

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 style="list-style-type: none">• High travel reliability due to a separate alignment and independent operations from S.R. 210• Would not be impacted by snow, vehicle slide offs and crashes, or snow and avalanche debris removal operations• If S.R. 210 were closed because of avalanche debris or a vehicle crash, the gondola could still operate• Parking structure at base station does not require bus transfer
 Cost	<ul style="list-style-type: none">• Low operations & maintenance costs• High capital cost but low life cycle cost over a 30-year period
 Environmental Impacts	<ul style="list-style-type: none">• High visual impacts• Low impacts to the watershed• No additional barrier to wildlife movement• Might directly remove two climbing boulders but would not reduce access to climbing or other recreation resources

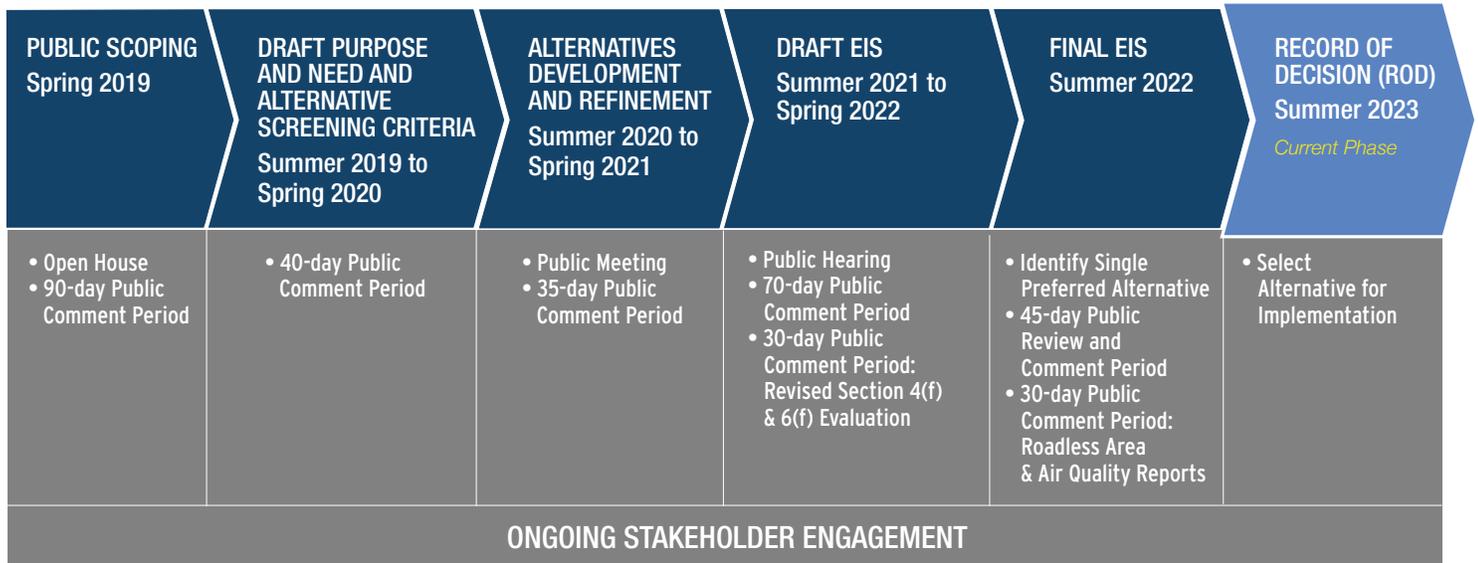
*For a more detailed comparison of the alternatives, please see Table 3.3. Primary Advantages and Disadvantages of the No-Action and Primary Action Alternatives & Table 3.4. Environmental Impacts of the No-Action and Primary Action Alternatives in the Record of Decision

INDIVIDUAL ALTERNATIVES IMPACT SUMMARY

ALTERNATIVE	Meets Project Purpose and Need			Natural/Built Environment Impacts						Costs	
	 Substantially Improve Average Per Person Travel Time (Across all travel modes for each user-assumes dry pavement)	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								
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 <hr/> 54 MIN Bus travel time	1,275	4,300	Low	No	173 + 57 No-action baseline Alternative noise impact	No	1 (already acquired)	\$474 M	\$15.4 M Winter	
 ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC	37 MIN Average travel time - any mode <hr/> 36 MIN Bus travel time	350	3,050	Medium	No	173 + 60 No-action baseline Alternative noise impact	No	1 (already acquired)	\$644 M	\$12.1 M 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 <hr/> 63 MIN Gondola travel time	350	3,050	High	No	173 + 57 No-action baseline Alternative noise impact	No	1 (already acquired)	\$734 M	\$10.4 M Winter <hr/> \$5.5 M Summer	
 GONDOLA B (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Average travel time - any mode <hr/> 55 MIN Gondola travel time	350	3,050	High	No	173 + 57 No-action baseline Alternative noise impact	No	1 (already acquired)	\$729 M	\$4.4 M Winter <hr/> \$3.3 M Summer	
 COG RAIL (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Average travel time - any mode <hr/> 55 MIN Cog Rail travel time	350	3,050	Medium	No	173 + 58 No-action baseline Alternative noise impact	No	1 (already acquired)	\$1.239 B	\$3.7 M Winter <hr/> \$2.4 M Summer	

Selected Alternative

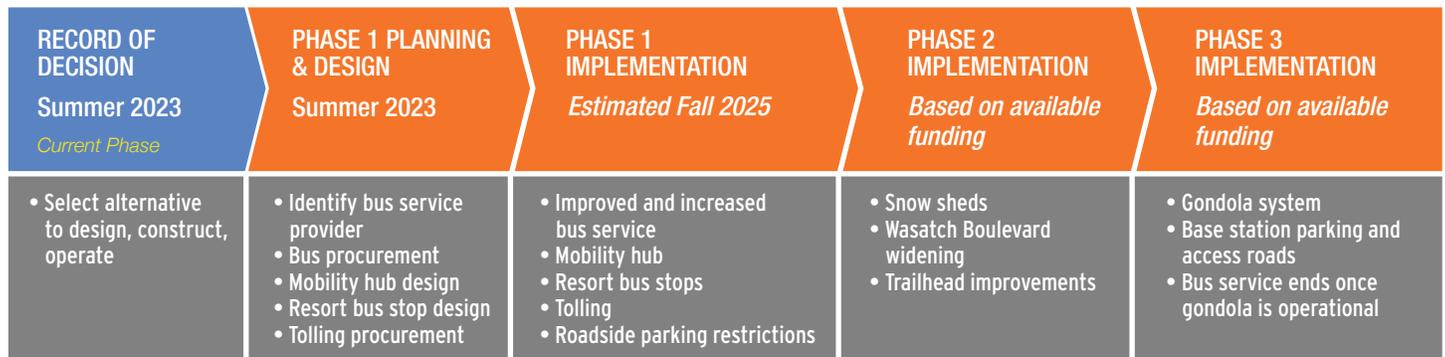
ENVIRONMENTAL STUDY PROCESS & SCHEDULE



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



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.