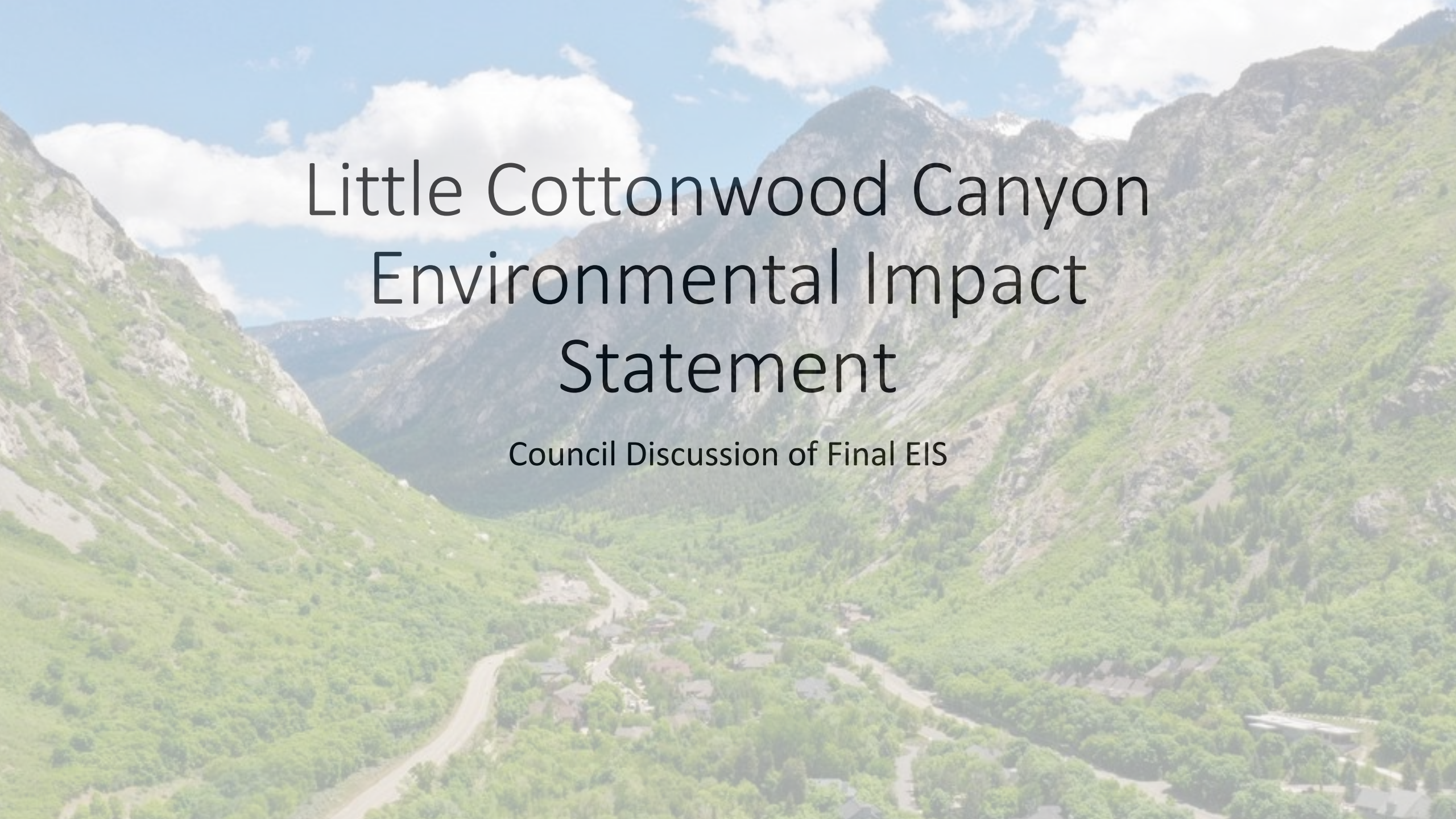


The background of the slide is a high-angle photograph of a mountain valley. A winding road leads from the bottom left towards a small town nestled in the valley. The mountains are covered in green vegetation, and the sky is blue with scattered white clouds. The title text is centered over the upper half of the image.

