

COG RAIL ALTERNATIVE (BASE STATION AT LA CAILLE)



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	
											Relocations	Section 4(f)	Capital costs	O&M costs
LA CAILLE COG RAIL WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	43 MIN Driving to base station 45 MIN Bus to base station	4 Cog Vehicles per hour during peak-period (every 15 minutes)	1,050 (Transit) 2,249 (Personal) 3,299 People	✓	2 Hubs	✓	✓	✓	✓		1 Residential (already acquired)	0 Sites	\$1.05 Billion	\$6.3 Million

ABOUT THIS CONCEPT

Riders would either park at a parking structure at the cog rail base station and then take the cog rail directly to Snowbird, then to Alta or take a bus from a mobility hub to the cog rail base station, then take the cog rail to Snowbird, then to Alta. Buses would have priority on Wasatch Blvd. Cog rail service information reflects peak winter service.

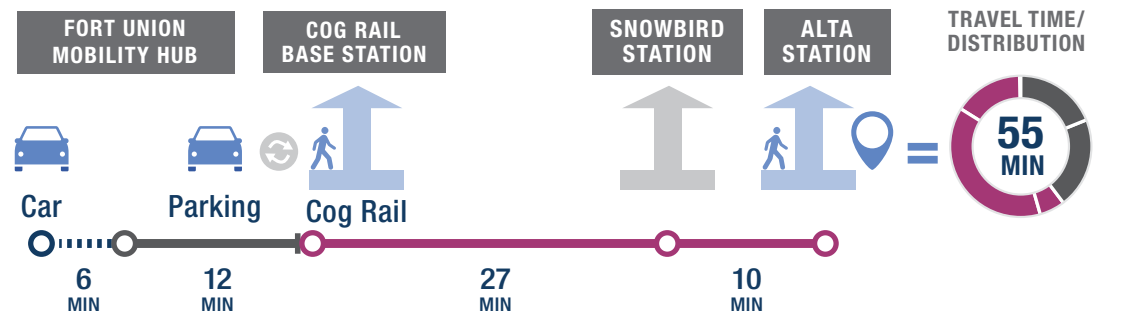
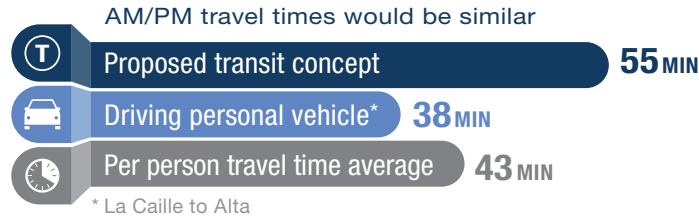
\$1.05 B CAPITAL COSTS

- \$69M – Mobility Hubs
- \$226M – Snow Sheds
- \$5M – Tolling Infrastructure
- \$61M – Wasatch Blvd. Roadway Widening
- \$26M – Enhanced Buses
- \$655M – Cog Rail

DRIVING TO BASE STATION

55 MINUTES TRAVEL TIME
2 TRANSFERS DURING TRIP

ALTERNATIVE TRAVEL TIME COMPARISON



BUS TO BASE STATION

59 MINUTES TRAVEL TIME
3 TRANSFERS DURING TRIP

ALTERNATIVE TRAVEL TIME COMPARISON

