

## PROJECT PURPOSE

The Utah Department of Transportation (UDOT) began an Environmental Impact Statement (EIS) in the spring of 2018 for Little Cottonwood Canyon and Wasatch Boulevard in partnership with Utah Transit Authority and the USDA Forest Service. The purpose of the EIS is to provide an integrated transportation system that improves the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the town of Alta. Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains.

## EVALUATION OF NEW CONCEPTS & ALTERNATIVES

UDOT published the results of the screening process on June 8, 2020 in the Draft Alternatives Development and Screening Report and provided a public comment period from June 8-July 10, 2020. Based on comments received during that period, UDOT identified 19 new alternatives and/or refinements to previous alternatives that were not considered in the June 8 screening report to determine if they:

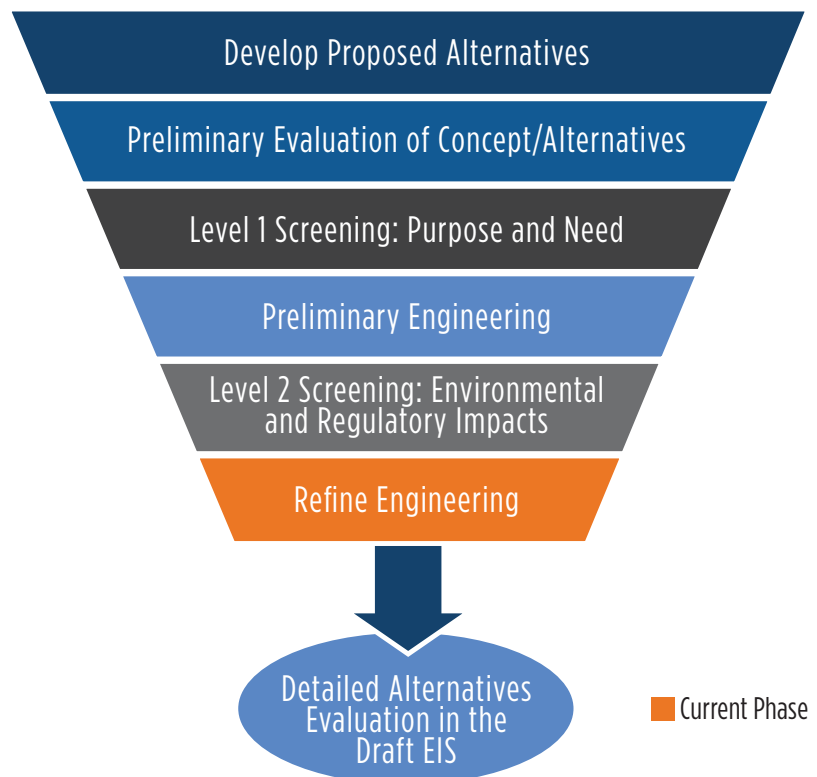
- ✓ Meet project objectives
- ✓ Meet NEPA requirements
- ✓ Are within the project study area
- ✓ Are technically feasible

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Based on an evaluation of these 19 alternatives only two alternatives passed the Level 1 and 2 screening process. The remaining 17 alternatives were determined not to meet the project objectives and were eliminated from further study as not reasonable.

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### ALTERNATIVES SCREENING PROCESS



## LEVEL 1 SCREENING CRITERIA

If a concept level alternative was determined to be feasible the alternative was further developed so that Level 1 screening could be conducted. Level 1 screening was based on the project purpose.

Criterion	Measure
Improve mobility in 2050 <sup>a</sup>	<ul style="list-style-type: none"> <li>Substantially improve peak-hour per-person (defined as the 30th-busiest hour<sup>b</sup>) travel times in Little Cottonwood Canyon for uphill and downhill users in 2050 compared to travel times with the No-Action Alternative in 2050</li> <li>Meet peak-hour average total person-demand on busy ski days in Little Cottonwood Canyon</li> <li>Substantially reduce vehicle backups on S.R. 210 and S.R. 209 through residential areas on busy ski days (30th-busiest day)</li> <li>By 2050, meet UDOT's goal of level of service (LOS) D in the weekday AM and PM peak periods on Wasatch Boulevard</li> </ul>
Improve reliability and safety in 2050	<ul style="list-style-type: none"> <li>Substantially reduce the number of hours and/or days during which avalanches delay users</li> <li>Substantially reduce the avalanche hazard for roadway users</li> <li>Improve roadway safety at existing trailhead locations</li> <li>Reduce or eliminate traffic conflicts between motorized and nonmotorized transportation modes at key trailhead locations</li> <li>Reduce or eliminate roadside parking to improve the safety and operational characteristics of S.R. 210</li> </ul>

<sup>a</sup> All alternatives that pass screening will be designed for Level 2 screening using current transportation safety standards for pedestrian, bicyclists and motorists.

<sup>b</sup> The travel demand during the 30th-busiest hour in 2050 would be about 1,555 vehicles or about 3,260 people.

## LEVEL 2 SCREENING CRITERIA

The alternatives that passed Level 1 screening were then evaluated with Level 2 screening. Level 2 screening was based on impacts to the natural and built environments. UDOT developed a preliminary engineering design for each alternative in order to evaluate the expected impacts for each Level 2 criterion.

Criterion	Measure
Cost	<ul style="list-style-type: none"> <li>Alternative's cost compared to other alternatives that pass Level 1 screening</li> </ul>
Consistency and compatibility with local and regional plans	<ul style="list-style-type: none"> <li>Alternative's consistency with local and regional land use and transportation plans<sup>a</sup></li> <li>Alternative's compliance with the Wilderness Act of 1964 and consistency with the 2003 Revised Wasatch-Cache Forest Plan</li> </ul>
Compatibility with permitting requirements	<ul style="list-style-type: none"> <li>Permit requirements</li> </ul>
Impacts related to Clean Water Act	<ul style="list-style-type: none"> <li>Acres and types of wetlands and other waters of the United States<sup>b</sup></li> </ul>
Impacts to natural resources	<ul style="list-style-type: none"> <li>Acres of floodplain</li> <li>Acres of critical habitat</li> </ul>
Impacts to the built environment	<ul style="list-style-type: none"> <li>Number and area of parks</li> <li>Number of community facilities</li> <li>Number of potential property acquisitions including residential and business</li> <li>Number of Section 4(f)/Section 6(f) uses<sup>c</sup></li> <li>Number of cultural resources (for example, historic and archaeological resources) affected</li> </ul>

<sup>a</sup> This criterion is a secondary objective that will be used to meet local community desires after environmental impacts are considered and to make minor shifts to alternatives' alignments. It will not be used to determine whether an alternative is reasonable or practicable.

<sup>b</sup> Based on Clean Water Act requirements, an alternative with a substantially greater number of wetland impacts could be eliminated from detailed study in the EIS. UDOT will not use the criteria listed in this table to eliminate alternatives from detailed study in the EIS before considering whether the alternatives would comply with the Clean Water Act Section 401(b)(1) Guidelines. Each alternative will be evaluated individually regarding cost, existing technology and logistics before the other criteria in this table are considered.

<sup>c</sup> Based on the requirements of Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act of 1965, an alternative with substantially greater Section 4(f) or Section 6(f) impacts could be eliminated from detailed study in the EIS.