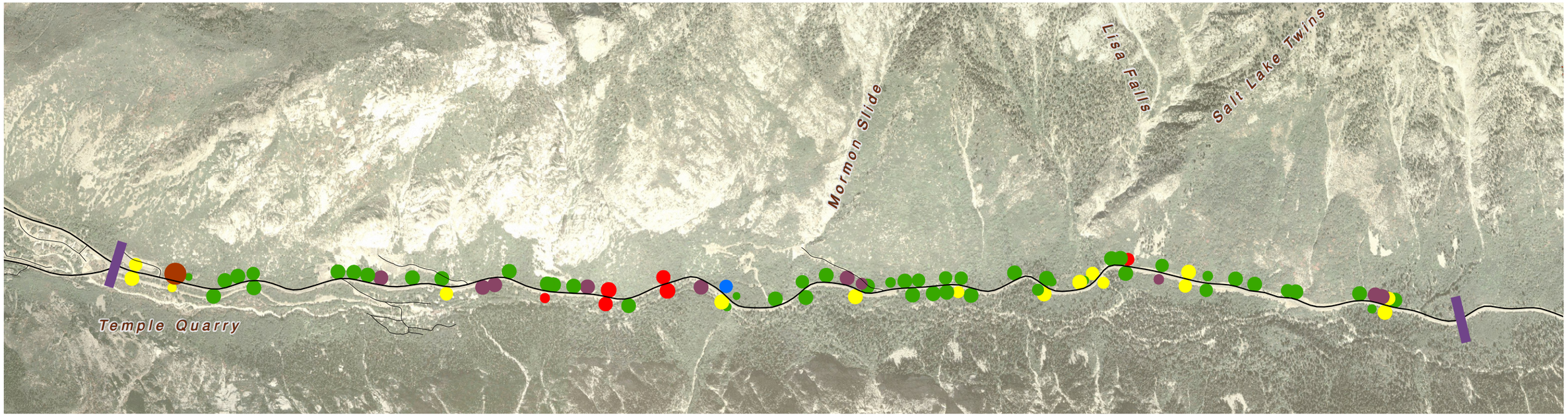
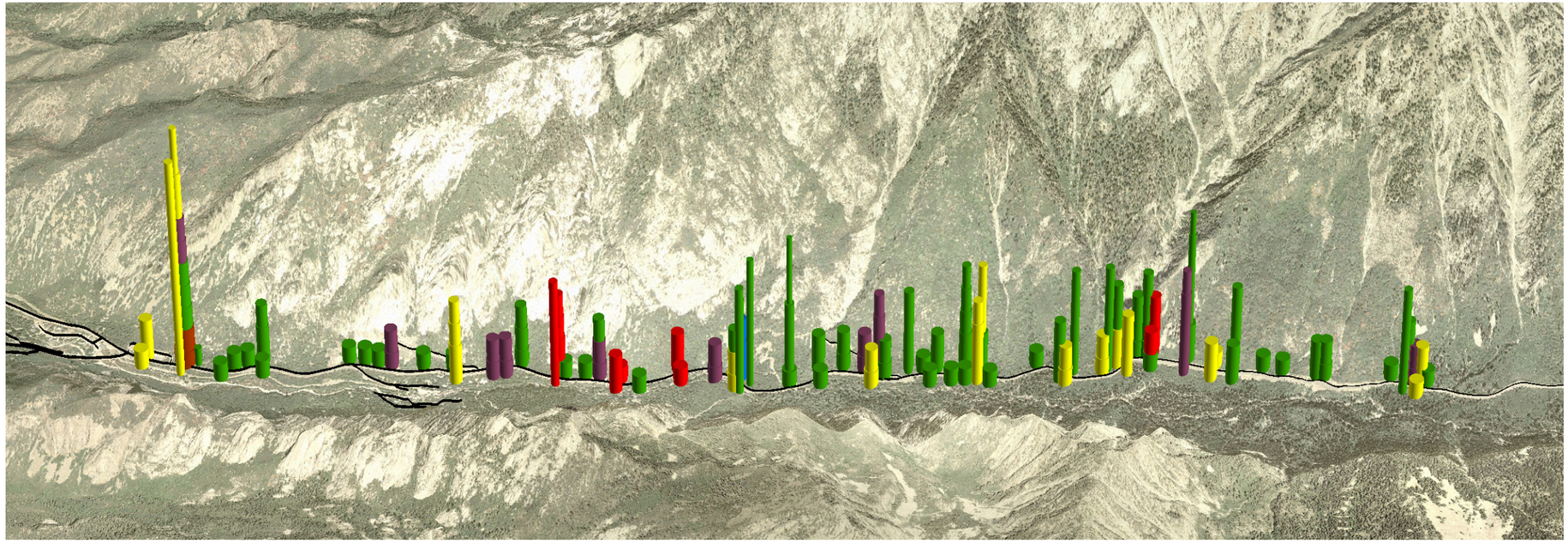




