



Little Cottonwood Canyon

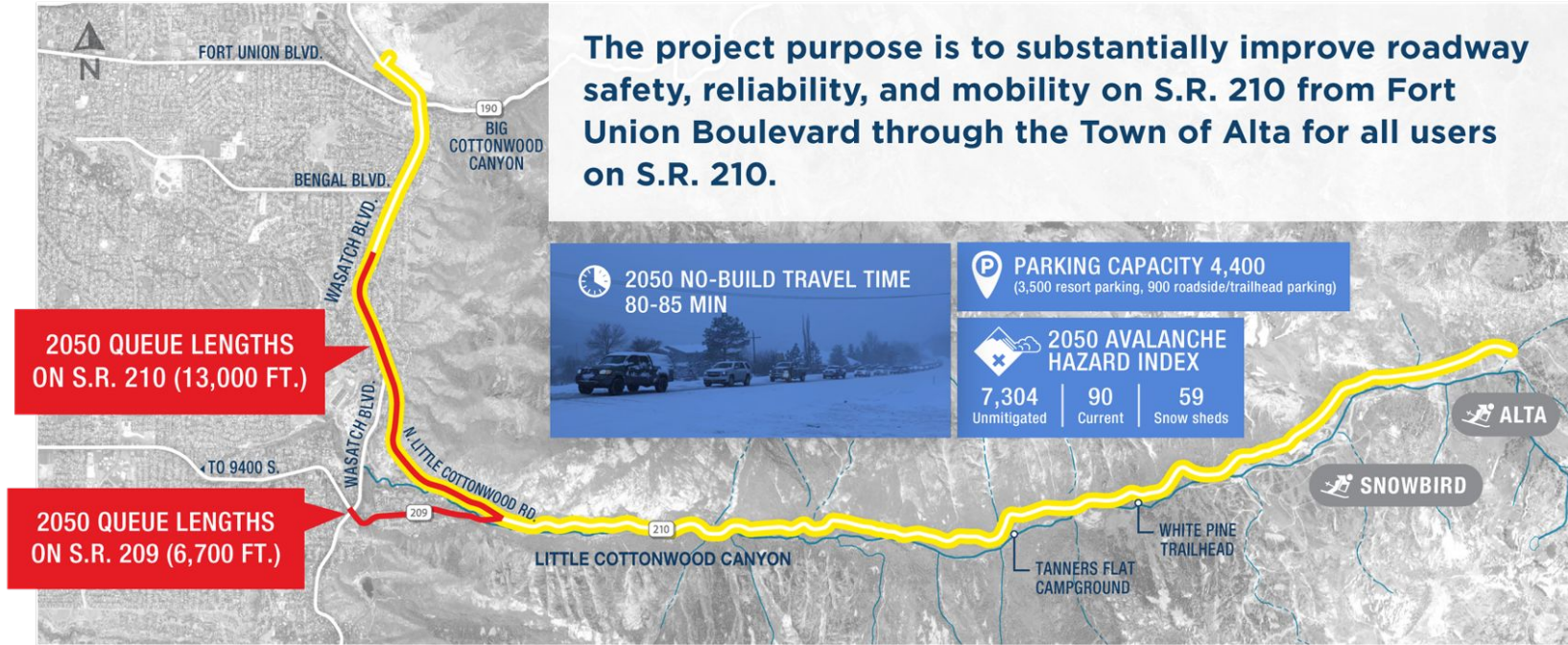


**ENVIRONMENTAL
IMPACT STATEMENT**

S.R. 210 | Wasatch Blvd. to Alta
















Salt Lake City Council
November 10, 2022

Project Purpose



Alternatives Impact Summary

Little Cottonwood
Canyon **ENVIRONMENTAL
IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta

ALTERNATIVE	 Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	Meets Project Purpose and Need Substantially Reduce Vehicle Backup Distance from S.R. 209/S.R. 210 Intersection (Feet)		Natural/Built Environment Impacts					Costs	
		 On S.R. 209	 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 baseline Alternative noise impact	No	1 (already acquired)	\$355 M	\$14 M 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 baseline Alternative noise impact	No	1 (already acquired)	\$510 M	\$11 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 63 MIN Gondola travel time	350	3,050	High	No	173 + 57 No-action baseline Alternative noise impact	No	1 (already acquired)	\$561 M	\$9.5 M Winter \$5 M Summer
 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 baseline Alternative noise impact	No	1 (already acquired)	\$550 M	\$4 M Winter \$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 baseline Alternative noise impact	No	1 (already acquired)	\$1.064 B	\$3.4 M Winter \$2.2 M Summer

