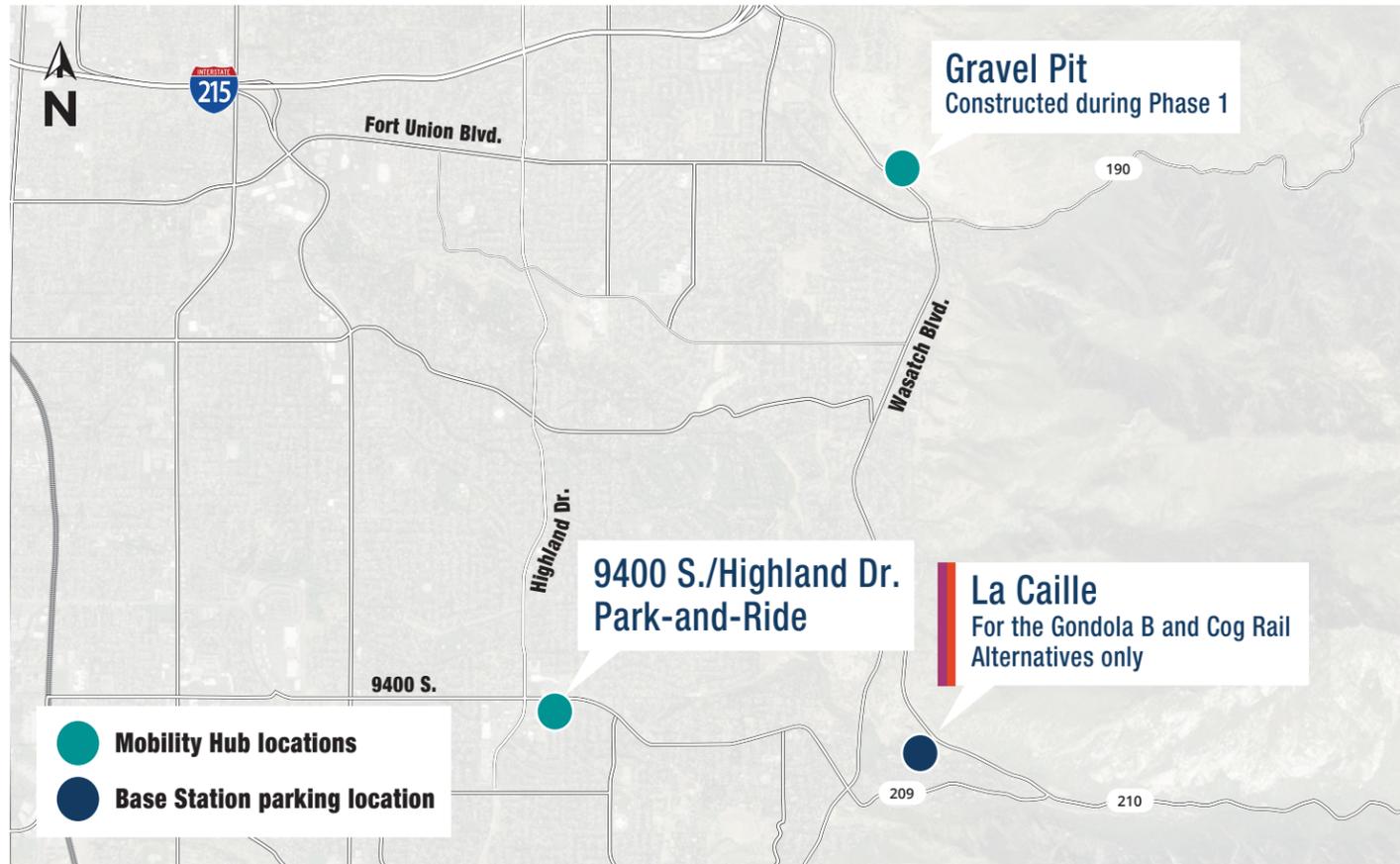


TRANSIT PARKING ALTERNATIVES

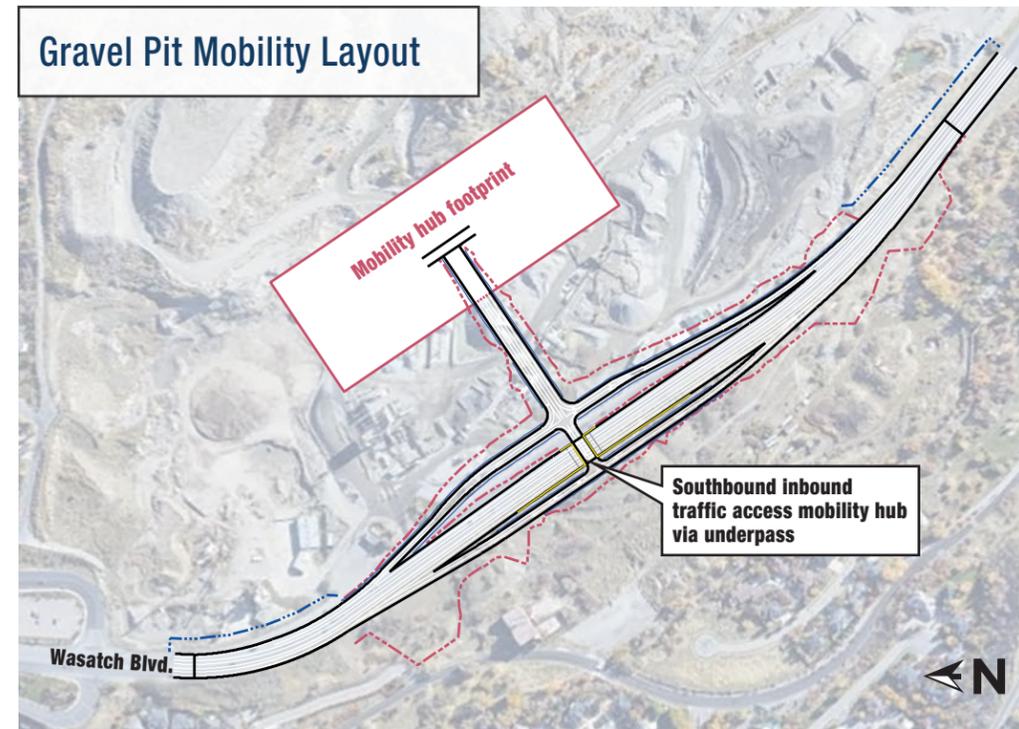
TRANSIT PARKING ALTERNATIVES EVALUATED

UDOT evaluated 15 potential locations for a mobility hub to service Little Cottonwood Canyon. Mobility hubs would be used for bus service directly to the resorts or to the Gondola Alternative A base station. All parking for Gondola Alternative B and the Cog Rail Alternative would be at the base station. The Gravel Pit mobility hub would also be used for the improved and increased bus service associated with the selected alternative (Gondola Alternative B).



Traffic count data indicates about 40% of the traffic going to Little Cottonwood Canyon comes from the south and about 60% comes from the north. UDOT assumed that about 40% of transit users would park at the 9400 South and Highland mobility hub and about 60% would park at the Gravel Pit mobility hub.

