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

ALTERNATIVE	# Vehicles/peak hour	# People/ peak hour + via transit/ personal vehicle	Widen Wasatch Boulevard + bus priority	Transit parking	Snow sheds	Address trailhead parking	Elimination of winter roadside parking adjacent to ski resorts	Tolling or management of vehicle occupancy	Add bus only lane to S.R. 210 from North LCC Road to Alta	Impacts (Properties)		Costs	
										Relocations	Section 4(f)	Capital costs	O&M costs
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	**Every 5 min.** 6 buses/hour to each resort from each mobility hub (24 bus departures/hour in peak-period)	1,008 (Transit) 2,249 (Personal) 3,257 People	✓	2 Mobility hubs	2 Snow sheds	✓	✓	✓	✓	1 Residential (already acquired)	1 Site	$510 M	$11 M Winter

ABOUT THIS CONCEPT

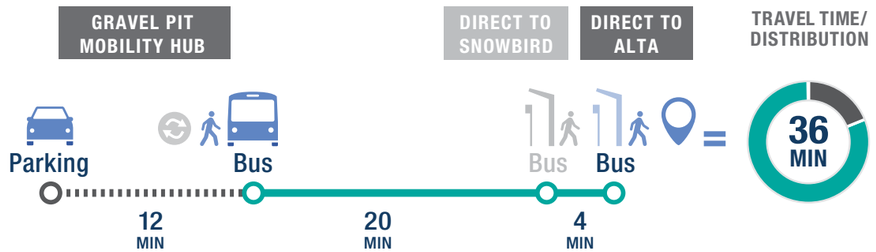
Riders would park at a mobility hub, then bus up to Snowbird and Alta. Buses would have priority on Wasatch Blvd. LCC would be widened for bus-only peak-period shoulder driving. Bus service information reflects peak winter service.

36 MINUTES TRAVEL TIME

1 TRANSFER DURING TRIP
Car > Bus

$510M CAPITAL COSTS

- $99M – Mobility Hubs
- $62M – Wasatch Blvd. Roadway Widening
- $0.824M – Wasatch Blvd. Noise Walls
- $183M – LCC Roadway Widening
- $86M – Snow Sheds
- $68M – Enhanced Buses
- $5M – Tolling Infrastructure
- $5.8M – Trailhead Parking



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

* Gravel Pit Mobility Hub to Alta

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

ALTERNATIVE IMPACT SUMMARY

ALTERNATIVE	Meets Project Purpose and Need			Natural/Built Environment Impacts					Costs	
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	Substantially Reduce Vehicle Backups Distance from S.R. 209/S.R. 210 Intersection (Feet)								
		209 On S.R. 209	210 On S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	Capital costs	O&M costs
No-Action Alternative	**80–85 MIN**	**6,700**	**13,000**	**None**	**No**	**173**	**No**	**0**	**-**	**-**
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	**37 MIN** Average travel time - any mode **36 MIN** Bus travel time	**350**	**3,050**	**High**	**No**	**173** No-action baseline + **60** Alternative noise impact	**No**	**1** (already acquired)	**$510 M**	**$11 M** Winter

OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	Travel Reliability	Safety	Scalability	Supports Active Transportation
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	• Buses could operate around roadway slide offs/crashes • Snow/icy conditions would slow service	• Snow sheds lower risk of service delays due to avalanche mitigation • Snow sheds improve roadway reliability and safety	• Scalable - could start with a smaller bus fleet & fewer mobility hub parking spaces • Build on service as demand grows	• PPSL becomes pedestrian and cyclist lane when not in use

Peak-Period Shoulder Lane in Both Directions