

Little Cottonwood Canyon



**ENVIRONMENTAL
IMPACT STATEMENT**

S.R. 210 | Wasatch Blvd. to Alta

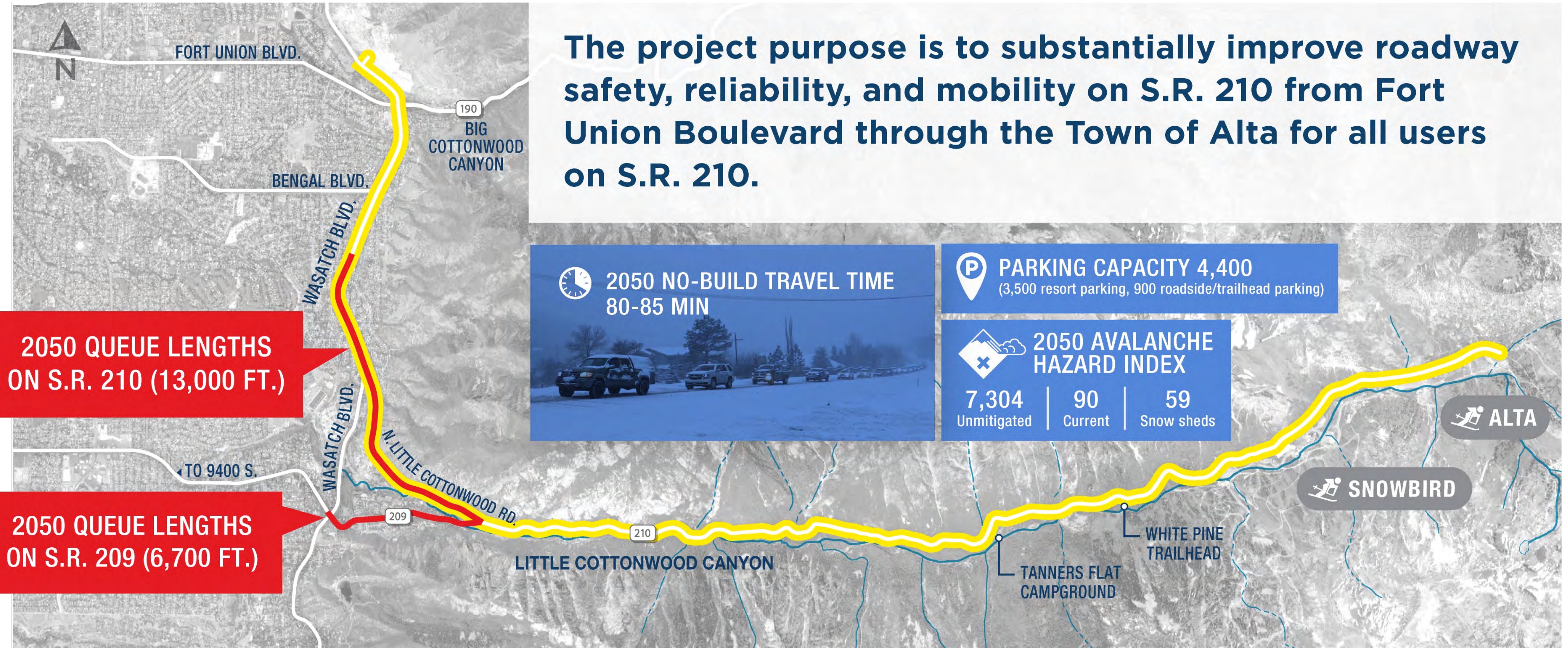
Record of Decision

Part 1 – Overview and Phase 1 Implementation

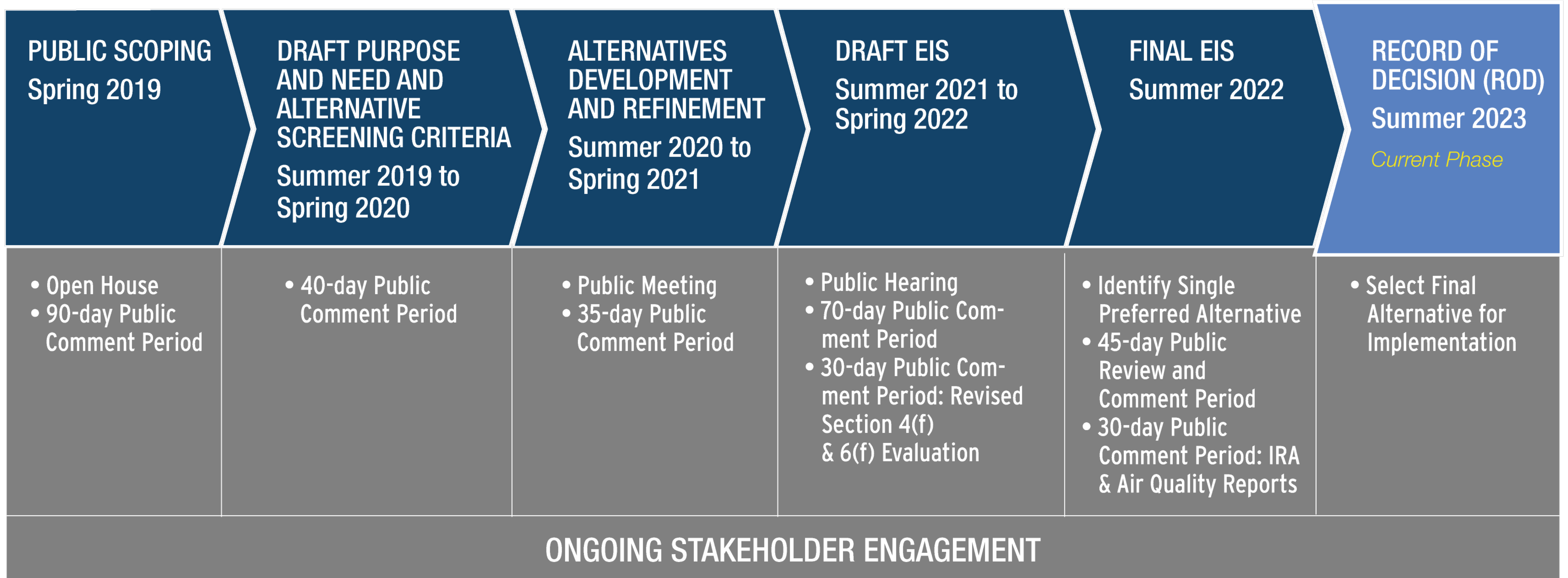
July 12, 2023

Project Purpose





























The project purpose is to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta for all users on S.R. 210.



EIS Process and Schedule



Individual Alternatives Impact Summary

ALTERNATIVE	 Initial Capital Cost 30 year life-cycle costs	 Total Transit Time to Alta (On dry pavement)	 Fare to Ride	 Tolling (Estimated \$20-\$30)	 Improves Air Quality	 Stops at Trailheads	 Low Impacts to Watersheds & Wildlife Crossing	 Climbing Boulders Removed
ENHANCED BUS NO ADDITIONAL ROADWAY CAPACITY IN LCC	\$474M \$1.326B	54 Minutes	Not determined Fare significantly less than toll					0
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD SHOULDER LANE IN LCC	\$644M \$1.33B	36 Minutes	Not determined Fare significantly less than toll					41
GONDOLA (FROM LCC PARK-AND-RIDE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	\$734M \$1.267B	63 Minutes	Not determined Fare significantly less than toll					5
GONDOLA (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY IN LCC	\$729M \$904M	55 Minutes	Not determined Fare significantly less than toll					2
COG RAIL (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY IN LCC	\$1.239B \$1.419B	55 Minutes	Not determined Fare significantly less than toll					116

