



Little Cottonwood Canyon

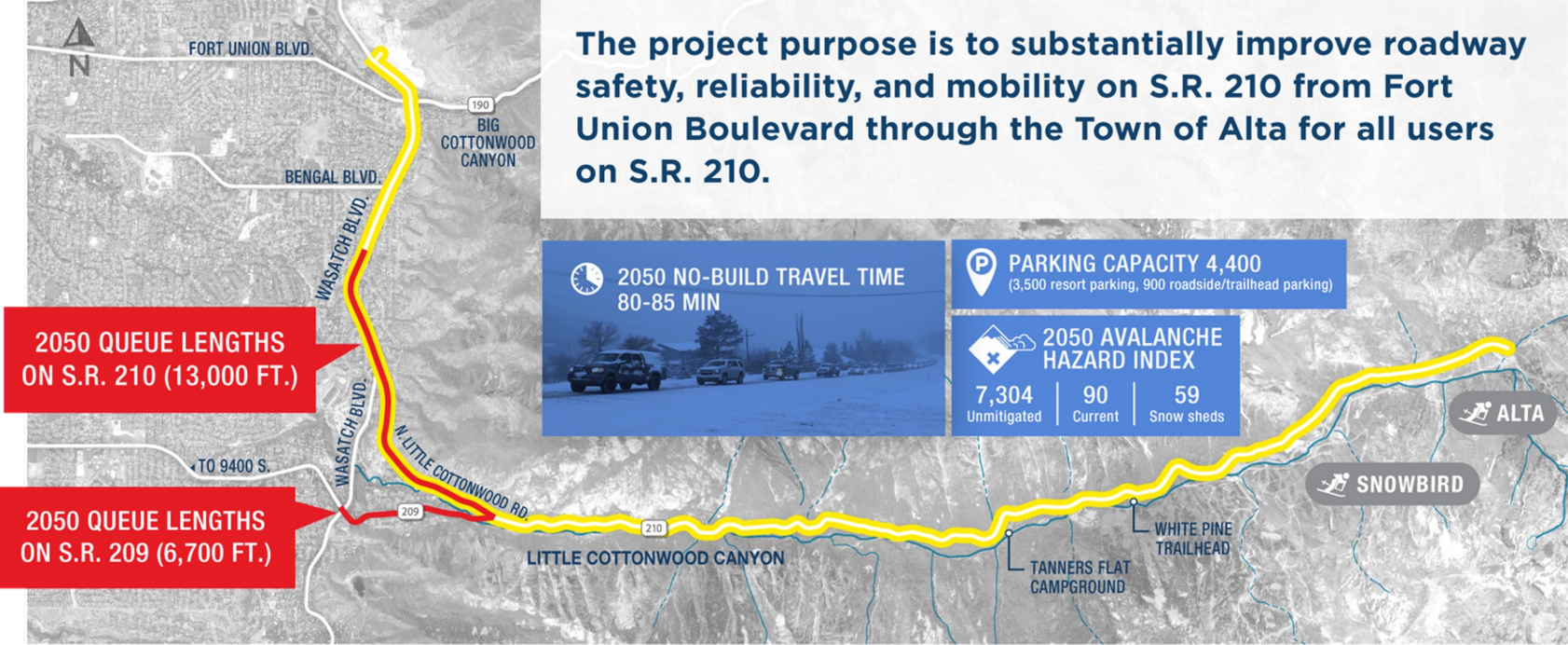
**ENVIRONMENTAL
IMPACT STATEMENT**

S.R. 210 | Wasatch Blvd. to Alta























Utah Taxpayers Association
May 8, 2023

Project Purpose

The project purpose 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.



Alternatives 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 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	
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)	\$355 M	\$14 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)	\$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 <hr/> 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 <hr/> 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 <hr/> 55 MIN Cog Rail travel time	350 / 3,050	Medium	No	173 + 58 No-action baseline / Alternative noise impact	No	1 (already acquired)	\$1.064 B	\$3.4 M Winter \$2.2 M Summer	

Final EIS Preferred Alternative



GONDOLA B (FROM LA CAILLE)