LEGEND

Section Markers

Collision Type

- Head-On
- Rear-End
- Side Swipe
- Lane Change
- Single Vehicle
- Parked

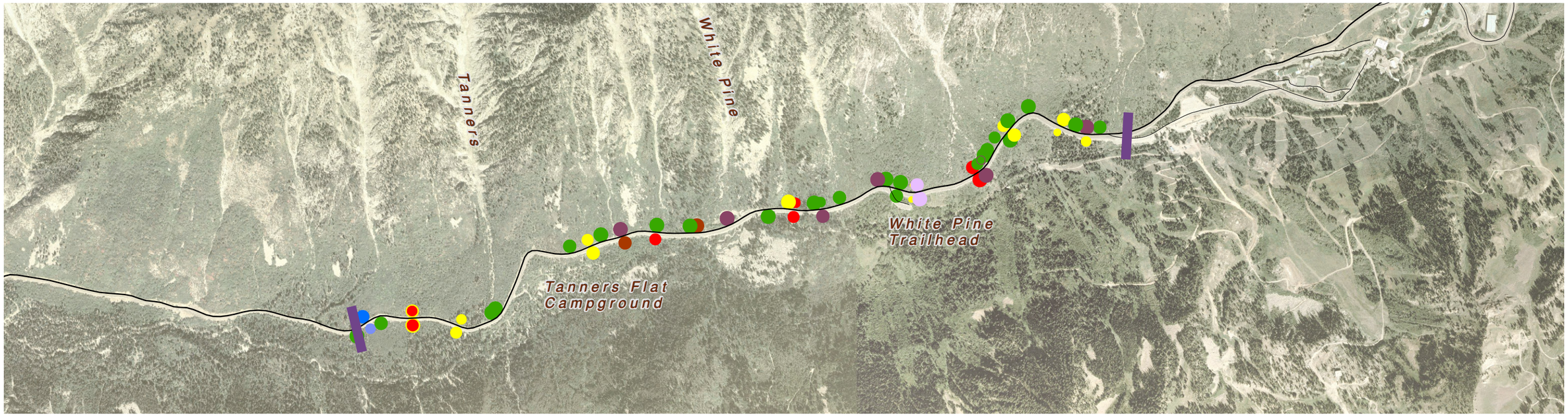
Each segment represents a single vehicle collision

