LITTLE COTTONWOOD CANYON EIS

PROJECT OVERVIEW AND DRAFT ALTERNATIVES SUMMARY

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 and the USDA Forest Service. 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 value of the Wasatch Mountains.

PROCESS & SCHEDULE

PUBLIC SCOPING I Spring 2019	DRAFT PURPOSE AND NEED AND ALTERNATIVE SCREENING CRITERIA I Summer 2019 to Spring 2020	ALTERNATIVES DEVELOPMENT AND REFINEMENT I Summer 2020 <i>Current Phase</i>	DRAFT EIS Spring 2021	FINAL EIS/ROD End of 2021						
 Open House 90-day Public Comment Period 	• 40-day Public Comment Period	 Public Meetings 35-day Public Comment Period 	 Public Hearing 45-day Public Comment Period 	 Notification of action in the Federal Register 						
ONGOING STAKEHOLDER ENGAGEMENT										

ALTERNATIVES SCREENING PROCESS

LEVEL 1 CRITERIA

- 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

Develop Proposed Alternatives

Preliminary Evaluation of Concept/Alternatives

Level 1 Screening: Purpose and Need

Preliminary Engineering

Level 2 Screening: Environmental and Regulatory Impacts

Refine Engineering

Detailed Alternatives Evaluation in the Draft EIS

LEVEL 2 CRITERIA

• Cost

- Consistency and compatibility with local and regional plans
- Compatibility with permitting requirements
- Impacts related to Clean Water Act
- Impacts to natural resources and to the built environment

