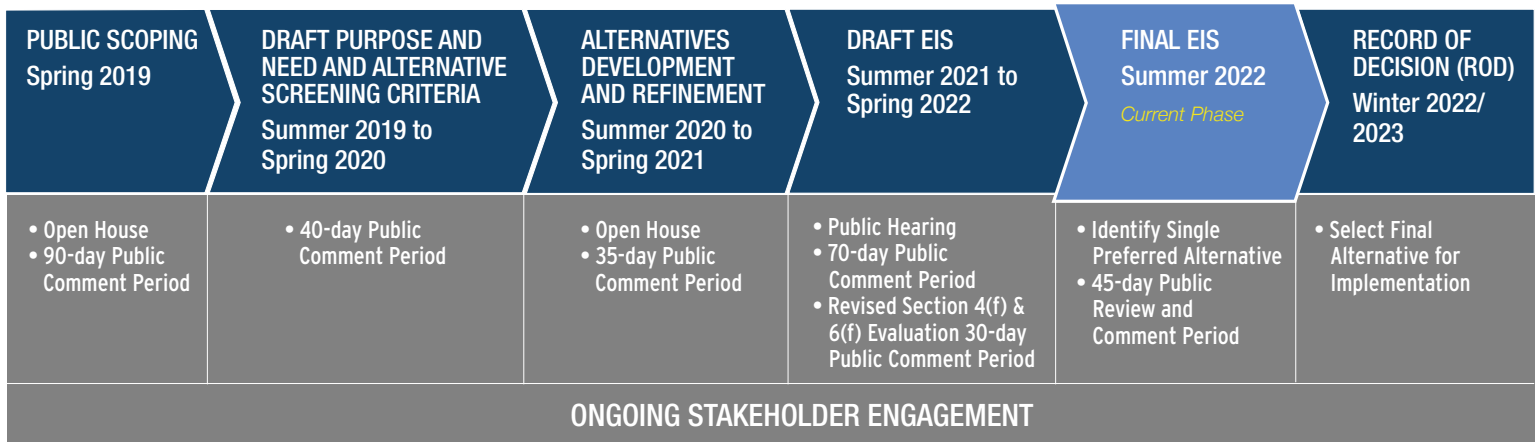
SEPTEMBER 2–OCTOBER 17, 2022

The public may submit comments on the Final EIS through mail, email, voicemail, text message or on the project website.

UDOT is accepting comments on the preferred alternative, new and updated information from the Draft EIS to the Final EIS, the assessment of the environmental impacts of the preferred primary and sub-alternatives, the proposed phasing plan and the mitigation of potential impacts.

UDOT will consider all comments received on the Final EIS when preparing the Record of Decision.

## PROCESS & SCHEDULE






## ALTERNATIVE SELECTION

- UDOT is the lead agency responsible for preparing the EIS and will decide which alternatives and sub-alternatives are selected in the Record of Decision (ROD). This decision will rely heavily on technical analysis, along with agency and public input.
- The ROD, as the next and final step in the EIS process, will identify the final alternative and will include an explanation of the decision.
- Implementation of the selected alternative may only occur after the ROD is issued and when federal, state and/or private funding is identified.



## 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 May 26, 2022, and executed by FHWA and UDOT.