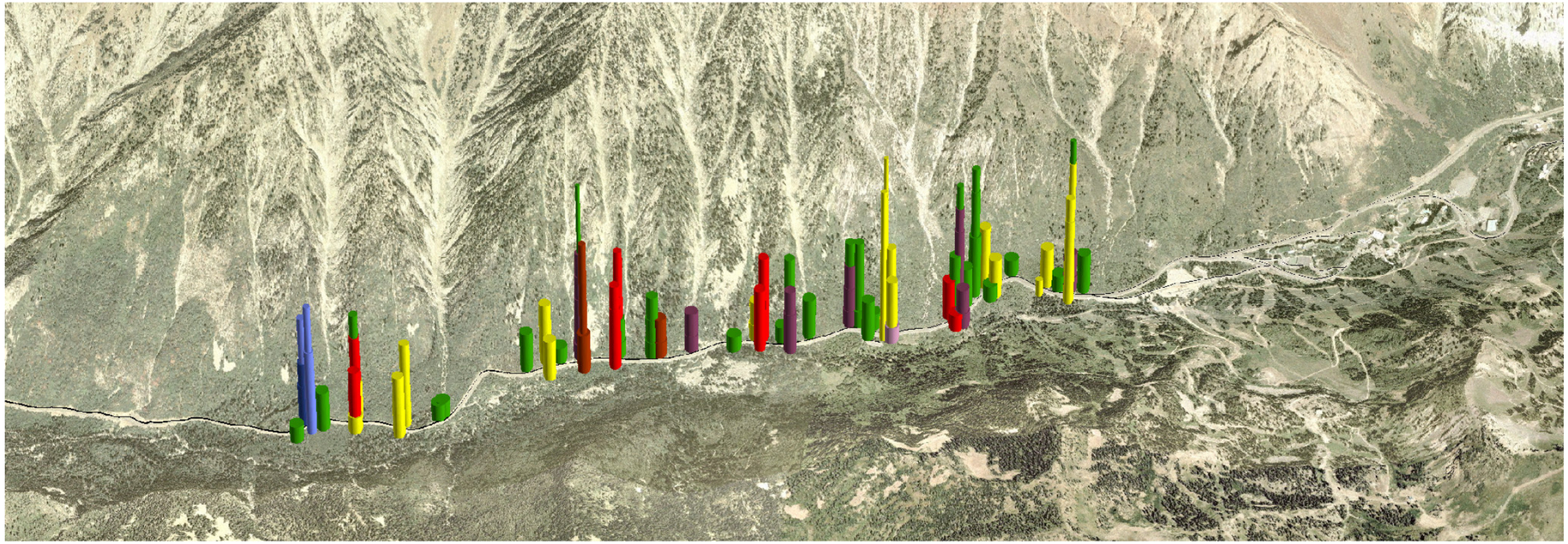
N

NOT TO SCALE

Figure 2-24: Collisions in Lower Canyon, November - April (1994 - 2003)

Sources: Utah State Automated Geographic Resource Center (Aerial Photo), Town of Alta (Roads, Town Boundary), UDOT (Crash Data) Note: The data presented is subject to error.





LEGEND

Section Markers

Collision Type

- Head-On
- Left-Turn
- Rear-End
- Side Swipe
- Lane Change
- Single Vehicle
- U-Turn
- Parked

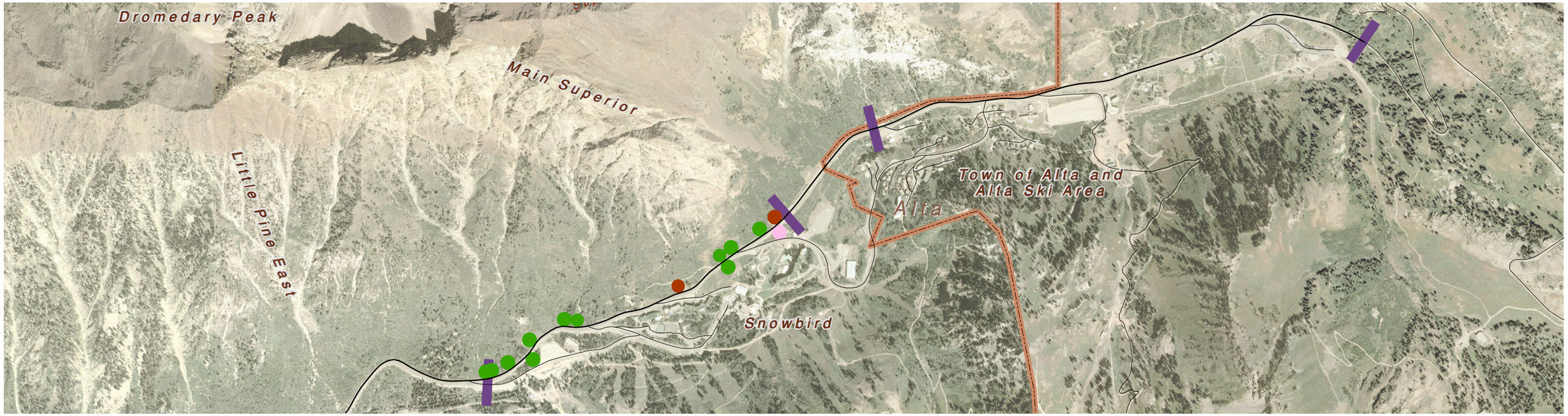
Each segment represents a single vehicle collision

