

# Little Cottonwood Canyon



**ENVIRONMENTAL  
IMPACT STATEMENT**

S.R. 210 | Wasatch Blvd. to Alta

---

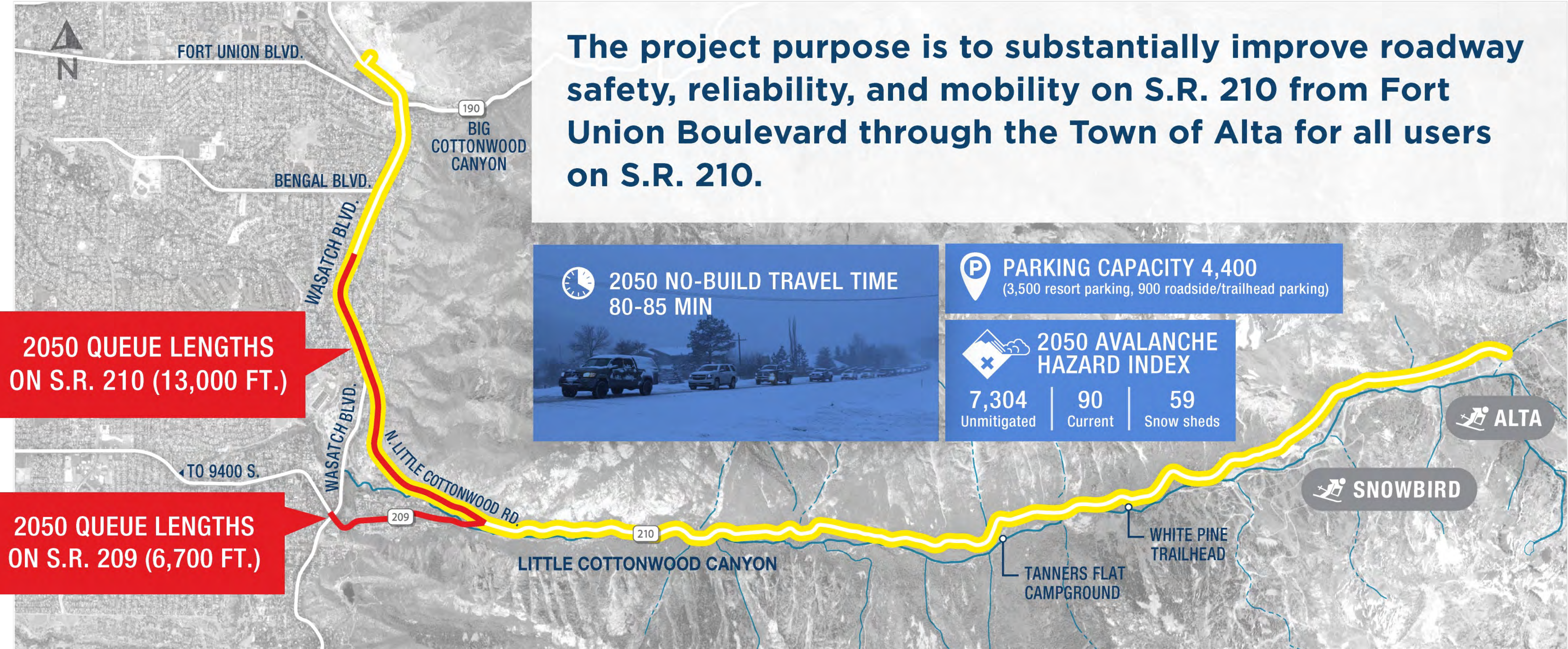
## Record of Decision

Part 1 – Overview and Phase 1 Implementation

July 12, 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.



