## LITTLE COTTONWOOD CANYON EIS

### PROJECT OVERVIEW AND RECORD OF DECISION SUMMARY

### PROJECT PURPOSE

The Utah Department of Transportation's (UDOT) purpose for the Little Cottonwood Canyon Environmental Impact Statement (EIS) 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.

### RECORD OF DECISION OVERVIEW

In identifying the selected alternative and sub-alternatives, UDOT considered public and agency input during the scoping process and during the alternatives development, screening, and refinement process as well as comments received on the Draft EIS, Final EIS, and supplemental information reports. UDOT identified the selected alternative based on its transportation performance, cost, and impacts to the natural and built environment, and documented this process in the Final EIS and supplemental information reports.





Based on public input, and recognizing that safety, mobility, and reliability are issues on S.R. 210 today, and that it could take years to obtain funding and complete construction of Gondola Alternative B, UDOT selects Gondola Alternative B with phased implementation of components of the Enhanced Bus Service Alternative. Once Gondola Alternative B is operational, the bus service would discontinue. (see last page for additional details on phased implementation)

### GONDOLA ALTERNATIVE B SELECTION CONSIDERATIONS\*

Factors	Considerations						
Reliability	<ul> <li>High travel reliability due to a separate alignment and independent operations from S.R. 210</li> <li>Would not be impacted by snow, vehicle slide offs and crashes, or snow and avalanche debris removal operations</li> <li>If S.R. 210 were closed because of avalanche debris or a vehicle crash, the gondola could still operate</li> <li>Parking structure at base station does not require bus transfer</li> </ul>						
\$ Cost	<ul> <li>Low operations &amp; maintenance costs</li> <li>High capital cost but low life cycle cost over a 30-year period</li> </ul>						
Environmental Impacts	<ul> <li>High visual impacts</li> <li>Low impacts to the watershed</li> <li>No additional barrier to wildlife movement</li> <li>Might directly remove two climbing boulders but would not reduce access to climbing or other recreation resources</li> </ul>						

<sup>\*</sup>For a more detailed comparison of the alternatives, please see Table 3 3. Primary Advantages and Disadvantages of the No-Action and Primary Action Alternatives & Table 3 4. Environmental Impacts of the No-Action and Primary Action Alternatives in the Record of Decision





# **INDIVIDUAL ALTERNATIVES IMPACT SUMMARY**

ALTERNATIVE	Meets Project Purpose and Need  Substantially Reduce Vehicle Backup Distance			Natural/Built Environment Impacts					Costs	
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each userassumes dry pavement)	from S.R. 209/S.R. 2 On S.R. 209	10 Intersection (Feet)  On S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	\$ Capital costs	O&M costs
No-Action Alternative	80-85 min	6,700	13,000	None	No	173	No	0	-	-
ENHANCED BUS  NO ADDITIONAL ROADWAY  CAPACITY IN LCC	46 MIN Average travel time - any mode  54 MIN Bus travel time	1,275	4,300	Low	No	173 + 57 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$474 M	<b>\$15.4 M</b> Winter
ENHANCED BUS  WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC	37 MIN Average travel time - any mode 36 MIN Bus travel time	350	3,050	Medium	No	173 + 60  No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$644M	<b>\$12.1 M</b> Winter
GONDOLA A (FROM LCC PARK-AND-RIDE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	46 MIN  Average travel time - any mode  63 MIN  Gondola travel time	350	3,050	High	No	173 + 57 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$734 M	\$10.4 M Winter \$5.5 M Summer
Selected Alternative  GONDOLA B (FROM LA CAILLE)  NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Average travel time - any mode  55 MIN Gondola travel time	350	3,050	High	No	173 + 57 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$729 M	\$4.4 M Winter \$3.3 M Summer
COG RAIL (FROM LA CAILLE)  NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Average travel time - any mode 55 MIN Cog Rail travel time	350	3,050	Medium	No	173 + 58  No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$1.239B	\$3.7 M Winter \$2.4 M Summer

### **ENVIRONMENTAL STUDY PROCESS & SCHEDULE**

**PUBLIC SCOPING** DRAFT PURPOSE DRAFT EIS FINAL EIS **ALTERNATIVES** RECORD OF AND NEED AND **DEVELOPMENT DECISION (ROD) Spring 2019** Summer 2021 to Summer 2022 **ALTERNATIVE** AND REFINEMENT Spring 2022 Summer 2023 SCREENING CRITERIA Summer 2020 to Summer 2019 to Spring 2021 Spring 2020 • 40-day Public • Public Meeting Public Hearing Select • Open House • Identify Single 70-day Public • 90-day Public **Comment Period** • 35-day Public Preferred Alternative Alternative for Comment Period
• 30-day Public
Comment Period:
Revised Section 4(f) **Comment Period Comment Period** • 45-day Public Implementation Review and Comment Period
• 30-day Public
Comment Period: & 6(f) Evaluation Roadless Area & Air Quality Reports ONGOING STAKEHOLDER ENGAGEMENT

### **NEXT STEPS: PHASE 1 IMPLEMENTATION**



Coordination with FHWA and USDA Forest Service on required permitting and easements



✓ Improved and increased bus service (scaled to meet demand)



Mobility hub at the Gravel Pit



▼ Tolling to incentivize transit use Bus stops at Snowbird Resort and Alta Ski Area

### **IMPLEMENTATION PROCESS & TIMELINE**

RECORD OF PHASE 1 PLANNING PHASE 2 PHASE 1 PHASE 3 **DECISION** & DESIGN **IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION** Estimated Fall 2025 Based on available Based on available Summer 2023 Summer 2023 funding funding • Gondola system • Select alternative • Identify bus service • Improved and increased • Snow sheds bus service
• Mobility hub
• Resort bus stops to design, construct, Wasatch Boulevard • Base station parking and provider Bus procurementMobility hub designResort bus stop design widening
• Trailhead improvements operate Bus service ends once gondola is operational • Roadside parking restrictions Tolling procurement



#### 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.