Little Cottonwood Canyon Environmental Impact Statement

Council Discussion of Final EIS

Previous Comments

Summary of previous public
comments

Previous Actions

- Public Scoping comments – May 3, 2018
- Purpose & Need public comments – December 13, 2019
- Draft Alternatives Phase public comments – July 10, 2020
- Corridor Aesthetics Plan (prepared by UDOT for Wasatch Boulevard)
- *Preferred Alternatives Phase public comments – September 2, 2021**
- Letter from UDOT regarding collaborative approach to roadway design/aesthetics – September 29, 2021
- City Council Resolution 2022-16



Previously Established City Position

- Consistently and strongly opposed to any gondola alternative
- Supportive of a phased-in bus priority option
- Focused on local impact:
 - Local/neighborhood access
 - Corridor mobility for all users
 - Roadway speed and design
 - Traffic congestion and neighborhood access
 - Transit-prioritized solution that alleviates current congestion from Wasatch Boulevard

Summary of Previous Input*

Local Access and Corridor Mobility

- Stronger emphasis on safe neighborhood access (Kings Hill Drive)
- Any added capacity for flex lanes or transit-only lanes
- Update traffic data
- Extend shared-use path
- Enhance pedestrian crossings

Roadway speed and design

- Reduce speeds and noise through roadway design
- Coordination with CH is necessary
- Design should be unique to evoke Boulevard feel
- Reduce shoulder widths
- Do not add capacity before it is warranted
- Traffic calming measures should not be ruled out before collaborative design process with CH

Summary of Previous Input*

Enhanced Bus Comments

- Promote transit, disincentivize personal vehicle use at peak times
- Bus solution yields lowest travel times
- Bus alternative is scalable and flexible, and caters better to all canyon users
- Future flexibility for extra buses to be used throughout the valley year round
- Better long-term investment if planned properly

Gondola Comments

- Incompatible with Wasatch Master Plan
- Gondola location does not resolve any traffic issues on high-traffic days and doesn't remove canyon traffic from Wasatch Boulevard
- Gondola parking will be underutilized at non-peak times and seasons
- Gondola does not scale or provide flexibility
- Longer travel times than bus or personal vehicles

Little Cottonwood Canyon

“WILDERNESS AREA”

