

Chapter 8: Joint Development

8.1 Introduction

Joint development refers to opportunities to develop other public works projects jointly with the State Route (S.R.) 210 Project.

This chapter discusses proposed pedestrian and bicyclist facilities that might be developed jointly with the S.R. 210 Project. See Chapter 9, Considerations Related to Pedestrians and Bicyclists, for more information about existing and planned facilities.

Joint Development Impact Analysis Area. The joint development impact analysis area includes the city of Cottonwood Heights, the town of Alta, the Uinta-Wasatch-Cache National Forest, and parts of Salt Lake County adjacent to S.R. 210 from Fort Union Boulevard to the town of Alta, including the Alta Bypass Road. It also includes the area around the gravel pit adjacent to Wasatch Boulevard north of Fort Union Boulevard and the existing Utah Transit Authority (UTA) park-and-ride lot at 9400 South and Highland Drive.

What is the joint development impact analysis area?

The joint development impact analysis area includes the city of Cottonwood Heights, the town of Alta, the Uinta-Wasatch-Cache National Forest, and parts of Salt Lake County adjacent to S.R. 210 from Fort Union Boulevard to the town of Alta, including the Alta Bypass Road. It also includes the area around the gravel pit adjacent to Wasatch Boulevard north of Fort Union Boulevard and the existing UTA park-and-ride lot at 9400 South and Highland Drive.

8.2 Regulatory Setting

Under Federal Highway Administration guidelines [Technical Advisory T 6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*], an Environmental Impact Statement (EIS) should, if appropriate, identify and discuss those joint development measures that will preserve or enhance an affected community's social, economic, environmental, and visual values. Consistent with those guidelines, this chapter discusses facilities that might be developed jointly with the S.R. 210 Project.

8.3 Affected Environment

The joint development impact analysis area includes pedestrian and bicycle facilities along S.R. 210. Representatives with Cottonwood Heights City have asked to work with the Utah Department of Transportation (UDOT) to develop improvements to trail crossings over Wasatch Boulevard to enhance active transportation options in the city.

8.4 Environmental Consequences and Mitigation Measures

8.4.1 No-Action Alternative

With the No-Action Alternative, the changes associated with Wasatch Boulevard would not be made as part of the S.R. 210 Project. If the S.R. 210 Project were not implemented, it would be more difficult for Cottonwood Heights City to improve pedestrian and bicyclist facilities along Wasatch Boulevard without UDOT's assistance.

8.4.2 Enhanced Bus Service Alternative

8.4.2.1 Wasatch Boulevard Pedestrian and Cyclist Opportunities

The Enhanced Bus Service Alternative would include improvements to Wasatch Boulevard. As proposed, the Wasatch Boulevard alternatives would include a 10-foot-wide trail on the east side of Wasatch Boulevard to improve active transportation in Cottonwood Heights. UDOT would work with Cottonwood Heights City during the final design process to determine whether two pedestrian and bicyclist crossings over Wasatch Boulevard (about 325 feet south of the Fort Union Boulevard and Wasatch Boulevard intersection and at Russell Park Road) as analyzed in this EIS would be constructed to improve active transportation connections while the project is under construction for roadway improvements.

If an action alternative is selected for Wasatch Boulevard, UDOT would work with Cottonwood Heights City to determine funding options for the two pedestrian overpasses. Long-term maintenance of the pedestrian overpasses and trails would be the responsibility of Cottonwood Heights City. By considering these improvements during the final design process and as part of the reconstruction of Wasatch Boulevard, there could be some cost savings to Cottonwood Heights City.

UDOT in coordination with Cottonwood Heights City would develop an aesthetics plan to implement as part of proposed improvements to Wasatch Boulevard. To develop the plan, UDOT and Cottonwood Heights City would use the goals identified in the *Wasatch Boulevard Master Plan* for preserving and enhancing the scenic and natural qualities along Wasatch Boulevard and in the *Wasatch Boulevard Aesthetic Design Plan* (Cottonwood Heights City 2019; HDR 2020).

8.4.2.2 Mobility Hub Opportunities

UDOT has been coordinating with Cottonwood Heights City regarding the proposed mobility hub at the gravel pit. Constructing a large parking structure could support development of this site as a commercial and residential development area as planned by Cottonwood Heights City. Developing a parking structure would allow the structure to be used all year instead of just as a winter-use-only structure. UDOT would continue to coordinate with Cottonwood Heights City to jointly develop the gravel pit to meet the economic and community goals of the City.

UDOT would also coordinate with UTA to look at opportunities to develop the gravel pit mobility hub into a potential year-round transit center that could support weekday work-oriented bus trips to destinations throughout the Salt Lake Valley.

What is a mobility hub?

A mobility hub is a location where users can transfer from their personal vehicle to a bus.

What is the gravel pit?

The gravel pit is an existing aggregate (gravel) mine located on the east side of Wasatch Boulevard between 6200 South and Fort Union Boulevard.

8.4.2.3 Trailhead Improvement Opportunities

The two trailhead improvement alternatives (the Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative and the Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative) include improvements to the Bridge, Lisa Falls, and White Pine Trailheads located on land managed by the U.S. Department of Agriculture (USDA) Forest Service (the Gate Buttress Trailhead is on private land). UDOT has been coordinating with the USDA Forest Service regarding the layout of the trailhead improvements, number of restrooms, and water quality buffers. During the final design phase for the S.R. 210 Project, UDOT would continue to coordinate with the USDA Forest Service regarding the layout of the trailhead improvements so that they provide the amenities and public information displays needed to help manage the surrounding land.

8.4.3 Enhanced Bus Service in Peak-period Shoulder Lane Alternative

The joint development opportunities with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative would be the same as those with the Enhanced Bus Service Alternative.

8.4.4 Gondola Alternative A (Starting at Canyon Entrance)

The joint development opportunities with Gondola Alternative A would be the same as those with the Enhanced Bus Service Alternative.

8.4.5 Gondola Alternative B (Starting at La Caille)

The joint development opportunities with Gondola Alternative B would be the same as those with the Enhanced Bus Service Alternative.

8.4.6 Cog Rail Alternative (Starting at La Caille)

The joint development opportunities with the Cog Rail Alternative would be the same as those with the Enhanced Bus Service Alternative.

8.4.7 Mitigation Measures

No mitigation measures for joint development impacts are proposed.

8.5 References

Cottonwood Heights City

2019 Wasatch Boulevard Master Plan. July.

HDR, Inc.

2020 Wasatch Boulevard Aesthetic Design Plan, Cottonwood Heights, Utah. Draft, January 15.