N

NOT TO SCALE

Figure 2-25: Collisions in Mid-Canyon, November - April (1994 - 2003)

Sources: Utah State Automated Geographic Resource Center (Aerial Photo), Town of Alta (Roads, Town Boundary), UDOT (Crash Data) Note: The data presented is subject to error.



LEGEND

Section Markers

Collision Type

Single Vehicle

U-Turn

Parked

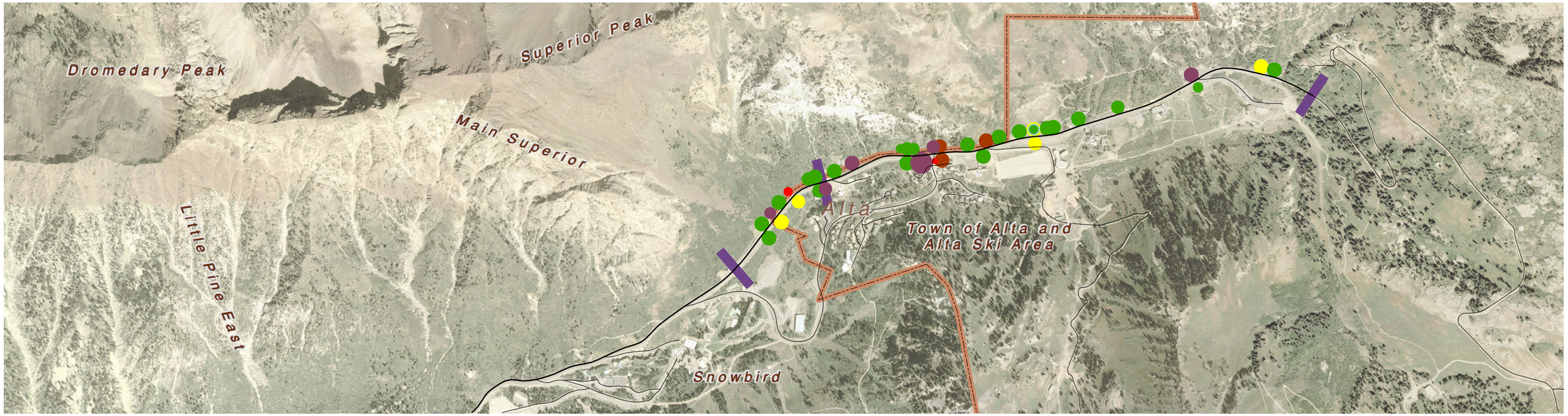
Each segment represents a single vehicle collision

