

## **TOWN OF ALTA**

### **RESOLUTION NO. 2023-R-21**

#### **A RESOLUTION BY THE ALTA TOWN COUNCIL IN RESPONSE TO THE UTAH DEPARTMENT OF TRANSPORTATION'S LITTLE COTTONWOOD CANYON ENVIRONMENTAL IMPACT STATEMENT**

WHEREAS, the Town of Alta ("Town") is located at the end of State Route ("S.R.") 210 within the spectacular Little Cottonwood Canyon ("LCC");

WHEREAS, because State Route 210 ends within the Town, vehicular traffic and associated peak travel times and congestion significantly affects residents, businesses, and visitors in the Town;

WHEREAS, to address traffic issues in LCC, the Utah Department of Transportation ("UDOT") conducted an Environmental Impact Statement regarding transportation improvement alternatives for S.R. 210 in and near LCC (the "LCC EIS");

WHEREAS, UDOT issued a Record of Decision in the summer of 2023 (the "Final EIS"), in which it identified Gondola Alternative B (the "Gondola Alternative"), with proposed phasing ("Phase 1, Phase 2, and Phase 3"), as the preferred alternative to improve transportation in LCC;

WHEREAS, UDOT's implementation of the LCC EIS will affect the Town in ways dissimilar from any other entity; and

WHEREAS, the Town Council ("Council") wishes to express its position on the UDOT LCC EIS,

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL AS FOLLOWS:

#### **Section 1.**

The Town Council strongly supports fully funding and collecting and sharing with the public critical transportation data essential for evaluating the efficacy of long-term transportation solutions in Phase 1 and Phase 2 of the LCC EIS. We note and support the specific measures articulated in Salt Lake County Mayor Wilson's letter to UDOT dated October 17, 2022. In addition to her recommendations, we request that UDOT implement additional measures in both phases to include studying the effect of:

- Enhanced busing to include electric bus technology.

- Mobility hub design that can accommodate full-scale enhanced busing and enhanced busing with electric technology.
- Mandatory traction laws for LCC from November 1 to May 1; all vehicles must have approved traction control devices in vehicle or mounted on their vehicle. When enhanced traction is in effect (with lights, or signs), such devices must be mounted on vehicles.
- Eliminating roadside parking in the downhill lane to both provide better flow and reduce the risk of pedestrians crossing the street to reach their vehicle.
- Undertake various efforts to mitigate congestion associated with reliance on the Alta-Snowbird Bypass Road, including but not limited to efforts to maintain roadway operations on the S.R. 210 “Main Line” under Mt. Superior, and reduce the impact to traffic originating in Alta of merging from the Alta-Snowbird Bypass Road.
- Selected lane closures for private vehicles during peak traffic hours to speed the transit time of buses and micro-transit vehicles.
- Relocating the location of tolling infrastructure to the mouth of the canyon to prevent congestion at the tolling point within the canyon.
- Include the ability of tolling infrastructure to provide variable pricing to accommodate residents, delivery vehicles and promote carpooling and micro-transit solutions.
- The cost and effectiveness of constructing snow sheds to protect the road from key avalanche paths compared to RAC type avalanche controls.

The Town Council believes only a comprehensive sharing of baseline traffic data coupled with a systematic, phased testing of alternatives, and a commitment to publish data from all of these tests during the funded Phases 1 and 2 will reveal whether additional measures are required to improve traffic congestion in LCC.

The Town Council strongly opposes UDOT’s implementation of the Gondola Alternative B for the following reasons:

- The scenic and environmental impacts of building the proposed gondola will fundamentally and severely alter the appearance of Alta and LCC;
- The gondola will deliver thousands more visitors to an environment that already strains to accommodate existing visitors;
- The extremely high cost of the gondola would be an unfair burden on non-skiing taxpayers and would vastly exceed the benefits to transportation in the canyon;

- The gondola is a high cost, rigid infrastructure that is unsuited to an era where increasing greenhouse gas concentrations are causing highly variable and uncertain climatic conditions. Future conditions may be quite different than the past and any near-term developments must be sufficiently flexible to adapt to changing conditions;
- The gondola is not appropriate for LCC, will forever negatively impact the views in the canyon, and is an inexcusable waste of public funds.

**Section 2.** This Resolution shall become effective immediately upon passage and shall be forwarded to representatives of Salt Lake County, municipalities at the mouth of LCC, and the Town's legislative representatives.

APPROVED by the Town Council on the \_\_\_\_ day of November, 2023.

By:

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MAYOR ROGER BOURKE

ATTEST:

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JEN CLANCY, TOWN CLERK