



Little Cottonwood Canyon

**ENVIRONMENTAL
IMPACT STATEMENT**

Wasatch Boulevard to Alta

Sandy City Council Update

December 10, 2019

Background

Little Cottonwood Canyon
Wasatch Boulevard

2019 Scoping Summary Report

Little Cottonwood Canyon Environmental Impact Statement
Wasatch Boulevard to Alta

Lead agency:
Utah Department of Transportation

September 27, 2019

TRANSPORTATION IMPROVEMENTS
Do you have any suggestions for solutions to the previous question?

SOLUTIONS THAT EMPHASIZE SYSTEMS (BUS SPECIFICALLY) SEEKING TO IMPROVE CONVENIENCE, COMFORT, AND RESOURCES (BUSES) AS MUCH AS THEY MAY. MIND) WILL SHOW PEOPLE AS MUCH AS THEY MAY.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental re... What environmental concerns do you have about the project and Wasatch Boulevard that UDOT has not addressed? DISRUPTION OF SPACE ALREADY BEEN DETECTED.

GENERAL COMMENTS

Do you have any other questions or comments? THANK YOU AND WE SERIOUSLY LISTEN TO YOUR COMMENTS. WE MUST COMPROMISE THE INTERESTS OF THE CITY BUT INCREASE THIS INCREASE.

MAIL TO

2825 E. Cottonwood Canyon Road
Cottonwood, UT 84304

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.

TRANSPORTATION CONSIDERATIONS

- Transit
- Travel Delay and Congestion
- Tolling
- Bicycle and Pedestrian Access
- Recreation Access
- Business and Residential Access
- Utility Relocations
- Local Land Use and Zoning Plans
- Regional Growth
- Safety