Public Comment Themes

- ✓ Support for gondola & bus alternatives
- ✓ Support for tolling
- ✓ Support for phased implementation
- ✓ Consider all canyon users, not just resort visitors
- ✓ Keep existing recreation opportunities intact (climbing boulders)
- ✓ Maintain existing visual experience

Revisions to Alternatives

Enhanced Bus Service Alternatives

- Snowbird bus stop now located at Entry 1 near the Creekside Café and Grill
- Alta bus stop now located on the south side of S.R. 210 between the Alta Lodge and Alta's Rustler Lodge



Revisions to Alternatives

Gondola B and Cog Rail Alternatives

- Increased number of parking spaces at base stations from 1,500 to 2,500
- Removed mobility hubs at the gravel pit and 9400 South/Highland Drive
- Added a new one-way access road from Wasatch Boulevard to the base station parking structure

ALTERNATIVE	Capital Cost Draft EIS	Capital Cost Final EIS	O&M Cost Draft EIS	O&M Cost Final EIS
GONDOLA B (FROM LA CAILLE)	\$592M	\$550M	\$7.6M Winter \$3M Summer	\$4M Winter \$3M Summer
COG RAIL (FROM LA CAILLE)	\$1.106B	\$1.064B	\$7M Winter \$2.2M Summer	\$3.4M Winter \$2.2M Summer

Final EIS Preferred Alternative

Little Cottonwood
Canyon **ENVIRONMENTAL
IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta



GONDOLA B (FROM LA CAILLE)