NO ADDITIONAL ROADWAY CAPACITY IN LCC



Gate Buttriss

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

Alternatives Summary

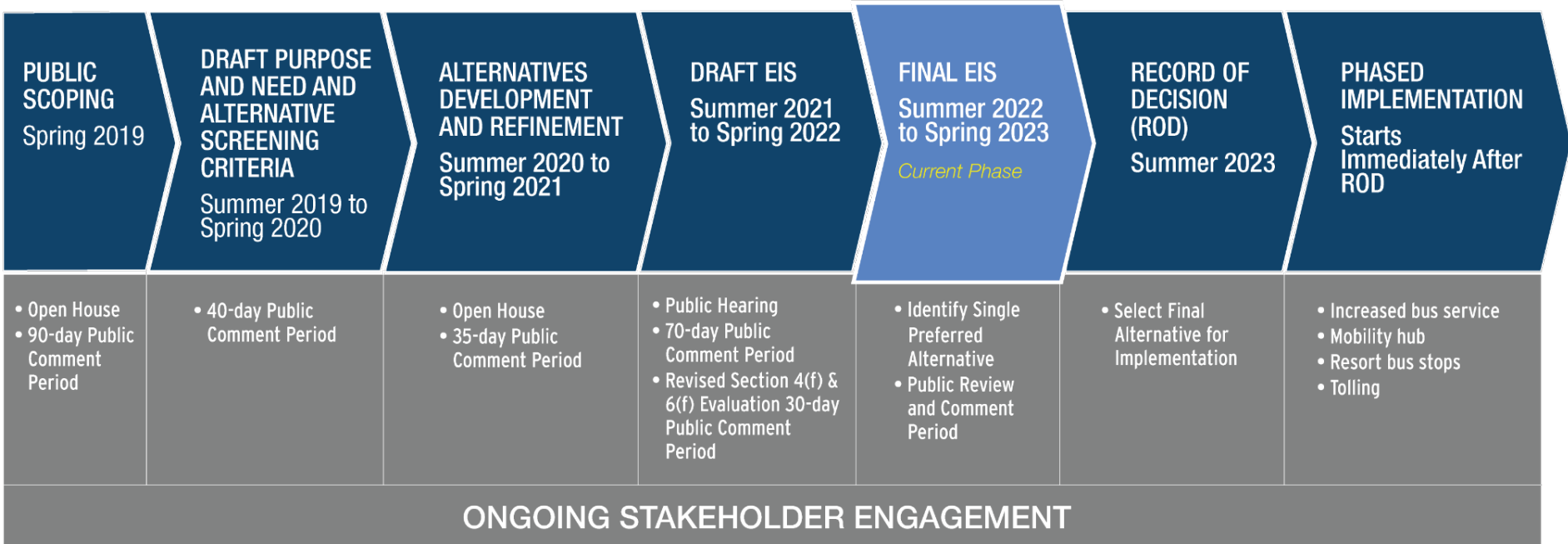
Alternative	Initial capital cost 30 year life-cycle cost*	Total transit time to Alta (On dry pavement)	Fare to ride	Tolling (Estimated \$25 - \$35)	Improves air quality	Stops at trailheads	Low impacts to watershed & wildlife crossing	Climbing boulders removed
Enhanced Bus (No widening)	\$355M \$720M	54 min	Not determined Fare significantly less than toll	✓	✓	✗	✓	0
Enhanced Bus (Widening for bus lanes)	\$510M \$780M	36 min	Not determined Fare significantly less than toll	✓	✓	✗	✗	41
Gondola A (From LCC Park-and-Ride)	\$561M \$757M	63 min	Not determined Fare significantly less than toll	✓	✓	✗	✓	5
Gondola B (From La Caille)	\$550M \$569M	55 min	Not determined Fare significantly less than toll	✓	✓	✗	✓	2
Cog Rail (From La Caille)	\$1.06B \$1.1B	55 min	Not determined Fare significantly less than toll	✓	✓	✗	✗	116

*Life-cycle cost analysis does not include Wasatch Boulevard improvements (\$62M)

Gondola B Phased Implementation

Transportation Improvement	Phase 1	Phase 2	Phase 3
Increased Bus Service	✓	✓	N/A
Mobility Hub at the Gravel Pit	✓	✓	✓
Tolling	✓	✓	✓
Restrict winter roadside parking	✓	✓	✓
Wasatch Boulevard improvements	✓	✓	✓
Snowsheds		✓	✓
Trailhead improvements		✓	✓
Gondola B infrastructure <i>(Includes access road and parking structure)</i>			✓

EIS Process & Schedule





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