2050 QUEUE LENGTHS ON S.R. 210 (13,000 FT.)

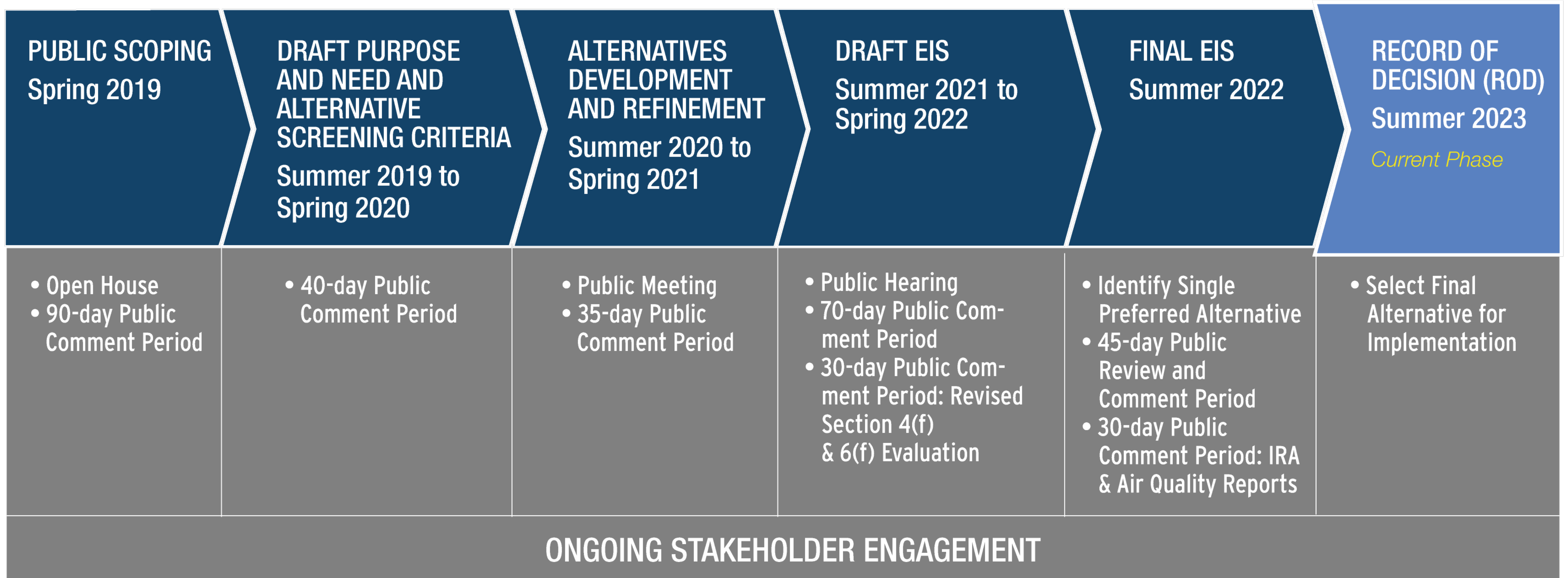
2050 QUEUE LENGTHS ON S.R. 209 (6,700 FT.)

**2050 NO-BUILD TRAVEL TIME**  
80-85 MIN





























**PARKING CAPACITY 4,400**  
(3,500 resort parking, 900 roadside/trailhead parking)

**2050 AVALANCHE HAZARD INDEX**  
7,304 Unmitigated | 90 Current | 59 Snow sheds

# EIS Process and Schedule



# Individual Alternatives Impact Summary

ALTERNATIVE	 <b>Initial Capital Cost</b> 30 year life-cycle costs	 <b>Total Transit Time to Alta</b> (On dry pavement)	 <b>Fare to Ride</b>	 <b>Tolling</b> (Estimated \$20-\$30)	 <b>Improves Air Quality</b>	 <b>Stops at Trailheads</b>	 <b>Low Impacts to Watersheds &amp; Wildlife Crossing</b>	 <b>Climbing Boulders Removed</b>
<b>ENHANCED BUS</b> NO ADDITIONAL ROADWAY CAPACITY IN LCC	\$474M \$1.326B	54 Minutes	<b>Not determined</b> Fare significantly less than toll					0
<b>ENHANCED BUS</b> WITH ROADWAY WIDENING FOR PEAK-PERIOD SHOULDER LANE IN LCC	\$644M \$1.33M	36 Minutes	<b>Not determined</b> Fare significantly less than toll					41
<b>GONDOLA (FROM LCC PARK-AND-RIDE)</b> WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	\$734M \$1.267B	63 Minutes	<b>Not determined</b> Fare significantly less than toll					5
<b>GONDOLA (FROM LA CAILLE)</b> NO ADDITIONAL ROADWAY CAPACITY IN LCC	\$729M \$904M	55 Minutes	<b>Not determined</b> Fare significantly less than toll					2
<b>COG RAIL (FROM LA CAILLE)</b> NO ADDITIONAL ROADWAY CAPACITY IN LCC	\$1.239B \$1.419B	55 Minutes	<b>Not determined</b> Fare significantly less than toll					116