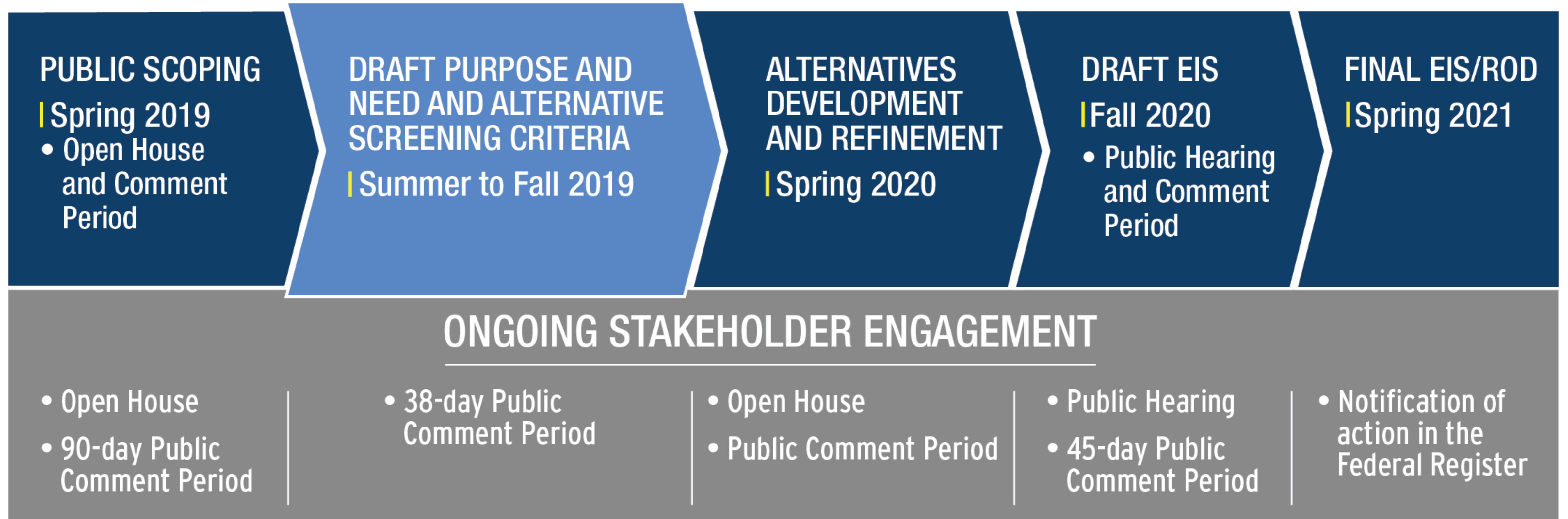
Comment	Comment Source (Type)
Ensure its results, move to the next easiest and least expensive measure.	
of ski season to the end. Keep it simple--charge each car for single occupancy vehicles or lower rate for expensive measure.	
ay they will or will not do is usually quite different from what they should do. No matter what else is decided later, a toll should be already paid a huge amount of money for studies! Just try to make it work.	Website
al. Don't turn it into NJ! Don't ruin what makes Alta special.	Website
need to find the money to build a public rail up the existing road to take public transportation up our canyons. The bottom line is that a Canyon Pathway, would be a great solution:	Website
etc.	
will only increase the number of vehicles in the canyons. The canyons. For example, if the cost of transportation were subsidized,	Website
ated stops to Snowbird and Alta.. Current bus schedule is no good for the canyon. It is to drive given poor bus schedule.	Website
ny money to go on a hike does not make sense! People should pay rent/buy their groceries!	Website
ns of entertainment, and for those on a budget. Not everyone spends	
ewed climate scientist and ask if the resorts will still have natural snow in 20	Website
nd who was an Alta resident, lodge employee, and business owner for 10 years. The resulting ecosystem services such as clean water and scenic views have been modified and exploited by humans since Western settlement. While a few resorts remain an essentially industrial use of federal public and private inholding lands, the majority of the land is managed as a national monument. I was so a 6-year employee of the USFS, at the Content Analysis Enterprise team	Website
all scales for the canyon environments, snowfall patterns and resultant viability or economic winter demand due to the lack of snow at lower elevations on the Park City area. A specific analysis of climate change scenarios. It should also address how climate change will affect the canyon environments.	
interests and almost entirely during the winter ski season. Peaks fall largely on the winter season. Demand management must be the primary means to control or reduce peak demand. Demand management must be the primary means to control or reduce peak demand. Demand management must be the primary means to control or reduce peak demand. Demand management must be the primary means to control or reduce peak demand.	
an appropriate and effective price on parking rather than making most parking "free" for the winter season. They already have parking lot attendants who can check for passes -- leave a few more attendants. If fewer than 3 people were charged \$20/day for parking in addition to passes, it would be a good idea. In the San Francisco Bay Area, tolls for Single Occupant Vehicles into the city mean that the city, reducing congestion.	
However, there is rarely congestion during the ~7 off season months of the year so it would be a good idea to have a toll during the winter season.	
or parking at the trailheads. I do not think that expanding trailheads is a good idea, much more so for low-income individuals who qualify for other federal and state benefits should be given priority. Healthy older people in our society who are hale and hearty and recreate a lot and can afford full access to the canyon are a small but important part of the canyon community. Many of my friends do as well as a wide array of users. I strongly support significant safety and	

Background

Table A-1. Preliminary Evaluation of Alternatives/Concepts Suggested during EIS Scoping Periods