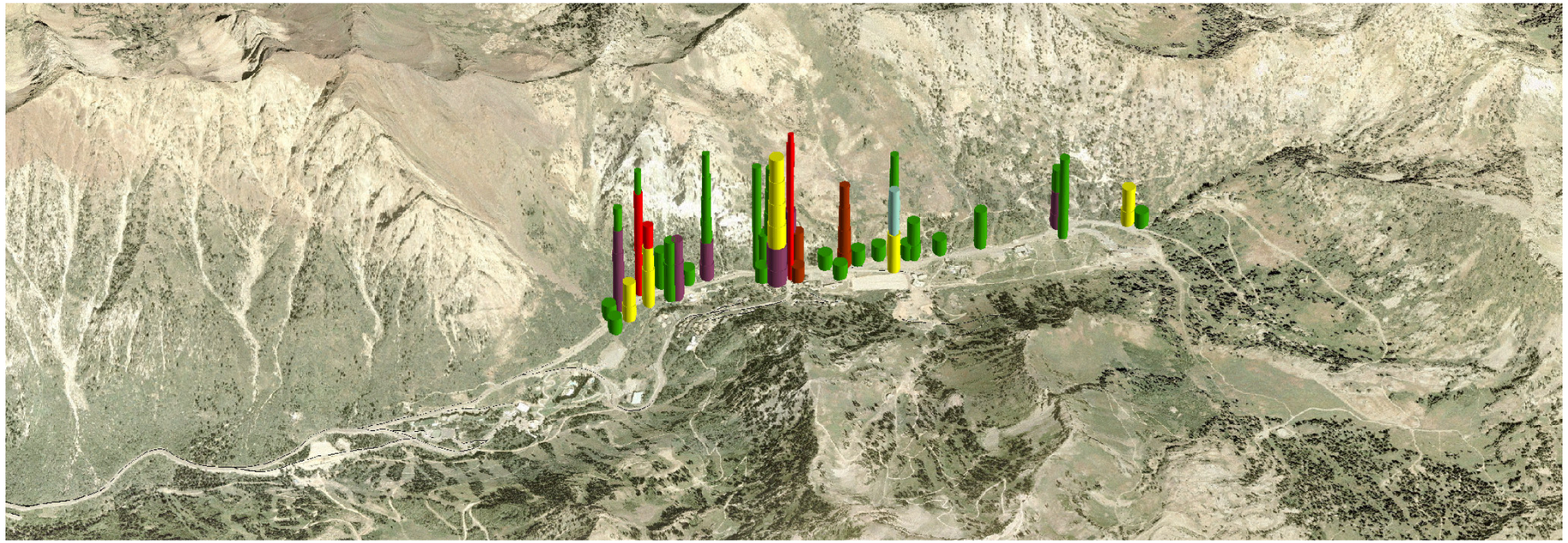
N

NOT TO SCALE

Figure 2-26: Collisions in Snowbird Section, November - April (1994 - 2003)

Sources: Utah State Automated Geographic Resource Center (Aerial Photo), Town of Alta (Roads, Town Boundary), UDOT (Crash Data) Note: The data presented is subject to error.





LEGEND

Section Markers

Collision Type

- Head-On
- Rear-End
- Side Swipe
- Single Vehicle
- Approach at Angle
- Parked

Each segment represents a single vehicle collision

N

NOT TO SCALE

Figure 2-27: Collisions in Hellgate and Town of Alta Sections, November - April (1994 - 2003)

Sources: Utah State Automated Geographic Resource Center (Aerial Photo), Town of Alta (Roads, Town Boundary), UDOT (Crash Data) Note: The data presented is subject to error.