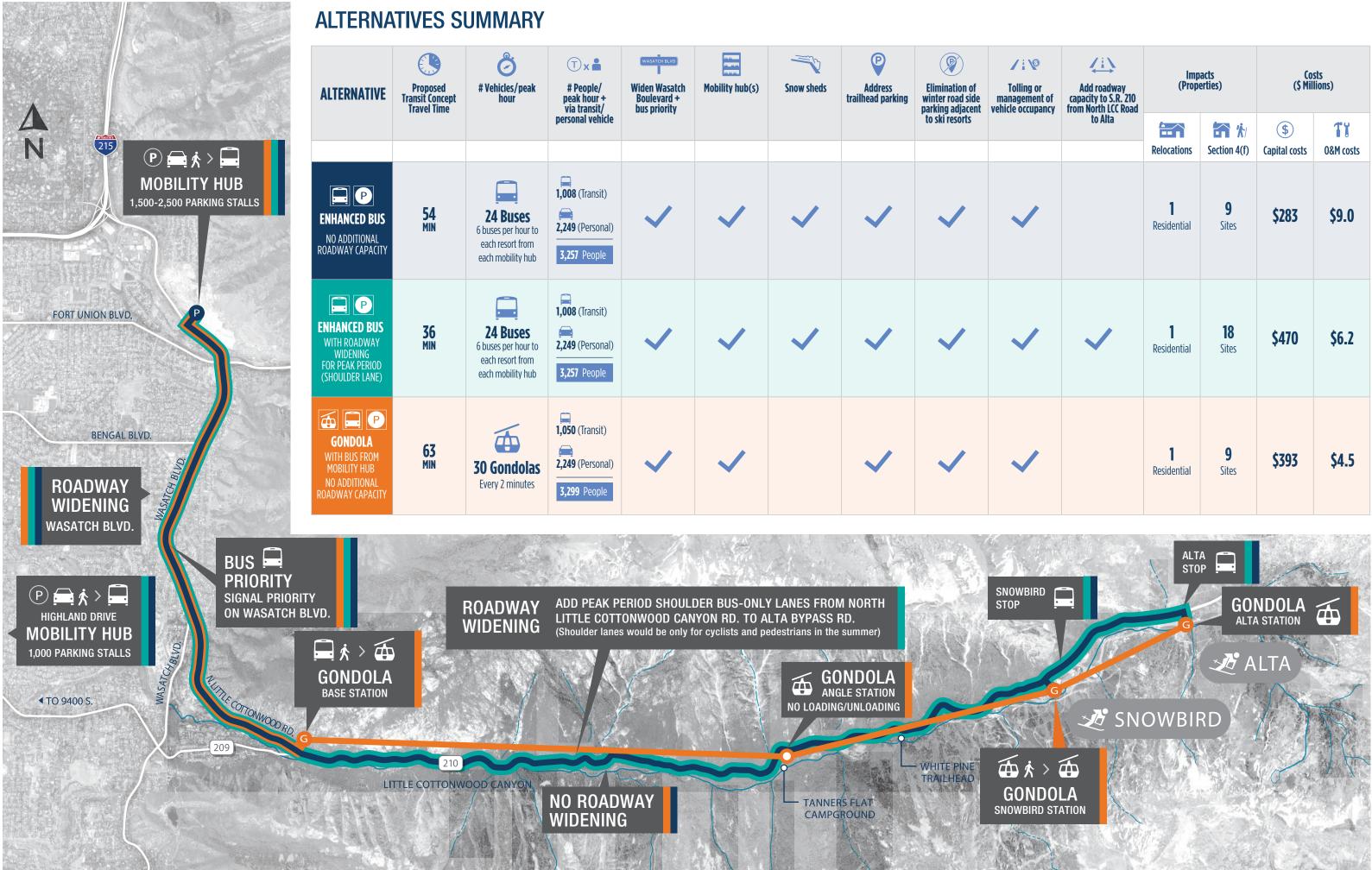
Current Phase











olling or agement of e occupancy	Add roadway capacity to S.R. 210 from North LCC Road	Imp (Propo	acts erties)	Costs (\$ Millions)			
	to Alta	to Alta		(\$) Capital costs	T 0&M costs		
~		1 Residential	9 Sites	\$283	\$9.0		
~	~	1 Residential	18 Sites	\$470	\$6.2		
~		1 Residential	9 Sites	\$393	\$4.5		

PUBLIC INVOLVEMENT

35-DAY COMMENT PERIOD JUNE 8-JULY 10, 2020

The public may submit comments on the draft alternatives in writing at public meetings and through mail, email, or on the project website.

PUBLIC ENGAGEMENT OPPORTUNITIES

- VPUBLIC MEETINGS (ONLINE AND IN-PERSON)
- STAKEHOLDER MEETINGS
- LOCAL GOVERNMENT PRESENTATIONS

EDUCATIONAL VIDEOS
 SOCIAL MEDIA PROMOTIONS
 WEBSITE





CONTACT INFORMATION

- udot.utah.gov/littlecottonwoodeis
- littlecottonwoodeis@utah.gov
- UDOT Little Cottonwood Canyon
 Environmental Impact Statement (EIS)
- 🕑 @UDOTIcceis
- Little Cottonwood Canyon EIS c/o HDR 2825 E. Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121-7077
- \$ 801-200-3465

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.







Little Cottonwood Canyon // MPACT STATEMENT S.R. 210 Wasatch Blvd. to Alta



Study Area







Project Purpose

"To substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Blvd. through the town of Alta."

WHAT ARE RELIABILITY AND MOBILITY?

Reliability refers to the degree of certainty and predictability in travel times on the transportation system. **Mobility** refers to the ability and level of ease to travel along a roadway.

