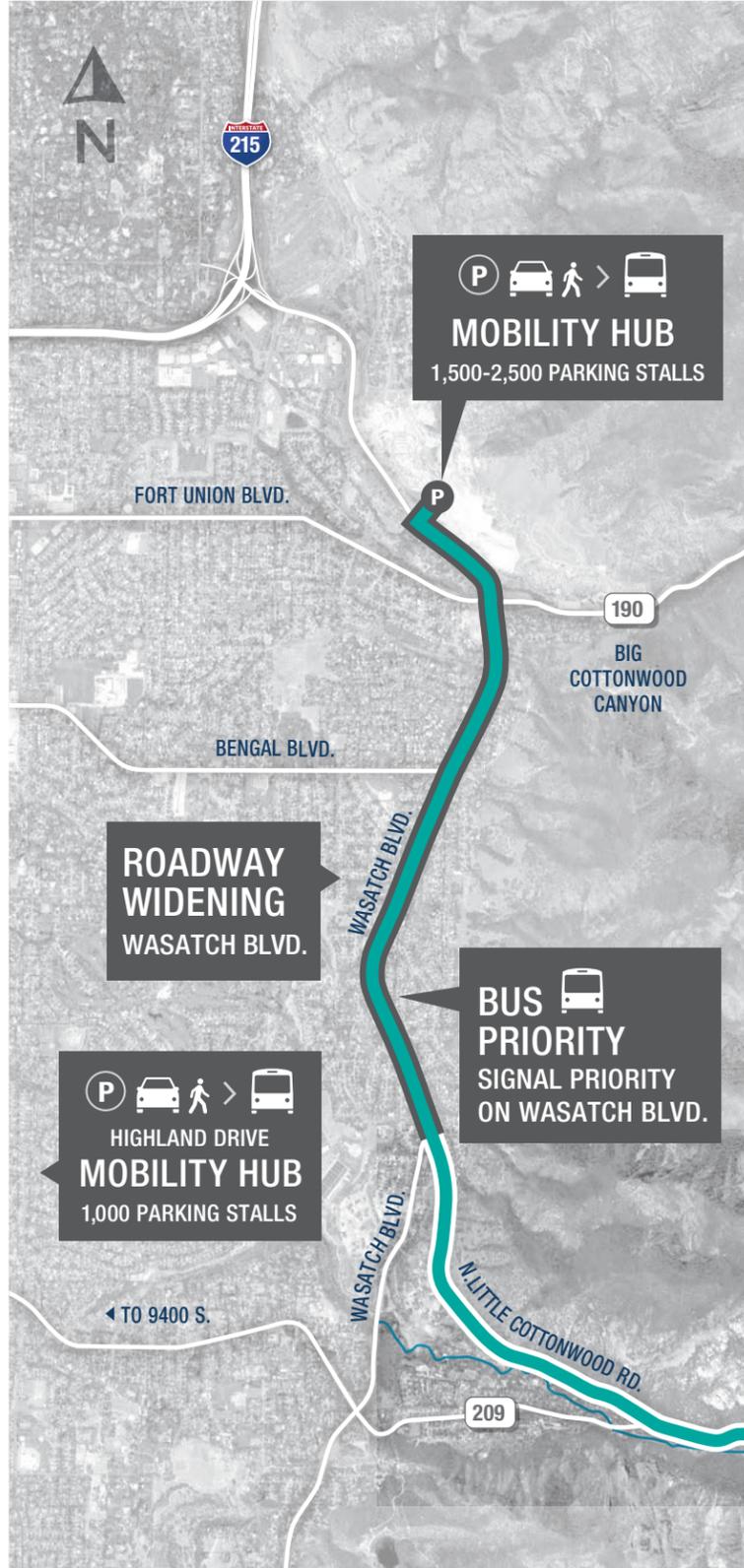


ENHANCED BUS SERVICE WITH PEAK PERIOD SHOULDER LANE (PPSL) ALTERNATIVE



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 Bus Departures 6 buses per hour to each resort from each mobility hub	1,008 (Transit) 2,249 (Personal) 3,257 People	✓	✓	✓	✓	✓	✓	✓	1 Residential	18 Sites	\$470	\$6.2 Bus and Snow Removal

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.

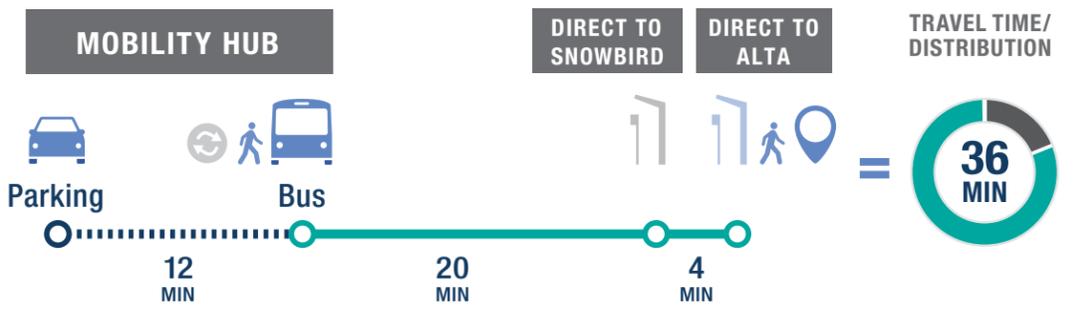
36 MINUTES TRAVEL TIME

1 TRANSFER DURING TRIP

\$470M CAPITAL COSTS

- \$52M – Mobility Hubs
- \$72-76M – Wasatch Blvd. Roadway Widening
- \$211M – LCC Roadway Widening
- \$72M – Snow Sheds
- \$55M – Enhanced Buses
- \$5.0M – Tolling Infrastructure

GETTING TO ALTA



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

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)