ROD Selected Alternative



GONDOLA B (FROM LA CAILLE)
NO ADDITIONAL ROADWAY CAPACITY
WITH PHASED IMPLEMENTATION



Gate Buttress

Selected Alternative Considerations



- ✓ High travel time reliability
- ✓ Parking structure at base station does not require bus transfer
- ✓ Potential to add/remove cabins based on demand
- ✓ High visual impact
- ✓ Low overall life-cycle cost
- ✓ Potential summer service

Selected Alternative Considerations



\$729M revised capital cost



Includes **\$210M** for the components:

- ✓ High travel time reliability
- ✓ Parking structure at base station does not require bus transfer
- ✓ Tolling
- ✓ Potential to add/remove cabins based on demand
- ✓ Trailhead Improvements
- ✓ High visual impact
- ✓ Snow Sheds
- ✓ Low overall life-cycle cost
- ✓ Wasatch Boulevard Improvements
- ✓ Potential summer service

Selected Alternative Considerations



✓ High travel time reliability
✓ Parking structure at base station does not require bus transfer

O&M costs



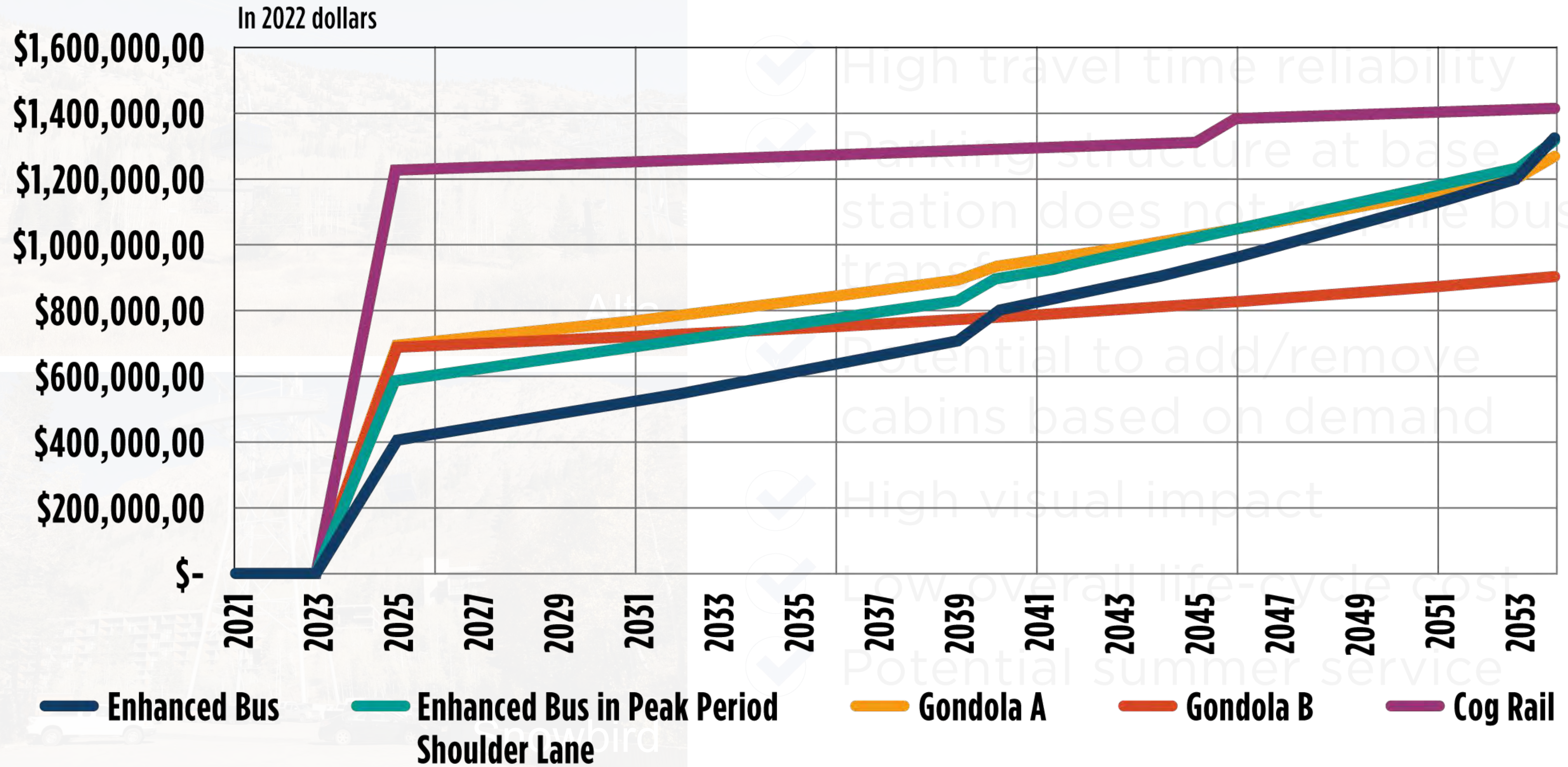
✓ **\$4.4 M**
Winter

✓ Potential to add/remove cabins based on demand
✓ High visual impact
✓ Low overall life-cycle cost
✓ Potential summer service

