

Here is a side-by-side comparison of the CWC’s BCC MAP recommendations and UDOT’s BCC EA Proposed Actions:

CWC BCC MAP Recommendations	UDOT BCC EA Proposed Actions	Impact of UDOT Proposed Action	CWC Comment
Increase service of UTA Bus Route 972: Increase service to 15-minute frequency on existing UTA Route 972, servicing Solitude and Brighton from Midvale Fort Union Station.	By 2050, UDOT proposes to enhance bus service to one bus holding 50 people every 6 minutes, or one bus directly to each resort once every 12 minutes during peak hours.	Reduce travel times up and down canyon.	This proposed action is in line with the goals of the CWC to enhance transit, incentivize transit ridership by making it more reliable, and increase access to recreation in Big Cottonwood Canyon.
Seasonal enhanced bus to resorts: Implement a minimum 10-minute frequency (at peak periods) enhanced bus service at Solitude and Brighton resorts.	By 2050, UDOT proposes to enhance bus service to one bus holding 50 people every 6 minutes, or one bus directly to each resort once every 12 minutes during peak hours.		This proposed action is in line with the goals of the CWC to enhance transit, incentivize transit ridership by making it more reliable, and increase access to recreation in Big Cottonwood Canyon.
Supplementary reservation-based shuttle: Implementation of reservation-based shuttle between the Salt Lake Valley and Solitude and Brighton resorts that supplements the underlying bus service.	Not address in the EA.		
Exclusive transit lane: Implement an exclusive transit lane at strategic location(s) in the canyon to allow buses to bypass traffic during congested peak periods.	Bus priority lane around Brighton Loop Road from about Camp Tuttle Road to the southern tip of Brighton Loop Road, and bus-only transitway at the base of Big Cottonwood Canyon.		

Mobility hubs- Brighton Resort: Addition of mobility hub at Brighton Resort.	About 7,000 square feet with three bus bays, which includes 1,000-square-foot second-story loft for UDOT Avalanche staff. Pedestrians will have about a 250-foot walk from bus stop to main Brighton Center. Bus-activated signal allows buses traveling on inside lane of Brighton Loop to cross the outside lane and access the bus stop.	Section 4(f) use with de minimis impacts for the Cardiff Fork Trailhead, Solitude Mountain Resort, and Brighton Resort.	
Mobility hubs- Solitude Mountain Resort: Addition of mobility hub at Solitude Mountain Resort.	~ 8,600 square feet with a UDOT equipment storage shed. Pedestrians will walk about 400 feet to Moonbeam Lodge base area from stop. 180 foot covered pedestrian bridge crossing Big Cottonwood Creek, connecting the bus stop directly to Solitude Entry 1 parking. Bus-activated signal to manage entry/exit from road, with 300 foot turn lane for downhill buses.	Section 4(f) use with de minimis impacts for the Cardiff Fork Trailhead, Solitude Mountain Resort, and Brighton Resort.	This action would require a Forest Service management plan amendment.
Mobility hubs- Gravel Pit: Construct a mobility hub at gravel pit location.	Would accommodate about 1,750 public parking spaces with four levels of parking. Structure would be about 70 feet tall and would encompass about 4.5 acres. Accommodates total of about 23 buses per hour, split between 13 buses per hour for Little Cottonwood Canyon and 10 buses per hour for Big Cottonwood Canyon until 2042. 14 bus bays, including two extra bays for varied arrival/departure times or routes originating elsewhere in valley.	34.58 acres would be converted to a transportation use: 28.96 acres for the mobility hub, the grade-separated interchange on Wasatch Boulevard, and the bus transitway at the base of Big Cottonwood Canyon 5.62 acres for the resort bus stops, the midcanyon bus stops, and the bus priority	

