

Refinements to UDOT's Phase I Transportation Improvements in LCC
Stakeholders Council Recommendation to the CWC Board

MEMO

To: Central Wasatch Commission Board

CC: CWC Staff

From: Stakeholders Council

Subject: Refinements to UDOT's Phase I Transportation Improvements in LCC

Date: June 3, 2026

Dear Commissioners,

The Stakeholders Council is encouraged by UDOT's announcement to move forward with travel improvements in Little Cottonwood Canyon. Although UDOT has not initiated a formal public comment period, we understand that Transportation Project Manager, Devin Weder, is actively seeking stakeholder input. **In this context, the Stakeholders Council requests that the CWC Board review the following recommendations and evaluate how these considerations may impact your respective jurisdictions.** Please communicate your conclusions directly to UDOT to inform the most effective travel improvements in LCC. These recommendations bring together details pointed out to UDOT by canyon users such as Alta and Wasatch Backcountry Alliance with input from this Stakeholders Council. These refinements will help improve flow on SR210 and encourage people to choose public transit, thereby meeting the goals of Phase I more effectively.

- a. Improve Road Conditions:** LCC needs dedicated snowplows stored up canyon to improve efficient snow removal capabilities and flow. Traction grooves should be considered on the roadway to increase tire grip.
- b. Improve Traction Law:** Require all vehicles entering LCC to be properly equipped from November 1st through April 30th.
- c. Improve Mainline Reliability:** The plan needs to address the gridlock that occurs when the mainline between Snowbird and Alta is closed. Keeping the mainline open with increased avalanche mitigation above this section of SR210 will improve flow.
- d. Optimize Merge and Exit Flow:** The current merging systems need to be reevaluated

to maximize flow as vehicles exit the canyon. Current systems allow vehicles to exit the parking lots lower in the canyon, while impeding flow from up canyon. In addition, a well designed roundabout at the mouth of the canyon should be evaluated.

e. Direct Bus Service: To meet the goal of increased ridership, enhanced bus service needs to be efficient. Express buses that bypass Snowbird will reduce travel time to Alta and be a more attractive option for employees and canyon users destined for locations above Snowbird. Snowbird guests will have more reliable availability on down canyon buses at the end of the day.

f. Convenient Bus Stops: Bus stops at Alta need to be in locations convenient to visitors and employees. UDOT's current plan drops bus riders between base areas at Alta in an area with no services. Consider moving Alta stops back to the historical Wildcat and Albion base area stops. Bus stops should provide shelter from weather.

g. Tolling: Detailed study of tolling locations, fees and timing is recommended to accomplish the goals of reducing the number of vehicles on the road and steering people to choose public transportation.

h. Grizzly Gulch/Dispersed Access Bus Service: Transit planning to Albion Basin must also serve dispersed recreation users. We recommend a covered "whistle stop" adjacent to the new public restroom near the Grizzly Gulch/Summer Road (anticipated completion summer 2026), which would also support future summer use.

i. Mobility Hub: The proposed mobility hub near Big Cottonwood Canyon will serve many future users and is an important addition, however it has the potential to increase congestion along SR 190. We recommend evaluating adding additional hubs throughout the valley to increase ridership and disperse users. Among additional hubs, we recommend using the existing 9400 South Park & Ride. We do not recommend an additional hub at the mouth of LCC, as this will add to congestion on Wasatch.

j. Direct Bus Service to Trailheads: In addition to Alta and Snowbird, White Pine is a critical winter recreation access point. While we appreciate UDOT's consideration of trailhead parking alternatives, the success of a White Pine bus stop will depend on direct service that does not service or detour through resort properties. Direct routing will better serve both trailhead and resort users.

k. White Pine Improvements: The White Pine bus stop must include a safe and efficient

means for buses and vehicles to exit the lot and travel down canyon without routing through Snowbird parking areas. This merge point should be carefully integrated into transit planning.

l. Early Access to Dispersed Recreation: If UDOT constructs an up-canyon maintenance facility for snowplows, nearby parking areas (including trailheads, select roadside parking, and pullouts) should be cleared earlier to accommodate early-morning dispersed recreation. This would help spread demand and reduce peak congestion.

m. Maintain Select Roadside Parking: Where safe and outside of avalanche hazard zones, UDOT should preserve historical roadside parking access in areas not served by transit.

n. Affordable Bus Fares: Low fares along with frequent and efficient buses, and convenient stops will encourage visitors to choose public transportation.

As UDOT advances transportation improvements in LCC, the Stakeholders Council urges the CWC Board to actively engage on these details. We encourage board members to consider issuing a letter to UDOT on behalf of your jurisdictions supporting the recommendations relevant to your communities. Thoughtful, coordinated input now will help ensure that public funds are invested in transportation solutions that are effective, efficient, and aligned with the environmental stewardship goals of the Mountain Accord and the needs of canyon visitors, employees and local residents.

-Presented to the Commissioners by the Chair and Co-Chair of the Stakeholders Council
[Staff will complete the following section]

This matter was brought to a vote on [date] and votes are listed below.

Those in favor:

- 1.
 - 2.
 - 3.
 - 4.
- (etc.)

Those opposed:

1.

2.

3.

(etc.)

Those in abstention:

1.

2.

(etc.)

Absent:

1.

2.

3.

(etc.)