

ENHANCED BUS SERVICE ALTERNATIVE (WITH NO ADDITIONAL ROADWAY CAPACITY ON S.R. 210 IN LCC)



ALTERNATIVE	Average per person travel time	# Vehicles/peak hour	# People/peak hour + via transit/personal vehicle	Widen Wasatch Boulevard + bus priority	Mobility hubs	Snow sheds	Address trailhead parking	Elimination of winter road side parking adjacent to ski resorts	Tolling or management of vehicle occupancy	Add roadway capacity to S.R. 210 from North LCC Road to Alta	Impacts (Properties)		Costs (\$ Millions)	
											Relocations	Section 4(f)	Capital costs	O&M costs
ENHANCED BUS NO ADDITIONAL ROADWAY CAPACITY	46 MIN	24 Buses 6 buses per hour to each resort from each mobility hub	1,008 (Transit) 2,249 (Personal) 3,257 People	✓	2 Hubs	✓	✓	✓	✓	✓	1 Residential (already acquired)	0 Sites	\$334	\$10.3

ABOUT THIS CONCEPT

Riders would park at the Mobility Hub, then bus up to Snowbird and Alta. Buses would have priority on Wasatch Blvd. Bus service information reflects peak winter service.

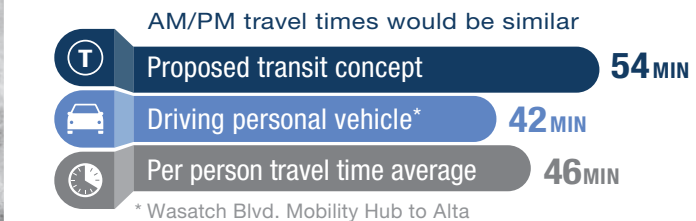
54 MINUTES
TRAVEL TIME

1 TRANSFER
DURING TRIP

\$334M CAPITAL COSTS

- \$99M – Mobility Hubs
- \$61M – Wasatch Blvd. Roadway Widening
- \$72M – Snow Sheds
- \$97M – Enhanced Buses
- \$5.0M – Tolling Infrastructure

ALTERNATIVE TRAVEL TIME COMPARISON



GETTING TO ALTA