Suggested Alternative	Part of No-Action/Baseline	Reason for Not Including in the Proposed Alternatives				Evaluated Further in Level 1 Screening	Considered as Part of Alternative Design, Environmental Analysis, and/or Potential Mitigation	Additional Information
		Does Not Meet Project Objectives	Outside the EIS Study Area	Outside the Scope of the EIS	Technically and/or Feasibly Prohibitive			
Mobility/Capacity								
Build transit hubs at gravel pit and 9400 South.						✓		
Provide parking for cars waiting to enter Little Cottonwood Canyon.						✓		Considered as part of the transit alternative to reduce vehicle use and avalanche mitigation to reduce closure and eliminate backup both of which reduce the number of vehicles waiting to enter Little Cottonwood Canyon.
Eliminate on-road parking at ski resorts.						✓		
Increase road capacity (three and four lanes).						✓		
Don't expand road capacity.	✓							
Consider reversible lanes.						✓		
Add a dedicated travel lane for Alta.						✓		Considered in reversible lane and widen road alternatives. If alternatives provide enough roadway capacity, there would be no need for a dedicated lane.
Add more pullouts for slow vehicles.		✓					✓	Concept will be included as part of adding capacity. Slow vehicle pull outs for buses would substantially increase travel time making buses less feasible. Does not meet project objective of improving mobility for all users (including transit users)
Build a longer merge lane at S.R. 209/S.R. 210.						✓		
Don't build a merge lane at S.R. 209/S.R. 210, and reduce speed limits.	✓			✓				Reducing speed limits is a UDOT operational consideration. Reducing speed limits would not change the need for mobility improvements.
Add a traffic signal at S.R. 209/S.R. 210.				✓				UDOT is currently making safety improvements to this intersection outside the EIS process for immediate implementation.
Restrict larger vehicles during peak periods.						✓		Transit and tolling options are being considered to reduce overall vehicle use.
Allow buses only.						✓		
Add bicycle lanes.							✓	Will be considered as part of road improvement alternatives.
Limit the number of vehicles.						✓		
Eliminate single-occupant vehicles.						✓		Will be considered as part of transit and tolling alternatives.
Provide transit priority.							✓	Will be considered as part of road improvement alternatives.
No vehicle waiting at base of canyon.						✓		Part of screening criteria to reduce vehicle waiting at base of canyon. Considered under all alternatives.
Road should be one way during AM and PM peak periods.						✓		
Provide police escorts for traffic.				✓				Operational consideration that can be implemented outside the EIS process. Would still need to have large wait areas for cars to be platooned up canyon.
Provide more smaller shuttles and fewer big buses.						✓		Feasibility of transit alternatives will be considered. Size of buses to accommodate demand will be managed by UTA outside the EIS process.

Process and Schedule



■ Current Phase

Purpose and Need & Alternative Screening Criteria

LITTLE COTTONWOOD CANYON PURPOSE AND NEED & ALTERNATIVE SCREENING

PROJECT OVERVIEW



LITTLE COTTONWOOD CANYON (LCC) BY THE NUMBER OF ANNUAL VISITORS
2.1 MILLION

LCC EIS PURPOSE

UDOT's purpose is to substantially improve safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210.

NEED FOR THE PROJECT

- Decreased mobility in winter during the morning (AM) and afternoon (PM) peak travel periods related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snow storms.
- Decreased mobility on Wasatch Boulevard resulting from wheeling and unloading of skis and snowboards.
- Safety concerns associated with avalanche hazard and traffic volume on Wasatch Boulevard. Periodic closures can cause 2-to-4-hour travel delays, or longer, which can cause inconvenience to neighborhoods at the entrance of the canyon.
- Roadway elements do not meet current design standards; for example, steep grades, narrow lanes, and horizontal and vertical curves that are steep and/or sharp.
- Limited parking at trailheads and ski areas leads to on-road parking for all users.

NEED FOR AVALANCHE MITIGATION

KEY AVALANCHE LOCATIONS



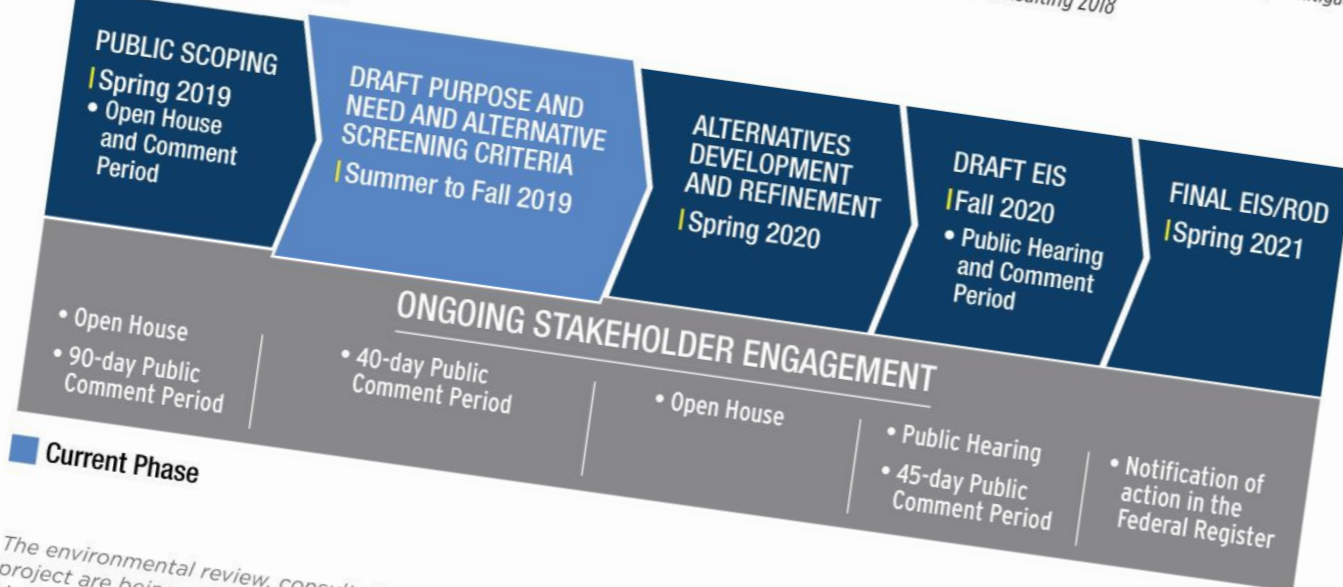
ON AVALANCHE CLOSURE DAYS, TRAVEL TIMES FROM I-215 TO ALTA RANGE FROM **45 TO 120 MINUTES** COMPARED TO **28 MINUTES** UNDER IDEAL CONDITIONS.

