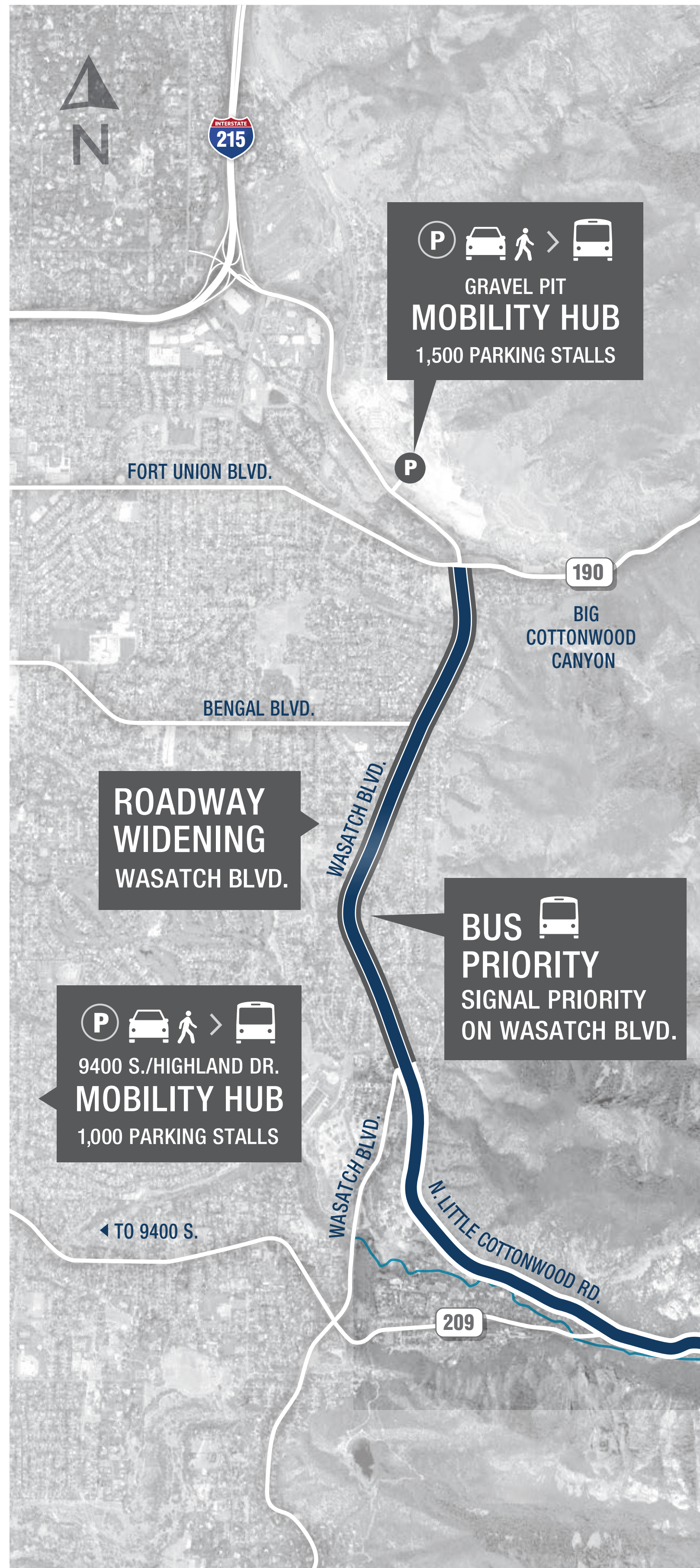


ENHANCED BUS SERVICE ALTERNATIVE



ALTERNATIVE	# 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 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 NO ADDITIONAL ROADWAY CAPACITY	Every 5 min. 6 buses/hour to each resort from each mobility hub (24 buses per hour)	1,008 (Transit) 2,249 (Personal) 3,257 People	✓	2 Hubs	2 Snow sheds	✓	✓	✓		1 Residential (already acquired)	1 Site	\$355 M	\$14 M

ABOUT THIS CONCEPT

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

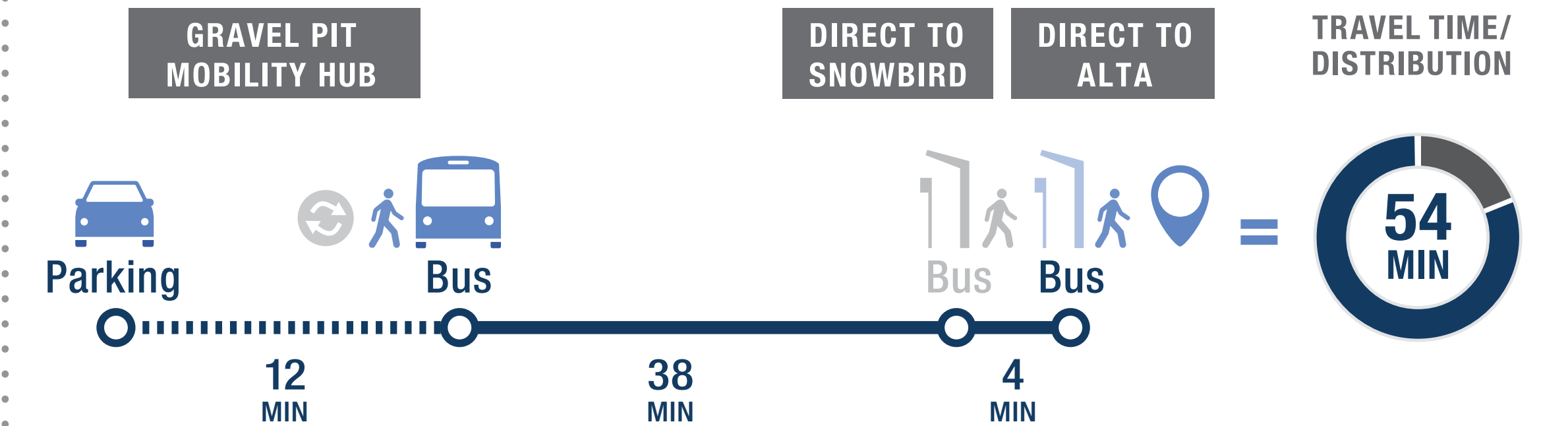
54 MINUTES
TRAVEL TIME

1 TRANSFER
DURING TRIP

\$355M CAPITAL COSTS

- \$99M – Mobility Hubs
- \$62M – Wasatch Blvd. Roadway Widening
- \$86M – Snow Sheds
- \$96M – Enhanced Buses
- \$5M – Tolling Infrastructure
- \$5.8M – Trailhead Parking
- \$0.824M – Noise Wall

GETTING TO ALTA



ALTERNATIVE TRAVEL TIME COMPARISON