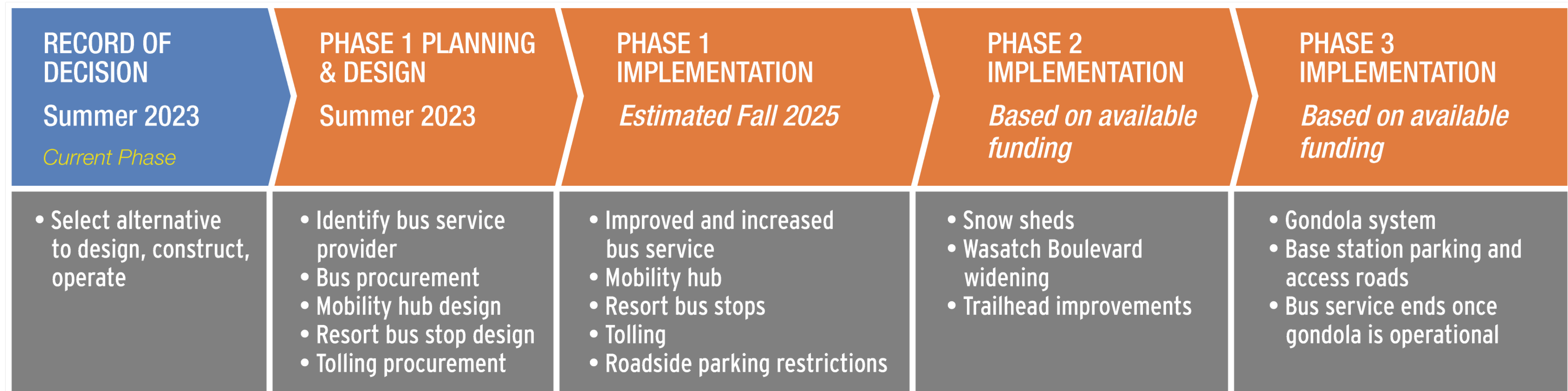
✓ **\$3.3 M**
Summer

Selected Alternative Considerations

Individual Alternative 30-year Life Cycle Costs



Phased Implementation of Gondola B



Phase 1 – Improved and Increased Bus Service

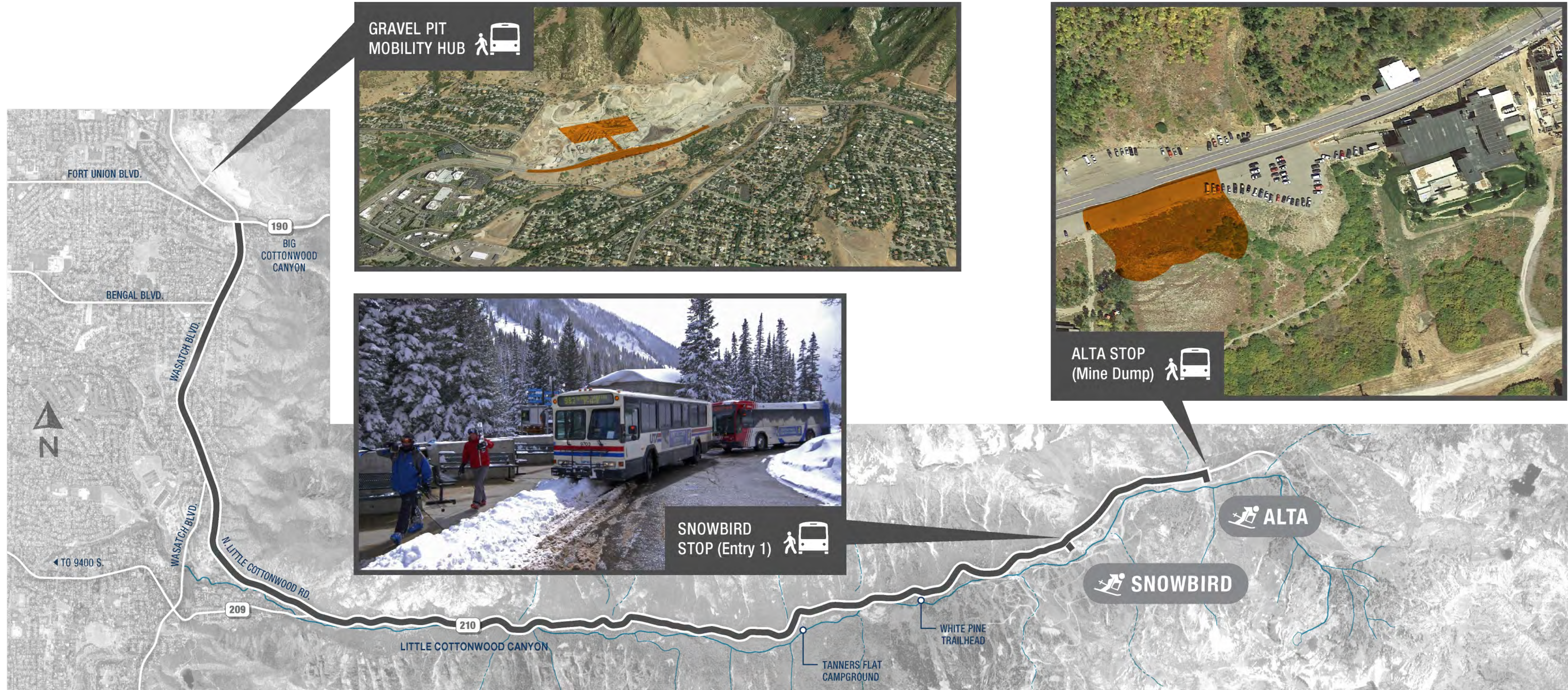


SCALED SERVICE BASED ON DEMAND

What does this look like?

 Buses
running every
10-15 min

Phase 1 – Gravel Pit Mobility Hub & Resort Bus Stops



Phase 1 – Tolling



Tolling Analysis > Design > Construction > Implementation*

**Occurs at same time as improved transit*

- ✓ Estimated \$25-30 Variable
- ✓ Focus on areas above White Pine
- ✓ Does not apply to lower-canyon users
- ✓ Toll area serviced by public transit

Phase 1 – Winter Roadside Parking Restrictions



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LittleCottonwoodEIS.udot.utah.gov

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.