Cottonwood Canyons
Short-Term Transit Solutions
Cottonwood Canyons Transit

UTA has identified two types of short-term solutions to gain additional capacity and service for the Canyons:

• Service-related Solutions
• Congestion Management Solutions
Solution #1 - Route 972, Eliminate Bingham Junction TRAX Stop.

What we gain:
Increase of one-way trips from 61 weekday, 65 Saturday, and 62 Sunday to 79 all week.

What we lose:
10% of boardings at this station, of which 4.5% are transferring from TRAX. The remaining 95.5% are driving to the park and ride lot.

What we need:
Estimated cost <$50,000 annually for operations
Solution #2 - Route 953, Add additional service and minimize “deadhead” time.

What we gain:
Increase of one-way trips from 17 weekday, 23 weekend to 35 all week.

What we lose:
nothing

What we need:
Estimated cost $100,000 annually for operations
Solution #3 – Eliminate interior ski racks.

What we gain:
Faster loading and 10-17% increased capacity within each bus.

What we lose:
Some convenience due to having to hold skis on board. Ski racks result in compact equipment storage, and removal may be less efficient use of space.

What we need:
Exception from UDOT on 9 foot maximum vehicle width if an exterior ski rack is added onto buses.
Solution #4 – Heavy traffic police escort from Bengal Blvd to LCC and 3000 East to LLC.

**What we gain:**
Faster cycle time by eliminating waiting in traffic.

**What we lose:**
Potential wear and tear on roadway shoulder. Safety considerations.

**What we need:**
Police staff, stakeholder support, and enforcement.
Cottonwood Canyons Transit – Congestion Mgmt Solutions

Solution #5 – Separation of buses and cars in upper LCC, with one mode on bypass road and the other on the highway.

What we gain:
Faster cycle time by eliminating waiting in traffic

What we lose:
Service to some bus stops, and ability to use roadway alternatives as avalanche safety tool.

What we need:
Education, stakeholder support, and enforcement.
Solution #6 – Consolidation of resort bus stops.

What we gain:
Faster cycle time by eliminating stops and navigating through resort bases.

What we lose:
Some convenience for skiers and employees of resorts.

What we need:
Capital investment in consolidate bus stops and solution to move skiers from bus stop to mountain.
Solution #7 – Eliminate transit service to LCC Park and Ride Lot.

What we gain:
Faster cycle time by eliminating stops. Reserved parking lot for car-pools and Ride Share vans.

What we lose:
Some convenience for skiers and employees of resorts.

What we need:
Education and messaging about change in service.
Other Needs or Considerations:

• Staging area for bus trade-out in case of mechanical issues.

• Ski resort PM traffic control assistance.

• Possibility to adjust UTA’s official Change Day to better match ski resort opening and closing dates. Would require additional resources.

• Opportunity to sponsor additional transit service.
Cottonwood Canyons Transit – 9/13/19 Decisions

Service Solutions
1. Potential funding partners to discuss and report back early next week
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Congestion Management Solutions
3. Eliminate ski rack – Proceed with pilot for 2019-2020 season
4. Police escort – Convene meeting with key stakeholders to explore further
5. Bypass Road – Talk with UDOT avalanche forecasters to determine feasibility
6. Consolidation of resort bus stops – Continue to explore through EIS and CCTAP process, and follow-up with Snowbird to explore 2019-2020 possibilities
7. Eliminate LCC P&R Lot – Resorts to discuss impact and benefits to employees and skiers and report back