Figure 2-28: Number of Accidents by Month and Year

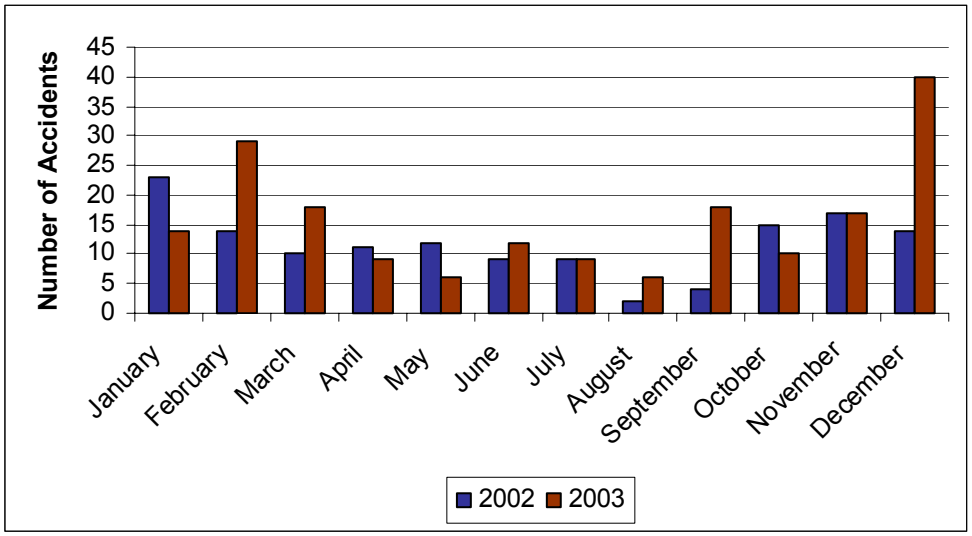


Figure 2-28 displays the average number of accidents by month of the year (2002 – 2003). As shown in the figure, the highest numbers of accidents occur during the months with the greatest amount of traffic. While accident records show that the most sever accidents general occur during summer months, even minor accidents can cause a disruption in traffic flow. This is especially true for sections of SR-210 with inadequate shoulders or shoulders filled with snow during the winter. Thus even a minor collision could block traffic on SR-210.

This is particularly relevant when considering the avalanche hazard. While vehicles slow down or wait for the accident to clear, the queue of vehicles could grow to extend through multiple avalanche paths. If an accident takes place on a high avalanche risk day, the potential risk to life and property for the vehicles waiting on the road grows significantly. The narrow roadway packed with cars will leave no place for vehicles to divert in case of an avalanche.

Intelligent Transportation Systems (ITS)

UDOT has several ITS measures in place to communicate road conditions and other pertinent information to motorists. These include variable message signs (VMS) at the canyon mouth to convey road conditions and vehicle requirements (i.e., chains, four-wheel-drive, etc.); Commuterlink cameras on I-215 at Knudsen's Corner, showing real-time freeway conditions; automated road condition information accessible by dialing 511 on any Utah-based phone; and the Roadway Weather Information System (RWIS), which collects data on temperature, visibility, precipitation, and specific roadway conditions. Snowbird and Alta also communicate road and weather conditions to the public. Snowbird's website and an automated phone line (801-933-2100) provide information on road conditions, chains or four-wheel-drive requirements, current and forecast temperatures, snow depths, open lifts, and wind direction and speed. Alta's website contains much of the same information. See Figure 2-29 for ITS features on the east side of the Salt Lake Valley.