# ROD Selected Alternative



**GONDOLA B (FROM LA CAILLE)**  
NO ADDITIONAL ROADWAY CAPACITY  
WITH PHASED IMPLEMENTATION



Gate Buttress

# Selected Alternative Considerations



- ✓ High travel time reliability
- ✓ Parking structure at base station does not require bus transfer
- ✓ Potential to add/remove cabins based on demand
- ✓ High visual impact
- ✓ Low overall life-cycle cost
- ✓ Potential summer service

# Selected Alternative Considerations



Alta

**\$729M** revised capital cost

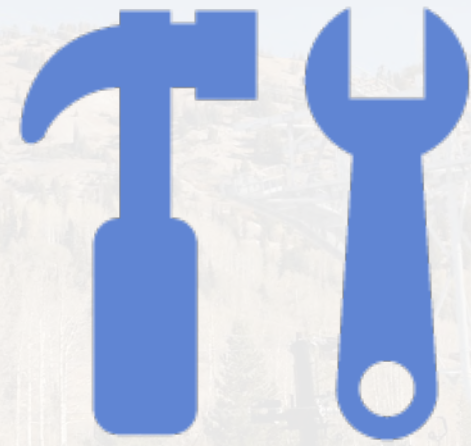


Snowbird

Includes **\$210M** for the components:

- ✓ High travel time reliability
- ✓ Parking structure at base station does not require bus transfer
- ✓ Tolling
- ✓ Potential to add/remove cabins based on demand
- ✓ Trailhead Improvements
- ✓ High visual impact
- ✓ Snow Sheds
- ✓ Low overall life-cycle cost
- ✓ Wasatch Boulevard Improvements
- ✓ Potential summer service