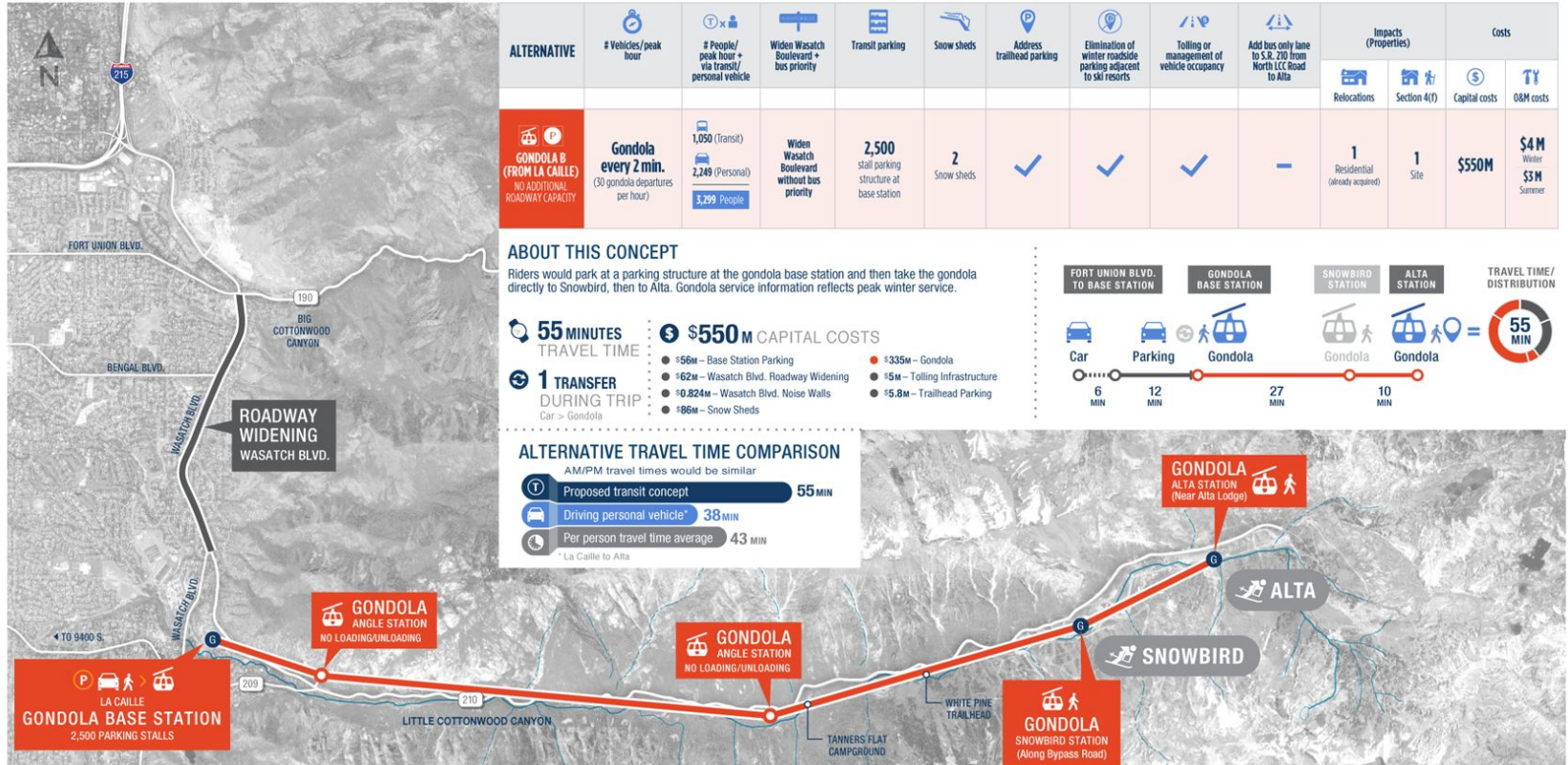
NO ADDITIONAL ROADWAY CAPACITY IN LCC



Gate Buttruss












Alternative Summary

Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta



Alternative Impact Summary

ALTERNATIVE 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)	Substantially Reduce Vehicle Backups 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	-	-
 GONDOLA B (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY	43 MIN Average travel time - any mode 55 MIN Gondola travel time	350	3,050	High	No	173 No-action baseline + 57 Alternative noise impact	No	1 (already acquired)	\$550 M	\$4 M Winter \$3 M Summer

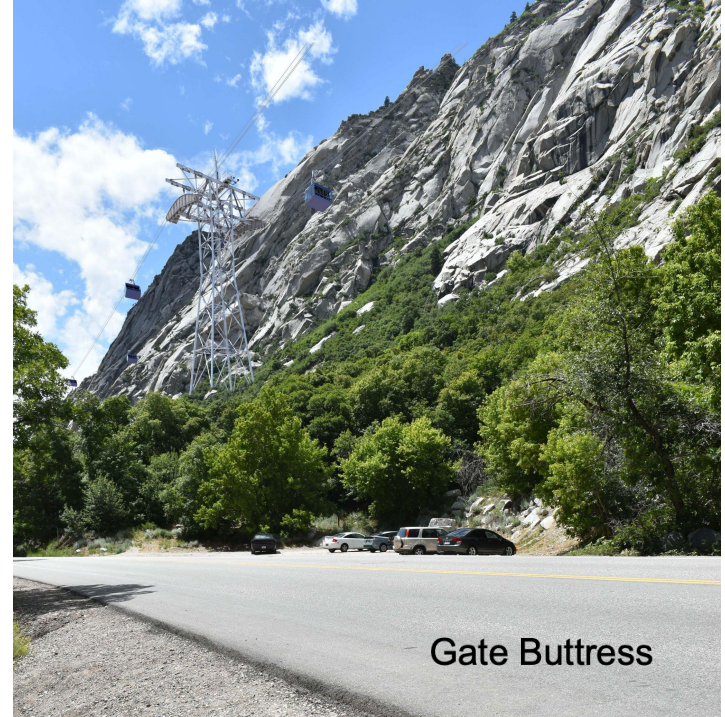
Preferred Alternative Considerations



- Highest travel time reliability
- Considers public input
- Potential to add/remove cabins based on demand
- High visual impact
- Financially prudent (lowest yearly O&M)
- Potential summer service

Preferred Alternative Considerations

Little Cottonwood
Canyon **ENVIRONMENTAL
IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta



Phased Implementation of Gondola B

Final EIS

Current Phase



GONDOLA B (FROM LA CAILLE)

NO ADDITIONAL ROADWAY CAPACITY IN
LITTLE COTTONWOOD CANYON

Record of Decision (ROD)

- Select final alternative for implementation
- The ROD is the final decision to environmentally clear an action for implementation

Phase 1 Early Action Improvements (Prior to funding of Gondola B)

- Implement tolling
- Increased express bus service in Little Cottonwood Canyon & Big Cottonwood Canyon
- Increased parking at gravel pit and 9400 S./Highland
 - 1,500 stalls at gravel pit
 - Use existing stalls (345) at 9400 S./Highland Dr.