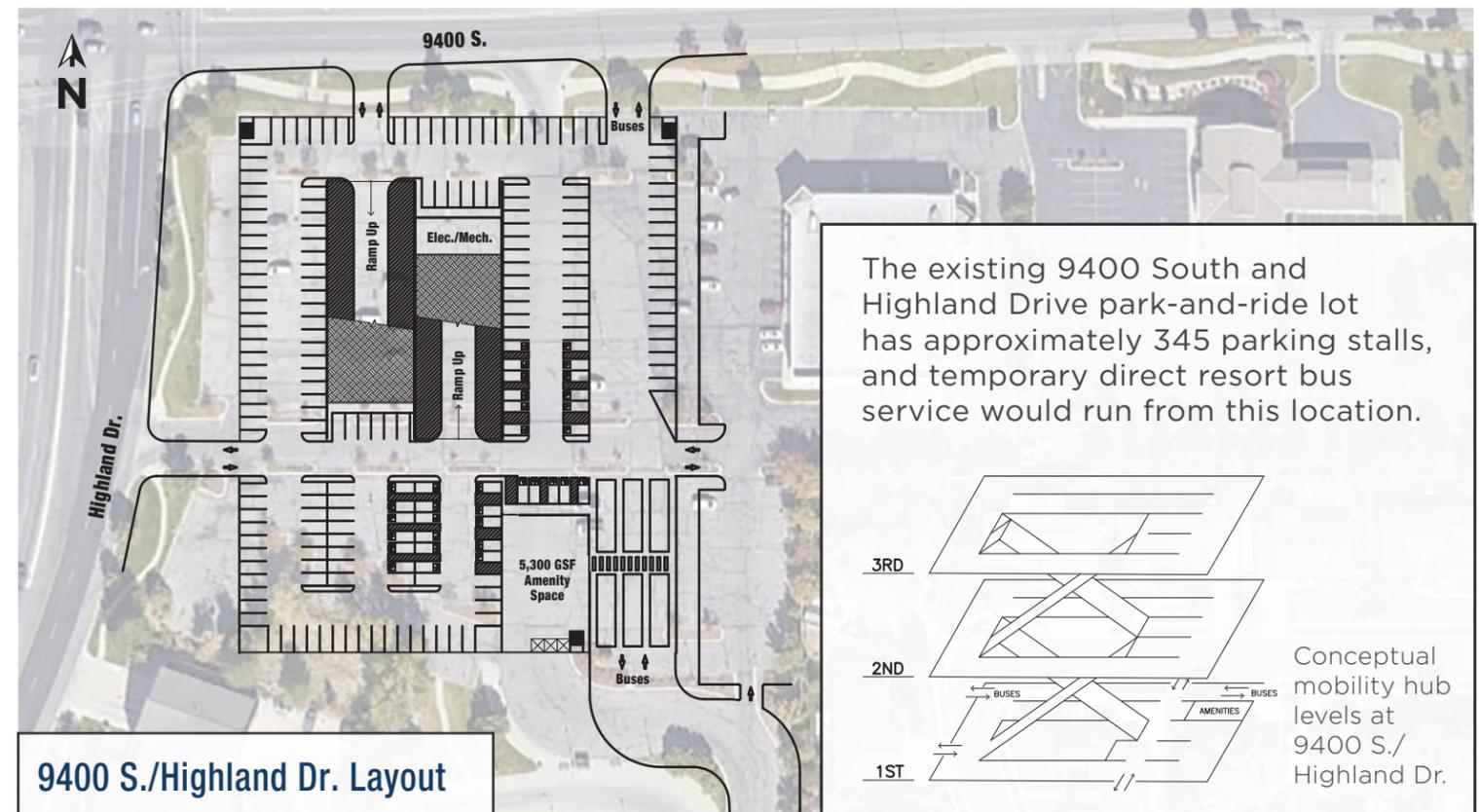
Transit Ridership	Estimated Number of Parking Stalls			Cost (millions)		
	Gravel Pit	9400 S./Highland	La Caille	Gravel Pit	9400 S./Highland	La Caille
Enhanced Bus Service, Enhanced Bus Service in Peak-Period Shoulder Lane and Gondola A (from LCC Park-and-Ride) Alternatives	1,500	1,000	N/A	\$154	\$40	N/A
Gondola B and Cog Rail (from La Caille) Alternatives	N/A	N/A	2,500	N/A	N/A	\$151



Concept of mobility hub at the Gravel Pit

What is a mobility hub?

A mobility hub is a location where riders can transfer from their personal vehicles to a bus.



The existing 9400 South and Highland Drive park-and-ride lot has approximately 345 parking stalls, and temporary direct resort bus service would run from this location.

Conceptual mobility hub levels at 9400 S./Highland Dr.

TRANSIT PARKING ALTERNATIVES

GONDOLA B AND COG RAIL ALTERNATIVES BASE STATION PARKING STRUCTURE EVALUATED

There would be 2,500 parking spaces at the Gondola Alternative B (and Cog Rail) base station. The selected alternative (Gondola Alternative B) includes improved and increased bus service from the Gravel Pit mobility hub. Once Gondola B is constructed, including parking at the base station, bus service in Little Cottonwood Canyon would be discontinued and the Gravel Pit parking re-purposed. Traffic modeling showed that, with the proposed improvements to North Little Cottonwood Canyon Road and structure access roadways (including a one-way road from Wasatch Boulevard), the base station would not cause congestion or backups on North Little Cottonwood Road or on Wasatch Boulevard.

The base station parking structure would be placed in the hillside west of S.R. 210 and would be about six to seven stories tall. It is likely that one or two stories would be above the S.R. 210 road level. To improve traffic circulation on S.R. 210 to and from the base station, UDOT would make several improvements to S.R. 210.

- Two southbound travel lanes from Wasatch Boulevard would continue to the base station with the right lane becoming the dedicated access to the base station. The access would enter into the second or third level of the parking structure.
- A northbound underground exit ramp from the parking structure under S.R. 210 would connect to the east side of S.R. 210.
- A signalized intersection would be constructed on S.R. 210 at the base station.
- A new one-way access road west of the base station off Wasatch Boulevard would be constructed.