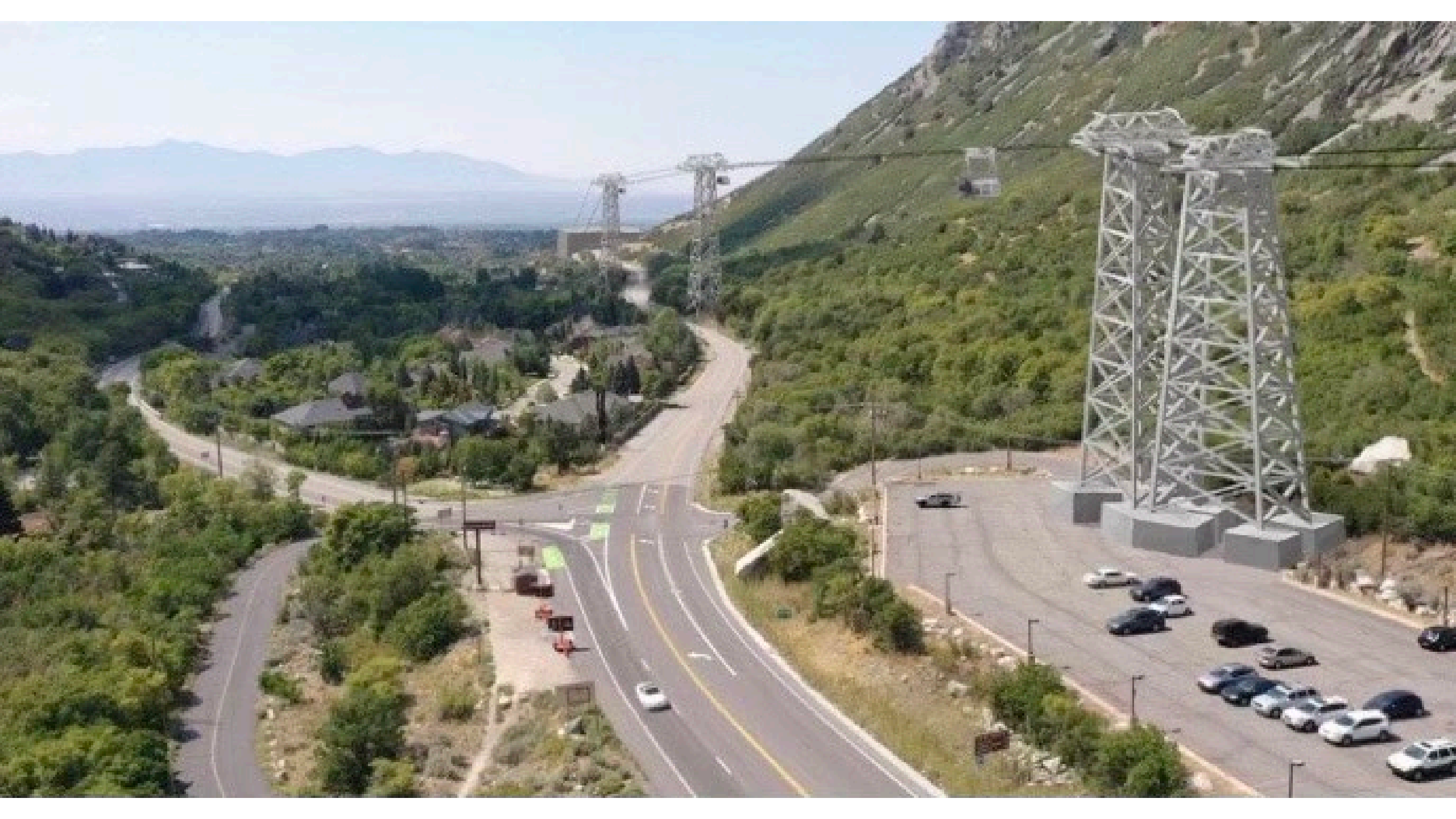
UDOT Proposed Gondola

22 TOWERS

2 ANGLE STATIONS

For the benefit of





Final EIS Recommendations

Recommendations for Final EIS

Recommended points of emphasis:

- Reiterate points made previously
- Expanded gondola parking impact
 - gondola parking capacity increased in final EIS from 1,500 parking stalls to 2,500 parking stalls
- Bus phasing effort
- Lack of consideration to local impact

Recommendations

Reiterate previous points

- CH feels most direct impact of any EIS decision
- Adopted Wasatch Master Plan to formalize priorities
- Consistently opposed to all gondola options
- Corridor design and reduced speeds
- Strong need for CH to play significant role in roadway design

Expanded gondola parking impact

- More parking will exacerbate corridor traffic issues on peak days
- Delays to get to gondola hub will result in vehicles not using the gondola
- More parking will lead to lower level of service on peak days
 - Self-inflicted need to widen roadway
- Transit hubs should be outside of Wasatch corridor
- Gondola travel time likely to exceed vehicular travel time

Recommendations

Bus Phasing Effort

- Provide a more detailed description of the bus phasing strategy
- Bus phasing should be done as a priority, with creative solutions to incentivize ridership
 - Propose a well-detailed, innovative bus solution just like the gondola received
- Tolling, transit priority, creative resort partnerships, etc.
- Develop year-round plan to utilize bus investment throughout the year beyond Little Cottonwood resort demand
 - This flexible approach is a better investment of public funds and can create less negative local impact

Local Impact

- Consideration of local impact has not been the priority it was expected and communicated
- Neighborhood access greatly impacted by 5-lane highway design and 2500-stall garage at La Caille
- A better option was available that provided the same solution
- Quality of life, safety, and neighborhood character are greatly impacted
- Important component of Wasatch Master Plan