- Construct snow sheds
- Widen Wasatch Boulevard
- Construct trailheads

Phase 2 Gondola Implementation

- Construct gondola infrastructure from La Caille base station to resorts
- 2,500 parking stalls at La Caille
- Move Little Cottonwood Canyon buses to Big Cottonwood Canyon

Sub-Alternatives Components



Tolling



Transit Parking



**Widen Wasatch Boulevard
Five-lane Alternative**



**Snow Sheds with Realigned
Road Alternative**



**Trailhead Improvements and
No Roadside Parking within ¼ Mile
Trailhead Parking Alternative**



No Winter Parking Alternative

Tolling or Occupancy Restrictions



- ✓ Fees and technology to be determined
- ✓ Focused on area around ski resorts

TOLLING ANALYSIS

DESIGN

CONSTRUCTION

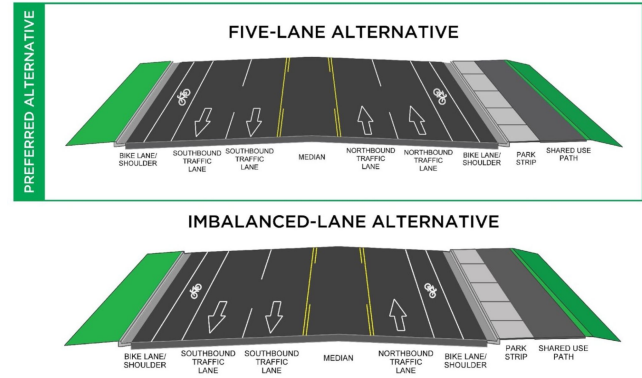
Base Station Parking Structure at La Caille

Little Cottonwood
Canyon **ENVIRONMENTAL
IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta



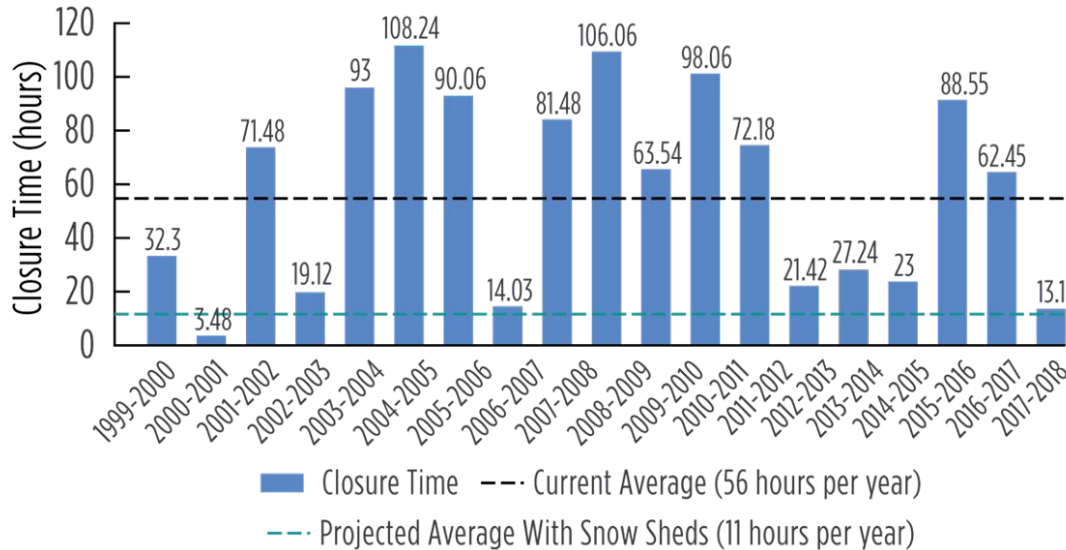
Wasatch Boulevard

Little Cottonwood
Canyon **ENVIRONMENTAL
IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta



Avalanche Mitigation

YEARLY LCC CLOSURE HOURS DUE TO AVALANCHE MITIGATION



CURRENT AVALANCHE HAZARD INDEX

Hazard Category	AHI
Very Low	Less than 1
Low	1 to 10
Moderate	10 to 40
High	40 to 150
Very High	Greater than 150