		lane around Brighton Loop Road.	
Year-round local bus service: Provide a year-round bus service connecting Midvale Fort Union Station with various stops within the canyon.	Not addressed in the EA.		
Trailhead bus stops: Provide bus stops at key trailhead/recreation site locations.	<p>Safety Improvements: Existing stops at Cardiff Fork, Spruces Campground, Silver Fork, and Silver Lake upgraded with bus pull out areas to get buses out of traffic lane. Passenger Platforms: Raised concrete platforms at Cardiff Fork, Spruces Campground, and Silver Fork for safer pedestrian access and ADA compliance. Pedestrian Crossings: Roadside-mounted pedestrian-activated flashing-beacon crosswalks installed at Spruces Campground, Silver Fork, and Silver Lake to alert traffic when pedestrians are crossing. Cardiff Fork: Parking area reconfigured to accommodate the pull-out and a center turn lane, existing HAWK crosswalk shortened.</p> <p>Silver Lake/Nordic Center: New raised passenger drop-off platform built between bus priority and personal vehicle lanes on Brighton Loop.</p>	<p>Partial acquisition of 32 properties totaling 18.62 acres and full acquisition of 1 property totaling 0.07 acre: Partial acquisition of 11 properties totaling 17.81 acres for the mobility hub, the grade-separated interchange on Wasatch Boulevard, and the bus transitway at the base of Big Cottonwood Canyon. Partial acquisition of 21 properties totaling 0.81 acre and full acquisition of 1 property totaling 0.07 acre for the resort bus stops, the midcanyon bus stops, and the bus priority lane around Brighton Loop Road.</p>	<p>These are improvements for existing trailhead bus stops, rather than additional trailhead bus stops. This action would require a Forest Service management plan amendment.</p>

Cottonwood–Midvale corridor core route: New Core Route with 15-minute service between Bingham Junction TRAX Station and BCC Park & Ride.	Not addressed in the EA.		
6200 South core route: New Core Route with 15-minute service between 5600 West and BCC Park & Ride.	Not addressed in the EA.		
Valley transit centers serving high-frequency transit connections to BCC: Create transit-to-canyon stations strategically connecting high-frequency transit in the valley to BCC.	The transit hub at the gravel-pit location would achieve this objective, with or without the proposed action outlined in the EA.		
Fort Union intersection dual left-turn lane: Add dual left turn lane and extend queue storage length at Wasatch Blvd/Fort Union intersection to provide for more reliable transit service.	A grade-separated interchange is an overpass or underpass with ramps that allows traffic to move between two roads at different heights without through traffic (Wasatch) stopping. Located on Wasatch Boulevard, designed to accommodate traffic for both the mobility hub and the potential for a future mixed-use development at the site.		
Fort Union intersection merge lane: Extend merge lanes approximately a half mile east up S.R. 190 from Wasatch Blvd/ Fort Union intersection to provide for more reliable transit service.	Grade-separated interchange on Wasatch Boulevard to access the mobility hub. Bus-only transitway at the base of Big Cottonwood Canyon.		
Dynamic (congestion-based) tolling: Implement a variable tolling structure with fees that are schedule based when there is higher demand.	Location & Pricing: Applied to upper canyon, starting just below Solitude Entry 1, with cost varying dynamically to achieve vehicle reduction goals. Transit Incentive: Bus fare must be substantially lower than toll to effectively shift travel modes from		Tolling at this location ensures equitable access to the public lands in the lower portion of the canyon.

	personal vehicles to transit. System: Would likely use an electronic pass or license plate recognition. Exemptions: Could include Big Cottonwood Canyon residents, service vehicles, and resort employees.		
Incentivize bus use, beyond tolling: Could include additional vehicle occupancy restrictions, a parking reservation system that builds upon the resorts' existing parking reservation systems, and/or incentivizing bus use through its fare structure.	Transit Incentive: Bus fare must be substantially lower than toll to effectively shift travel modes from personal vehicles to transit.		
Reduce/eliminate roadside parking: Implement restrictions on roadside parking.	Addressed outside of the EA.		
New canyons-specific transit agency: Creation of a new Canyons-specific transit agency to oversee funding, implementation, and management of transit in the Cottonwood Canyons.	Not addressed in the EA.		Due to recent law change, a canyons-specific transit agency has become unnecessary and UDOT would be able to operate transit without a transit agency.
Bicycle, pedestrian, Americans with Disabilities Act (ADA) Accommodations: Inclusion of bicycle, pedestrian, and ADA features into design and implementation of broader improvements.	Maintaining bike lanes on Wasatch Boulevard. The existing crosswalk at Cardiff Fork would be shortened, thereby reducing pedestrian crossing time and exposure to vehicles.		