CURRENT AVALANCHE HAZARD INDEX (AHI)

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

← LCC AHI=90 (Mitigated)
← LCC AHI=7,304 (Unmitigated)
Source: Dynamic Avalanche Consulting 2018

PROJECT TIMELINE



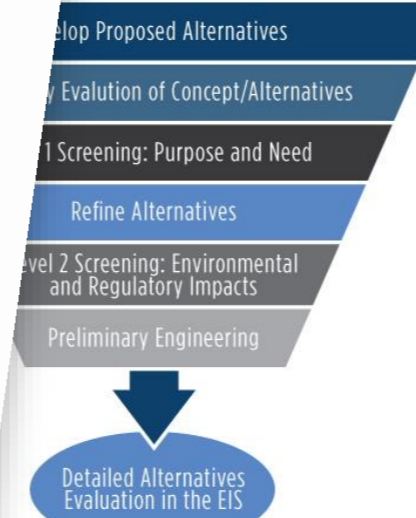
ONGOING STAKEHOLDER ENGAGEMENT

- Open House
- Public Hearing
- Notification of action in the Federal Register

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 Mobility



LEVEL 2 SCREENING CRITERIA

Criterion	Measure
Cost	Alternative's cost compared to other alternatives that pass Level 1 screening
Consistency and compatibility with local and regional plans	Alternative's consistency with local and regional land use and transportation plans Alternative's compliance with the Wilderness Act of 1964 and consistency with the 2003 Revised Wasatch-Cache Forest Plan
Compatibility with permitting requirements	Permit requirements
Impacts related to Clean Water Act	Acres and types of wetlands and other waters of the United States
Impacts to natural resources	Acres and types of sensitive habitat Acres of floodplain Acres of critical habitat
Impacts to the built environment	Number and area of parks Number of community facilities Number of potential property acquisitions including residential, business and utility acquisitions Number of Section 4(f)/Section 6(f) uses Number of cultural resources (for example, historic and archaeological resources) affected

NEED FOR IMPROVEMENTS TO WASATCH BLVD.

EXISTING CONDITIONS (2015) P.M. PEAK-PERIOD



FUTURE NO-ACTION CONDITIONS (2050) P.M. PEAK-PERIOD



LEVEL OF SERVICE

- A NO DELAYS**
Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.
- B NO DELAYS**
Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.
- C MINIMAL DELAYS**
Stable traffic flow, but less freedom to select speed.
- UDOT Goal**
- D NOTICEABLE DELAYS**
Traffic flow becoming unstable. Speed subject to sudden change.
- E CONSIDERABLE DELAYS**
Unstable traffic flow. Speed changes quickly and maneuverability is low.
- F CONSIDERABLE DELAYS**
Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

Comment Period

November 6, 2019 thru December 13, 2019



udot.utah.gov/LittleCottonwoodEIS



LittleCottonwoodEIS@utah.gov

Little Cottonwood Canyon



ENVIRONMENTAL IMPACT STATEMENT

Wasatch Boulevard to Alta

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.