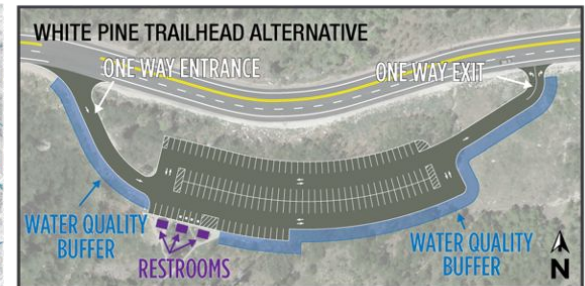
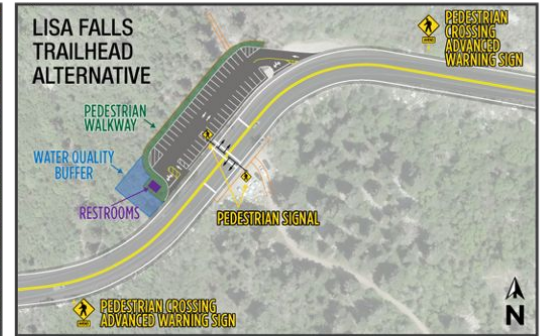
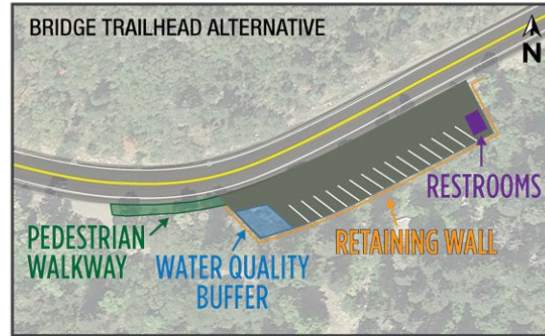
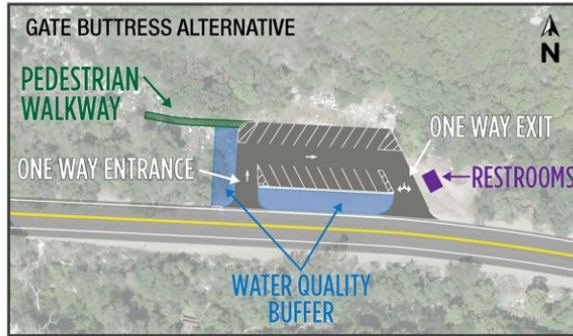
Snow shed AHI=59
Current AHI=90
(Mitigated)
AHI=7,304
(Unmitigated)

Avalanche Mitigation

Little Cottonwood
Canyon **ENVIRONMENTAL
IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta



Trailhead Parking



No Winter Parking

Little Cottonwood
Canyon **ENVIRONMENTAL
IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta



Public Review and Comment Period

Little Cottonwood
Canyon **ENVIRONMENTAL
IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta

45-days – Ends October 17, 2022

Provide comments through:



LittleCottonwoodEIS.udot.utah.gov



LittleCottonwoodEIS@utah.gov

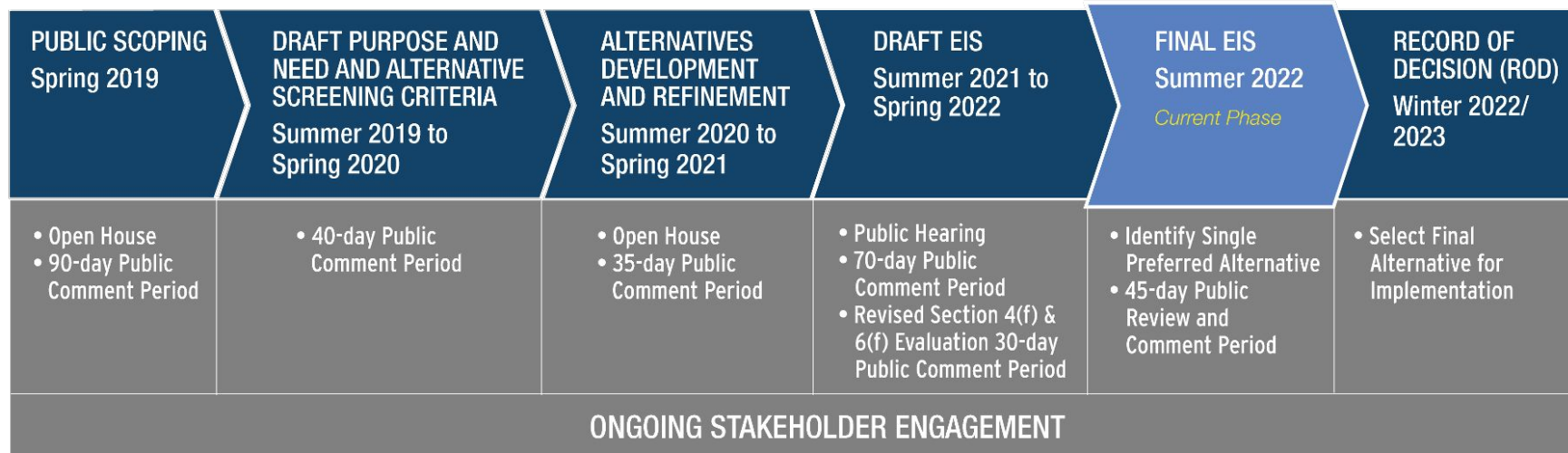


Little Cottonwood Canyon EIS c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121



801-200-3465

EIS Process and Schedule





Little Cottonwood Canyon

**ENVIRONMENTAL
IMPACT STATEMENT**

S.R. 210 | Wasatch Blvd. to Alta

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.