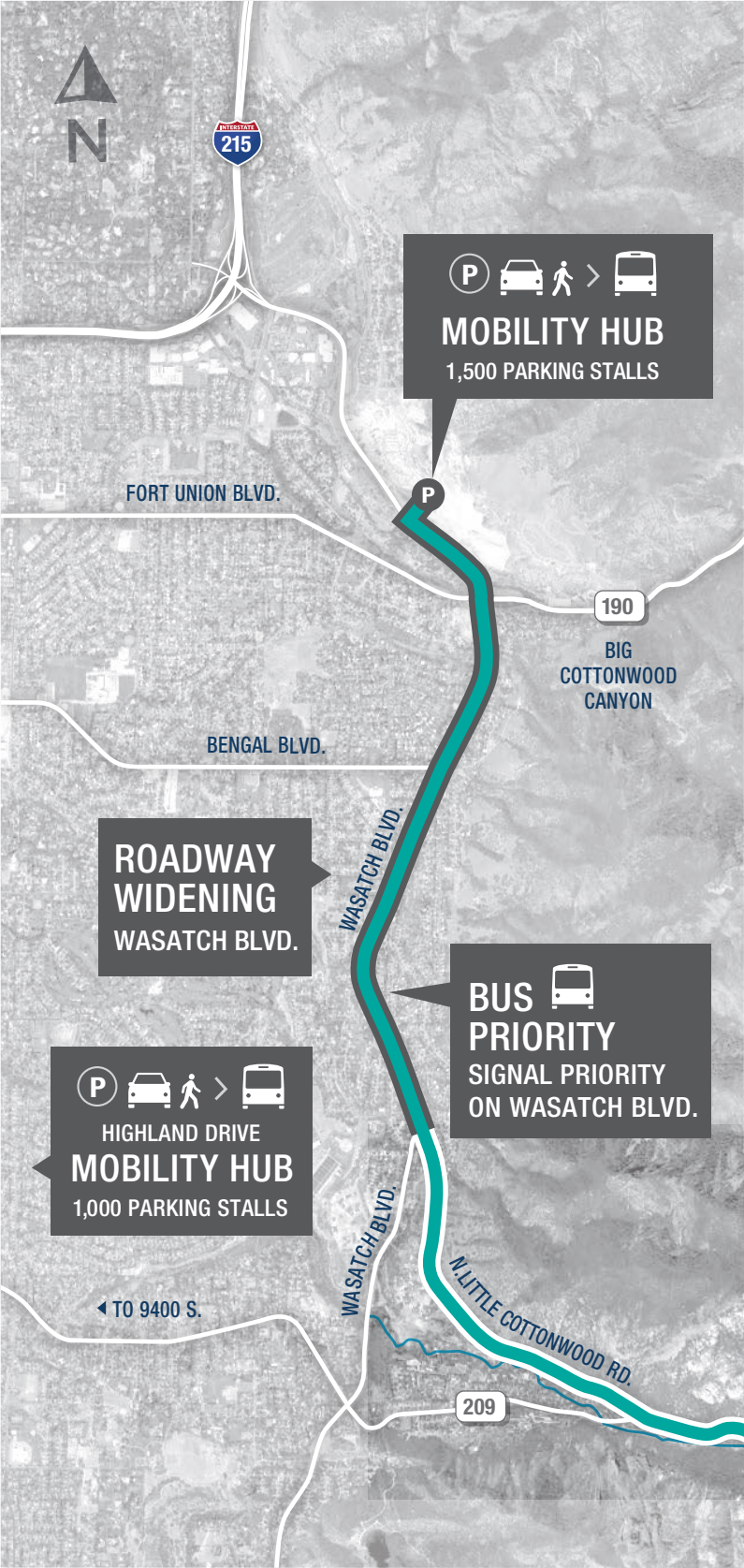


ENHANCED BUS SERVICE WITH PEAK-PERIOD SHOULDER LANE (PPSL) ALTERNATIVE



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 WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	37 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	\$481	\$8.3

ABOUT THIS CONCEPT

Riders would park at the Mobility Hub, then bus up to Snowbird and Alta. Buses would have priority on Wasatch Blvd. LCC would be widened for bus-only peak-period shoulder driving. Bus service information reflects peak winter service.

36 MINUTES
TRAVEL TIME

1 TRANSFER
DURING TRIP

\$481M CAPITAL COSTS

- \$99M – Mobility Hubs
- \$61M – Wasatch Blvd. Roadway Widening
- \$175M – LCC Roadway Widening
- \$72M – Snow Sheds
- \$69M – Enhanced Buses
- \$5.0M – Tolling Infrastructure

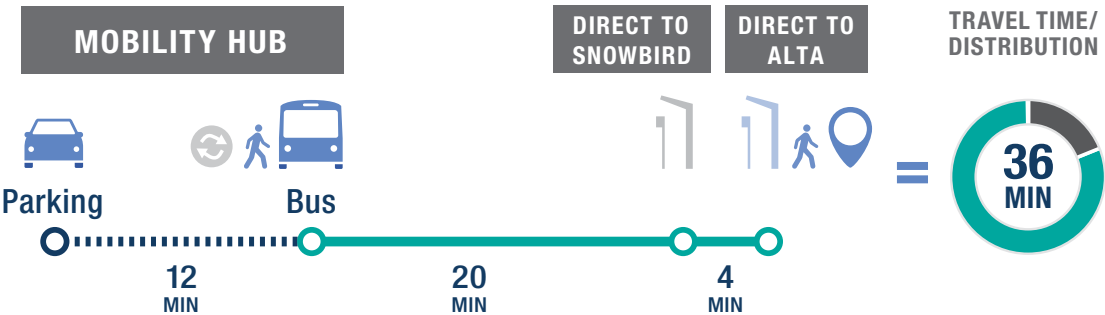
ALTERNATIVE TRAVEL TIME COMPARISON

AM/PM travel times would be similar

- Proposed transit concept **36 MIN**
- Driving personal vehicle* **38 MIN**
- Per person travel time average **37 MIN**

* Wasatch Blvd. Mobility Hub to Alta

GETTING TO ALTA



ROADWAY WIDENING ADD PEAK-PERIOD SHOULDER BUS-ONLY LANES FROM NORTH LITTLE COTTONWOOD CANYON RD. TO ALTA BYPASS RD. (Shoulder lanes would be only for cyclists and pedestrians in the summer)