# Selected Alternative Considerations



## O&M costs



High travel time reliability

Existing parking structure at base station does not require bus transfer



**\$4.4 M**

Winter



Potential to add/remove cabins based on demand



High visual impact



Low overall life-cycle cost



Potential summer service



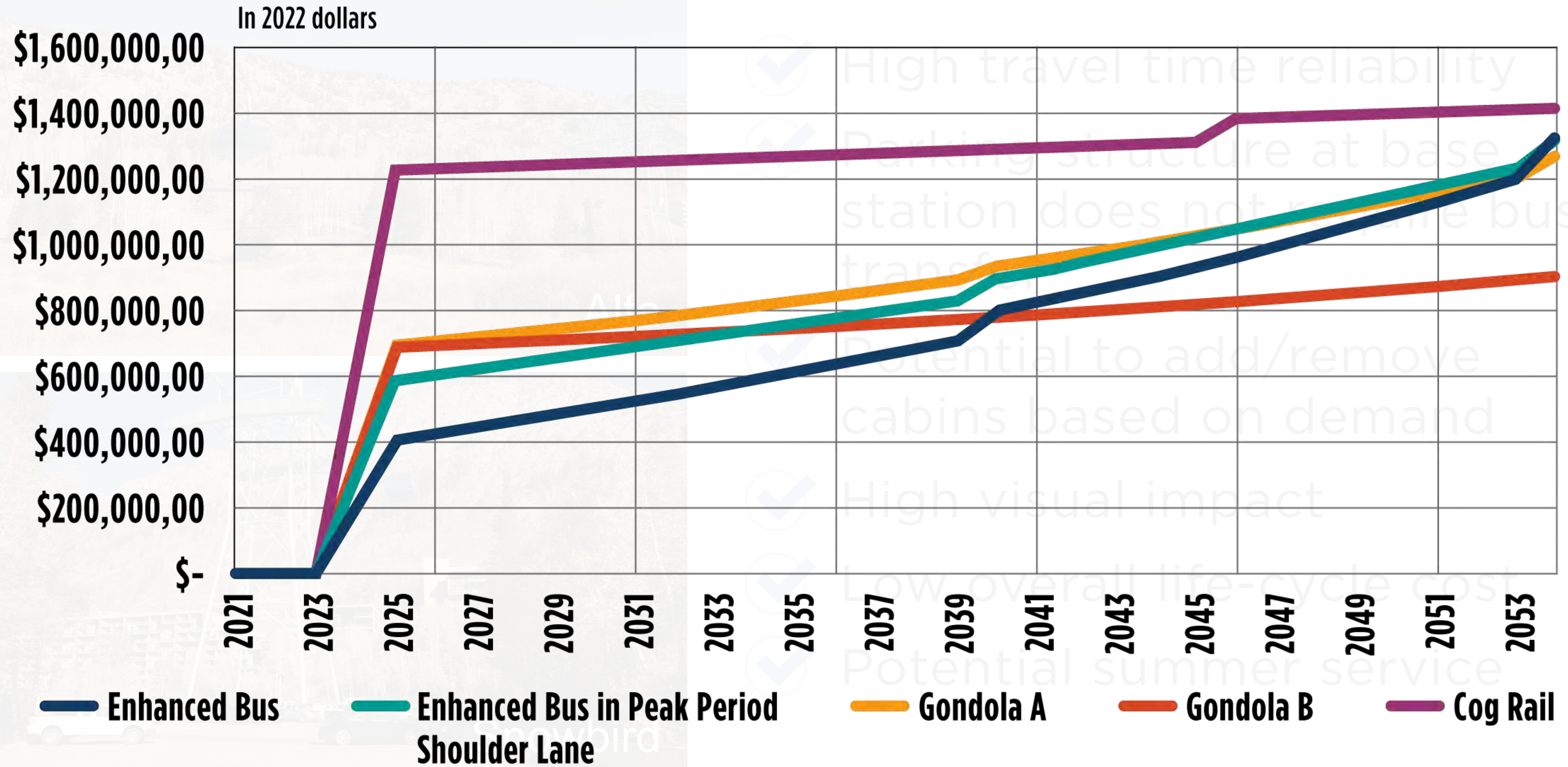
**\$3.3 M**

Summer

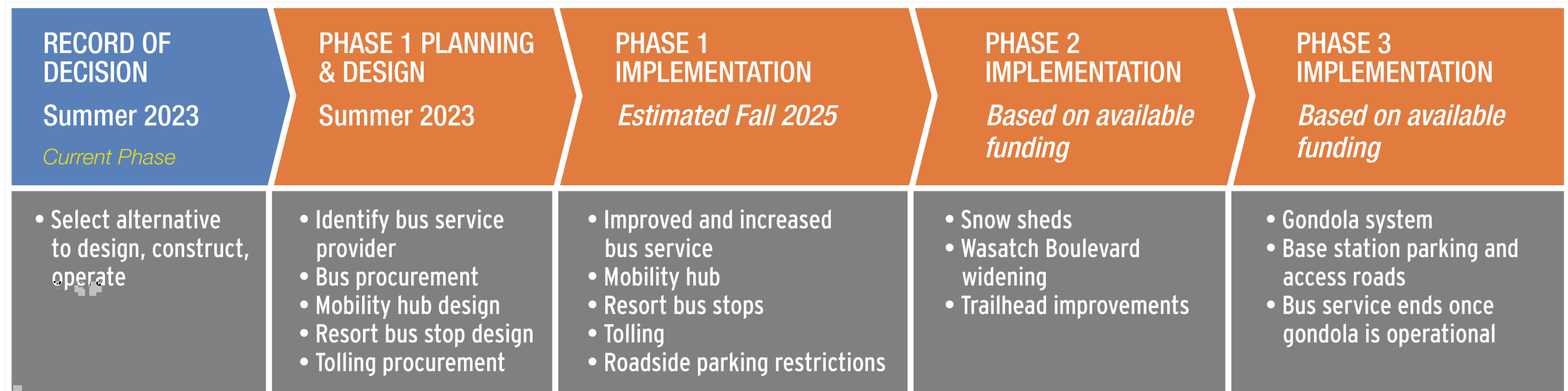


# Selected Alternative Considerations

## Individual Alternative 30-year Life Cycle Costs



# Phased Implementation of Gondola B



# Phase 1 – Improved and Increased Bus Service



## SCALED SERVICE BASED ON DEMAND

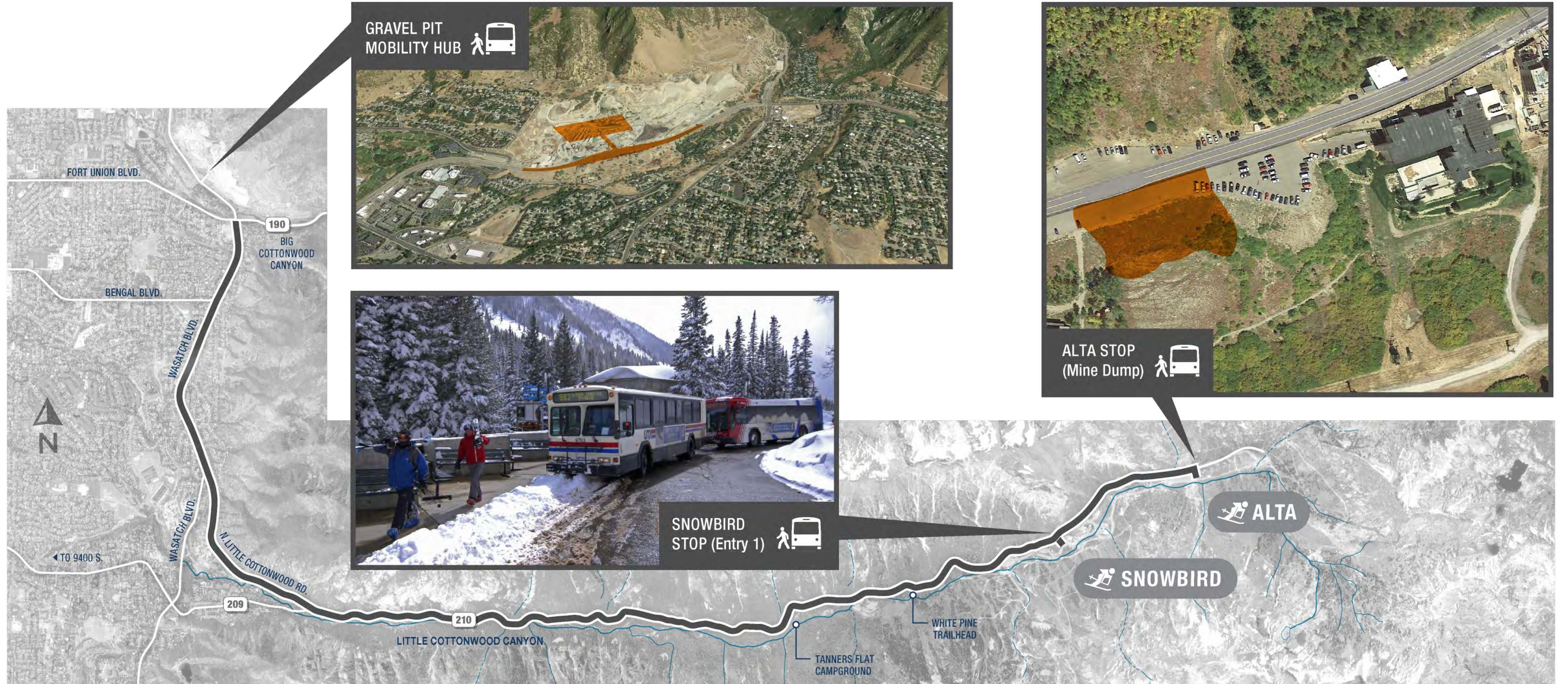
What does this look like?

---

 Buses  
running every  
**10-15 min**

---

# Phase 1 – Gravel Pit Mobility Hub & Resort Bus Stops



# Phase 1 – Tolling



Tolling Analysis > Design > Construction > Implementation\*

*\*Occurs at same time as improved transit*

- ✓ Estimated \$25-30 Variable
- ✓ Focus on areas above White Pine
- ✓ Does not apply to lower-canyon users
- ✓ Toll area serviced by public transit

# Phase 1 – Winter Roadside Parking Restrictions



# Little Cottonwood Canyon



**ENVIRONMENTAL  
IMPACT STATEMENT**

S.R. 210 | Wasatch Blvd. to Alta

[LittleCottonwoodEIS.udot.utah.gov](http://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.*