

# ENHANCED BUS SERVICE 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
<b>ENHANCED BUS</b> NO ADDITIONAL ROADWAY CAPACITY	<b>Every 5 min.</b> 6 buses/hour to each resort from each mobility hub (24 bus departures/hour in peak-period)	1,008 (Transit) 2,249 (Personal) <b>3,257 People</b>	✓	2 Mobility hubs	2 Snow sheds	✓	✓	✓	—	1 Residential (already acquired)	1 Site	<b>\$474M</b>	<b>\$15.4M</b> Winter

## ABOUT THIS CONCEPT

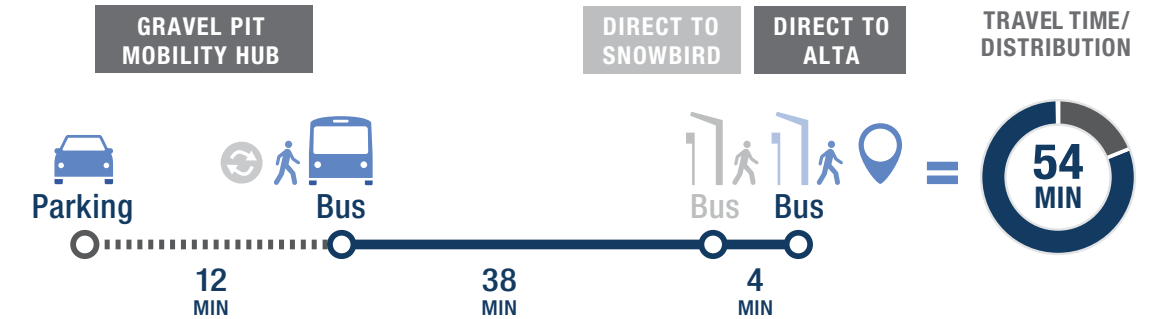
Riders would park at a mobility hub, then take the bus up to Snowbird and Alta. Buses would have priority on Wasatch Blvd. Bus service information reflects peak winter service.

**54 MINUTES**  
TRAVEL TIME

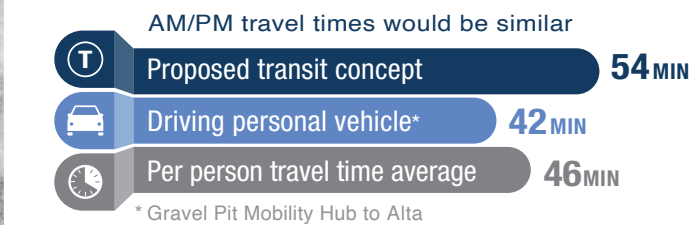
**1 TRANSFER**  
DURING TRIP  
Car > Bus

**\$474M CAPITAL COSTS**

- \$154M – Mobility Hubs, Access, ROW
- \$75M – Wasatch Blvd. Roadway Widening
- \$2.5M – Noise Walls
- \$109M – Snow Sheds
- \$108M – Enhanced Buses
- \$6.3M – Tolling Infrastructure
- \$7.5M – Trailhead Parking
- \$12M – Resort Bus Stops














## ALTERNATIVE TRAVEL TIME COMPARISON





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## 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)		 Visual change	 Air quality standards exceeded	 Impacted noise receptors	 Water quality standards exceeded	 Relocations	 Capital costs	 O&M costs
		 On S.R. 209	 On S.R. 210							
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	-	-
 <b>ENHANCED BUS</b> NO ADDITIONAL ROADWAY CAPACITY	<b>46 MIN</b> Average travel time - any mode <hr/> <b>54 MIN</b> Bus travel time	1,275	4,300	Low	No	<b>173</b> + <b>57</b> No-action baseline    Alternative noise impact	No	1 (already acquired)	<b>\$474 M</b>	<b>\$15.4 M</b> Winter

## OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	 Travel Reliability	 Safety	 Scalability	 Supports Active Transportation
 <b>ENHANCED BUS</b> NO ADDITIONAL ROADWAY CAPACITY	<ul style="list-style-type: none"> <li>• Bus operates in same travel lane as personal vehicles</li> <li>• Roadway slide offs/crashes may block single lane</li> <li>• Snow/icy conditions would slow service</li> </ul>	<ul style="list-style-type: none"> <li>• Snow sheds lower risk of service delays due to avalanche mitigation</li> <li>• Snow sheds improve roadway reliability and safety</li> </ul>	<ul style="list-style-type: none"> <li>• Scalable - could start with a smaller bus fleet &amp; fewer mobility hub parking spaces</li> <li>• Build on service as demand grows</li> </ul>	<ul style="list-style-type: none"> <li>• No change to pedestrian/cyclist facilities in canyon</li> </ul>