



Ellen Birrell & Aaron Dekeyzer
Save Not Pave co-directors
Cottonwood Heights & Sandy City
ellenbirrell@gmail.com & livingwasatch@gmail.com
801.835.9440 & 801.300.3059
SaveNotPave.org
FB: Save Not Pave SNP
Instagram: savenotpave

Press Contact:

Ellen Birrell
ellenbirrell@gmail.com
801.835.9440

Save Not Pave coalition press event 5pm, July 13 cites THREE REASONS why new UDOT Draft EIS for Wasatch Blvd Expansion cannot stand.

UDOT hosts a July 13 Open House in Cottonwood Heights and residents plan major opposition

For immediate release. Cottonwood Heights, UT - **5:00pm, July 13th in Butler Middle School parking lot**, 7530 S 2700 E, prior to a 6pm UDOT Draft EIS presentation inside the school, a 949-resident group called Save Not Pave (SNP) will hold a press conference to denounce UDOT's insistence for high volume, high speed design for Wasatch Blvd with their community's eleven intersecting streets.

"Don't be fooled" says Save Not Pave's co-director Aaron Dekeyzer. "UDOT wants to build out a boulevard into a high volume, high speed arterial for traffic they admit won't come for another 25 years. This greenlights high density building that is not supported by appropriate transit. We want less asphalt, slower speeds within residential areas and more transportation alternatives."

In conjunction with the only UDOT sponsored, in-person public interaction occurring 4:00-8:30pm, July 13, at Butler Middle School, SNP will make a **THREE KEY POINTS** statement:

First: 335 days per year there is **no traffic congestion on SR 210 Wasatch Blvd through Cottonwood Heights**. 30 peak ski mornings annually traffic bottlenecks where Wasatch Blvd meets Little Cottonwood Canyon North.

Second: "The controlling factor for the imbalanced lane and 5-lane alternatives (Wasatch Blvd expansion representing 6 to 7 lane width) are **southbound rush hour commuters**," Josh Van Jura, UDOT project manager states. He leaves out clarification that this is based on 2050 projected traffic.

Third: This expansion benefits certain business NOT Utah residents. It advances urban sprawl and dangerous cycling & pedestrian usage within a residential area, and raises VMT (vehicle miles travelled) placing its pollution, danger and urban blight at the feet of the taxpayers.

Two women, a pedestrian and a cyclist, have been struck by motorists on SR 210/Wasatch Blvd in the past nine months. Residents demand immediate improvements to lower speeds, increase safety and address neighborhood egress/ingress NOT UDOT's immediate expansion bringing high volume & high speeds.

Save Not Pave cites an opportunity to address affordable housing and affordable mobility within Salt Lake County by redirecting the expansion funding toward a county-wide transit/housing "node" or "micro-hub" system. The Central Wasatch Commission (CWC), tasked with "sustaining the Central Wasatch Mountain Range for generations to come" has just announced their "Pillars" statement, endorsed by Representative Gay Lynn Bennion and Save Not Pave, it suggests this very thing:

"Management strategies outside of the Canyons include providing parking in dispersed locations and improved bus (or other transit) service. The Commissioners also favor appropriate roadway improvements along Wasatch Boulevard and 9400 South. Canyon traffic management options include variable tolling, limited access for single occupancy vehicles, carpool programs, and the reduction of on- road parking. These Canyon strategies should **be utilized immediately** as a first phase of the final EIS alternative implementation, i.e., even before a long-term LCC (Little Cottonwood Canyon) transportation mode is designed. None of the proposed transportation alternatives in the EIS will be fully effective without corresponding traffic demand management, expanded regional parking, and **bus (or other transit) strategies**. . . **transit micro-hubs** in areas throughout the valley as gathering places for visitors and residents to catch transit."

Save Not Pave will unveil their new diagram to IMMEDIATELY and PERMANENTLY IMPROVE RUSH HOUR MOBILITY for southeastern workers, patients, students & visitors to the East Bench Cultural District including U of U, its medical centers and Research Park. This is the route that UDOT indicates will become untenable for Draper, Sandy, & Cottonwood Heights commuters and the reason why they will expand Wastach Blvd.

Save Not Pave is a local, grassroots organization that aims at preserving the gateway to Big & Little Cottonwood Canyons for future generations by finding solutions to Wasatch Boulevard that improve safety, mitigate the 30 ski traffic mornings and maintain the beauty, access, community, and recreational-nature of Wasatch Boulevard. More at www.savenotpave.org or email ellenbirrell@savenotpave.org.

Photos attached.