OBJECTIVES







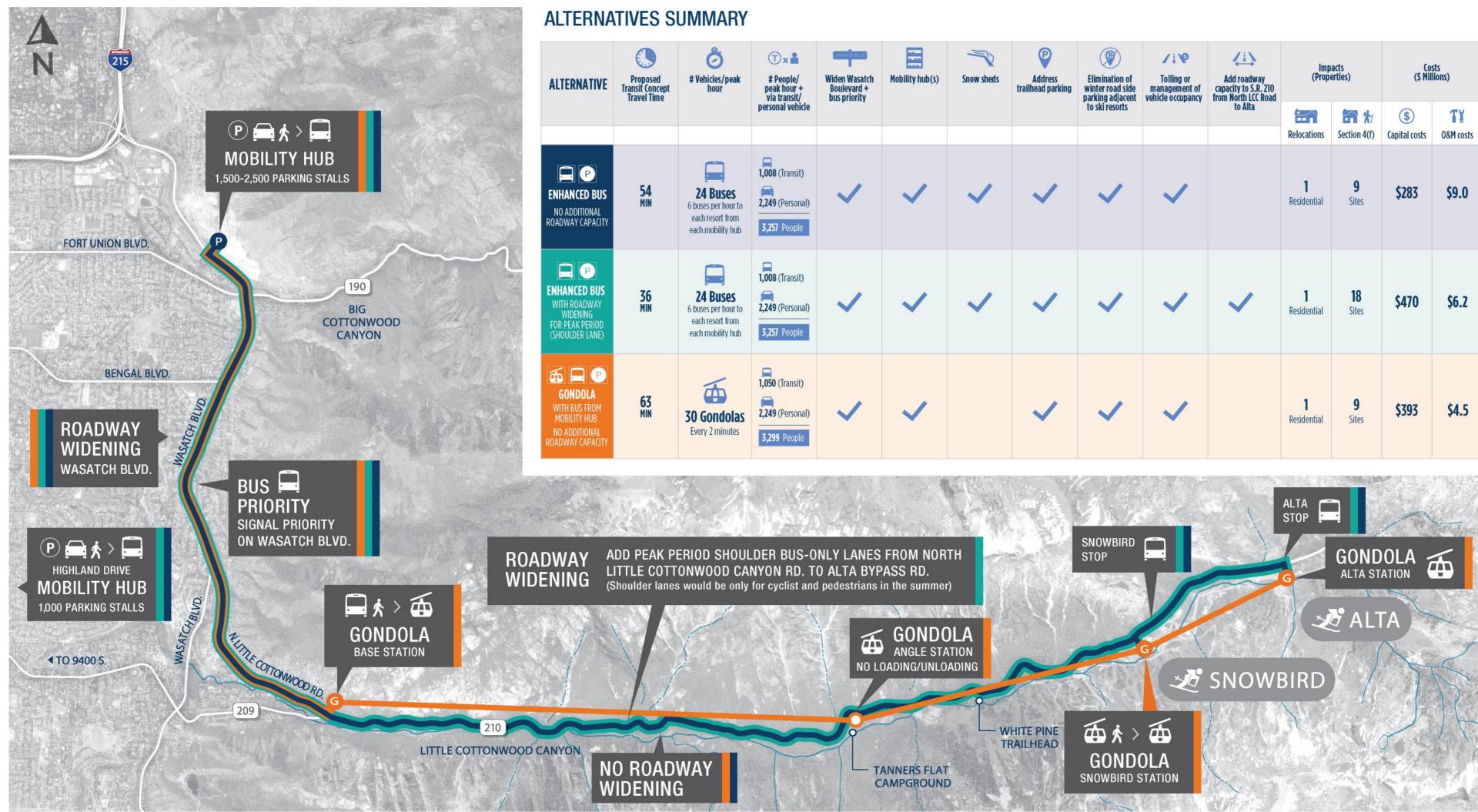








Reasonable Alternatives



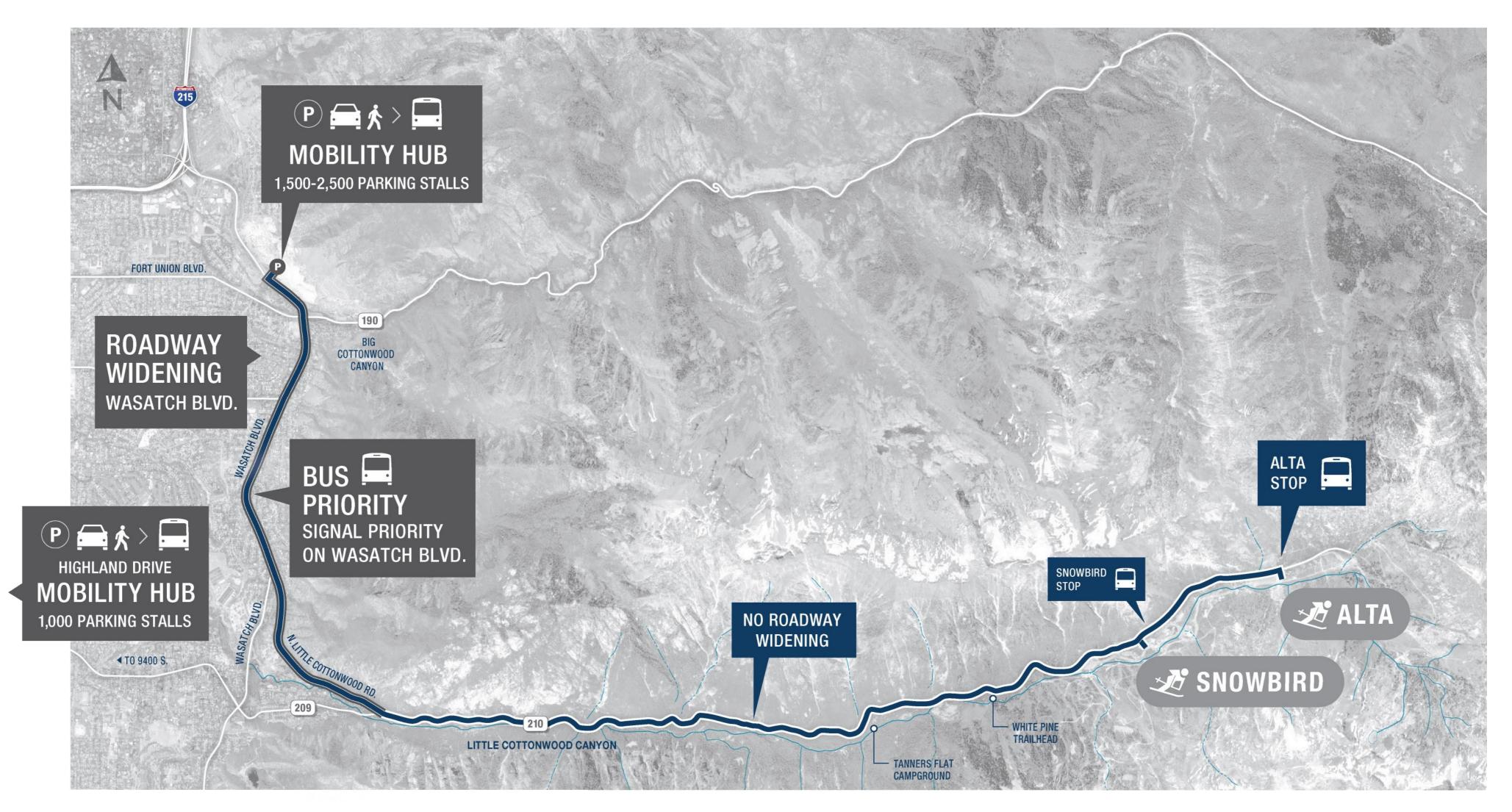




Ö Vehicles/peak hour	T x A # People/ peak hour + via transit/	Widen Wasatch Boulevard + bus priority	Mobility hub(s)	Snow sheds	Address trailhead parking	Elimination of winter road side parking adjacent to ski resorts	Tolling or management of vehicle occupancy	Add roadway capacity to S.R. 210 from North LCC Road	Impacts (Properties)		Costs (\$ Millions)	
	personal vehicle					to ski resorts		to Alta	Relocations	Section 4(f)	(\$) Capital costs	TT 0&M costs
24 Buses uses per hour to ach resort from ch mobility hub	1,008 (Transit) 2,249 (Personal) 3,257 People	~	~	~	~	~	~		1 Residential	9 Sites	\$283	\$9.0
24 Buses buses per hour to ach resort from ach mobility hub	1,008 (Transit) 2,249 (Personal) 3,257 People	~	~	~	~	~	~	~	1 Residential	18 Sites	\$470	\$6.2
Gondolas Very 2 minutes	1,050 (Transit) 2,249 (Personal) 3,299 People	~	~		~	~	~		1 Residential	9 Sites	\$393	\$ 4 .5