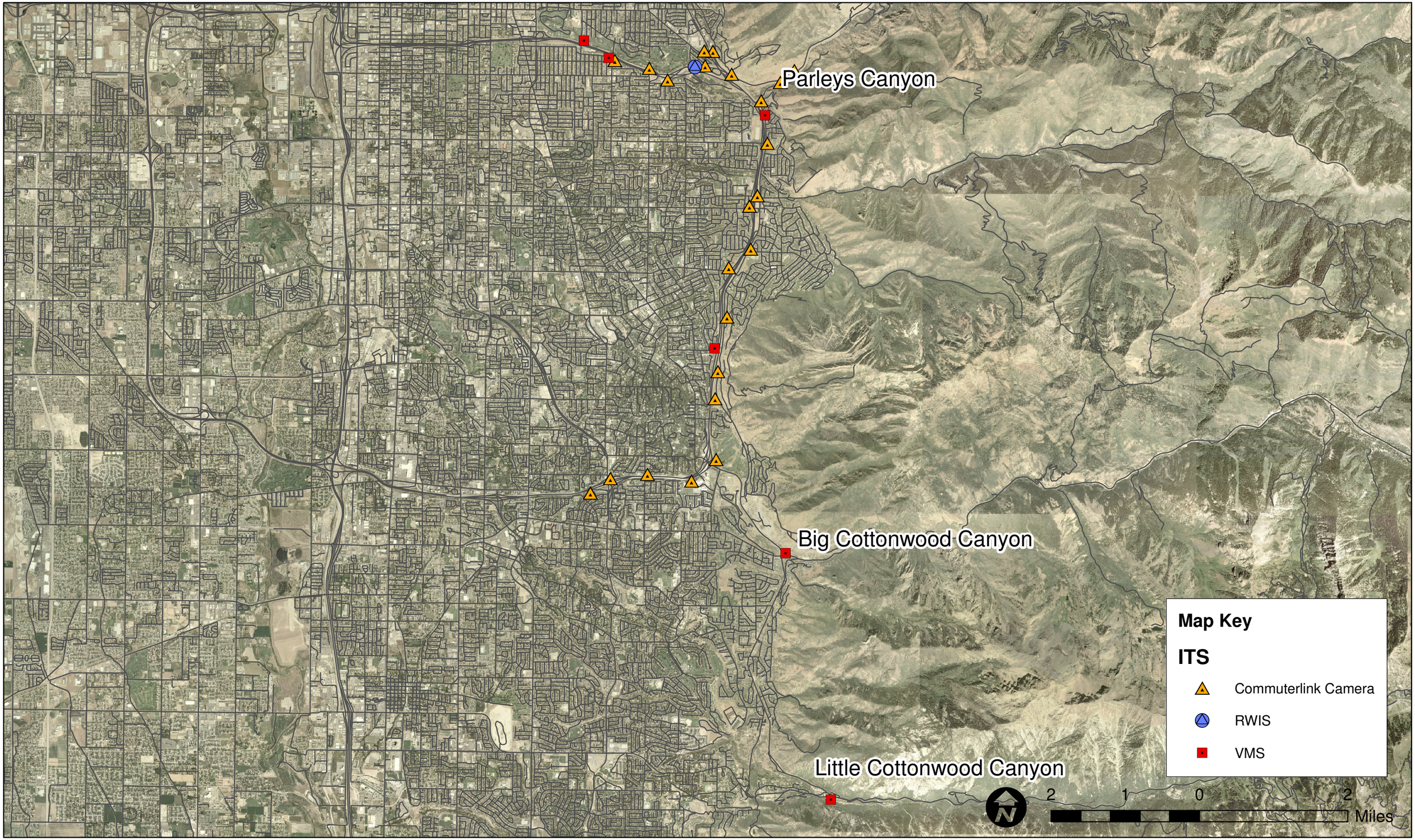


Figure 2-29: ITS Locations - Salt Lake Valley East Bench

Sources: Utah State Automated Geographic Resource Center (Roads, Aerial Photo) Note: The data presented is subject to error.

Document Review Summary

As part of the research for this study, Fehr & Peers reviewed the following documents:

- Cottonwood Canyons Corridor Management Plan and Interpretive Plan (Scenic Byways Application)
- Town of Alta General Plan
- Town of Alta Zoning Ordinance
- Salt Lake County Zoning Ordinance
- Road Closure Analysis: Combining Data and Expert Opinion
- Big and Little Cottonwood Canyons Spot Safety Study
- Salt Lake City Watershed Management Plan
- Utah Department of Transportation Highway Safety Plan, State Roads 190 and 210
- Revised Forest Plan, Wasatch-Cache National Forest
- Wasatch Canyons Master Plan

These documents provided greater understanding of the issues in the canyon, and the information contained therein is included in some degree throughout this report. In the interest of brevity, individual summaries of each document are not contained in this report.