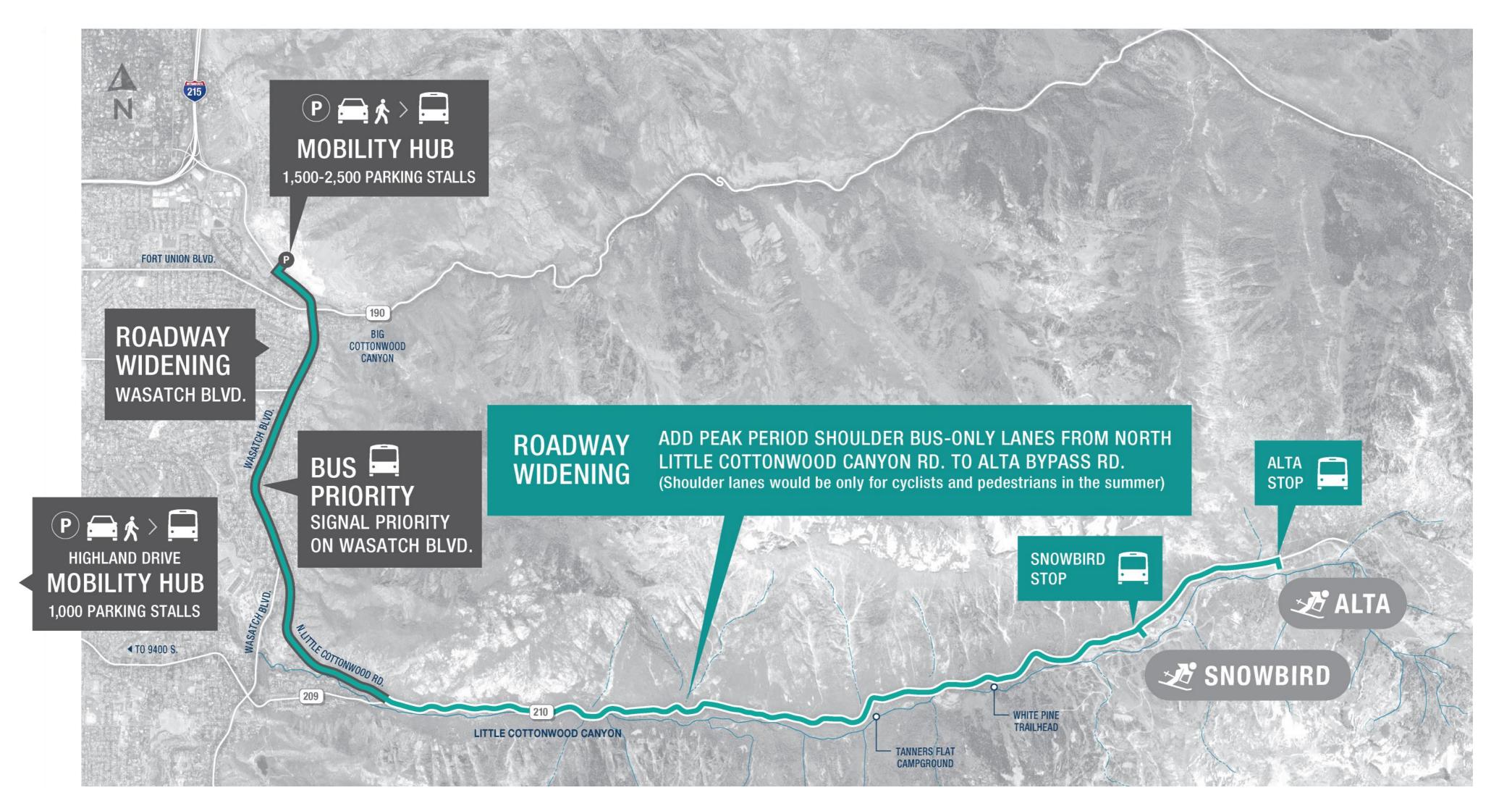


Enhanced Bus Service



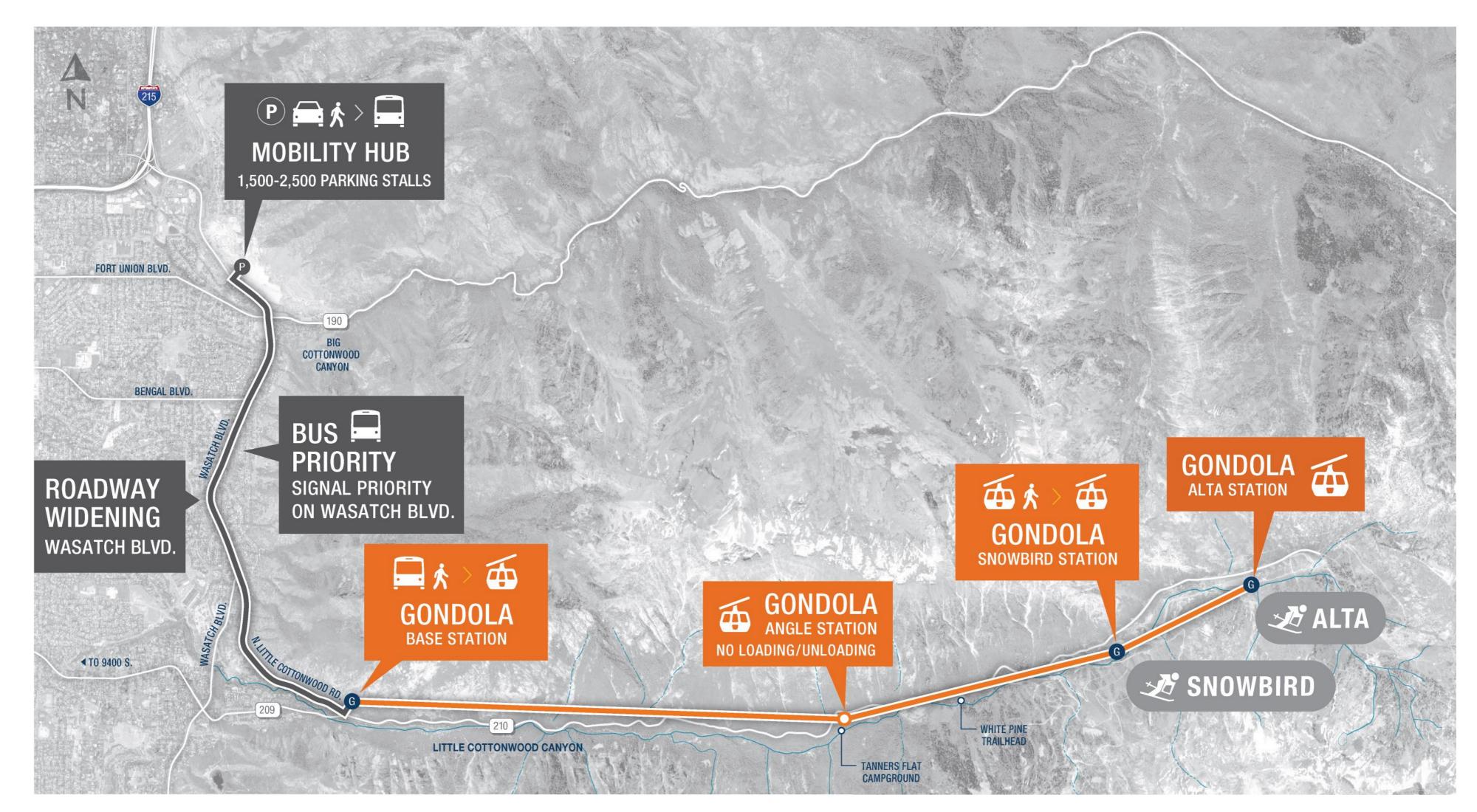


Enhanced Bus Service + Bus Lane in LCC





Gondola









Reasonable Alternatives

ALTERNATIVE	Proposed Transit Concept	# Vehicles/peak hour	T x A # People/ peak hour +	WASATCH ELVD Widen Wasatch Boulevard +	Mobility hub(s)	lity hub(s) Snow sheds Address Elimination of Tol		Vive Tolling or management of			Impacts (Properties)		Costs (\$ Millions)	
	Travel Time		peak hour + via transit/ personal vehicle	bus priority				parking adjacent to ski resorts	venicle occupancy	to Alta	Relocations	Section 4(f)	(\$) Capital costs	TX 0&M costs
ENHANCED BUS No additional Roadway capacity	54 MIN	24 Buses 6 buses per hour to each resort from each mobility hub	1,008 (Transit) 2,249 (Personal) 3,257 People	~	~	~	~	~	~		1 Residential	9 Sites	\$283	\$9.0
ENHANCED BUS ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK PERIOD (SHOULDER LANE)	36 MIN	24 Buses 6 buses per hour to each resort from each mobility hub	1,008 (Transit) 2,249 (Personal) 3,257 People	~	~	~	~	~	~	~	1 Residential	18 Sites	\$470	\$6. 2
GONDOLA	63 MIN		1,050 (Transit)									9		





Components of Reasonable Alternatives



Mobility hub



P Address trailhead parking









Widen Wasatch Boulevard



Snow Sheds



Elimination of winter road side parking adjacent to ski resorts



Process and Schedule

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ONGOING STAKEHOLDER ENGAGEMENT										











Public Comment Period

June 8, 2020 - July 10, 2020 **Provide comments through:**



udot.utah.gov/LittleCottonwoodEIS

Public Meetings

Virtual Public Meetings June 22, 2020 from 6-8:00 p.m. June 23, 2020 from 6-8:00 p.m.





LittleCottonwoodEIS@utah.gov

Public Meeting June 24, 2020 from 6-8:00 p.m.



Little Cottonwood Canyon // MPACT STATEMENT S.R. 210 | Wasatch Blvd. to Alta

