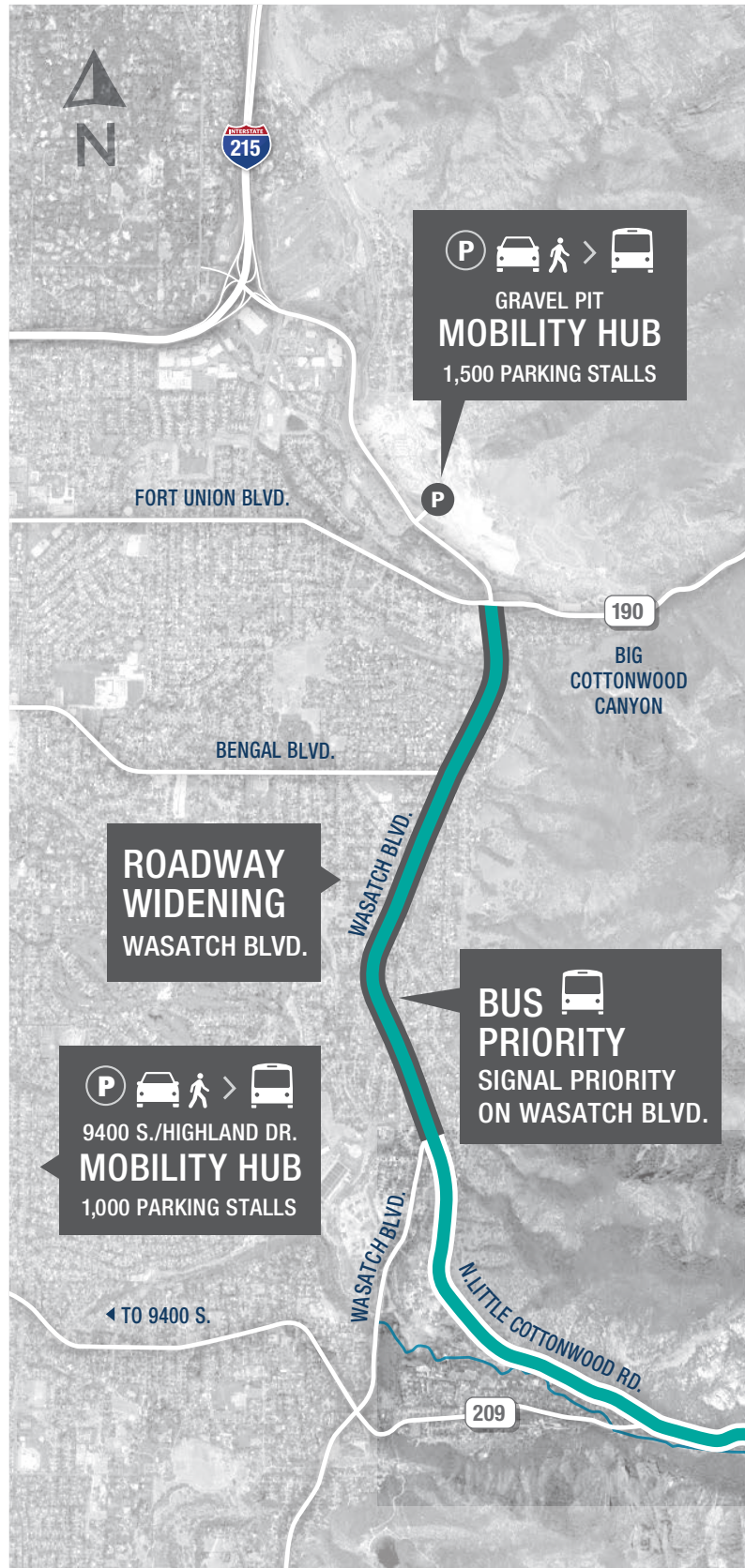


ENHANCED BUS SERVICE IN PEAK-PERIOD SHOULDER LANE (PPSL) ALTERNATIVE



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	\$644M	\$12.1M Winter

ABOUT THIS CONCEPT

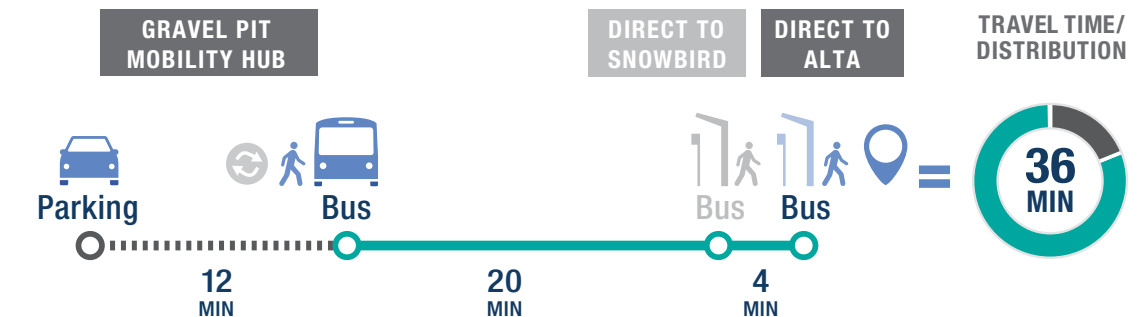
Riders would park at a mobility hub, then bus up to Snowbird and Alta. Buses would have priority on Wasatch Blvd. LCC would be widened for bus-only peak-period shoulder driving. Bus service information reflects peak winter service.

36 MINUTES
TRAVEL TIME

1 TRANSFER
DURING TRIP
Car > Bus

\$644M CAPITAL COSTS

- \$154M – Mobility Hubs, Access, ROW
- \$75M – Wasatch Blvd. Roadway Widening
- \$2.5M – Noise Walls
- \$203M – LCC Roadway Widening
- \$109M – Snow Sheds
- \$75M – Enhanced Buses
- \$6.3M – Tolling Infrastructure
- \$7.5M – Trailhead Parking
- \$12M – Resort Bus Stops



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

ROADWAY WIDENING ADD PEAK-PERIOD SHOULDER BUS-ONLY LANES FROM NORTH LITTLE COTTONWOOD CANYON RD. TO ALTA BYPASS RD/SNOWBIRD ENTRY 4 (Shoulder lanes would be only for cyclists and pedestrians when not in use by buses)

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)	 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	 On S.R. 209  On S.R. 210	None	No	173	No	0	-	-	
 ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	37 MIN Average travel time - any mode <hr/> 36 MIN Bus travel time	 On S.R. 209  On S.R. 210	High	No	173 + 60 No-action baseline + Alternative noise impact	No	1 (already acquired)	\$644 M	\$12.1 M Winter	

OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	 Travel Reliability	 Safety	 Scalability	 Supports Active Transportation
 ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	<ul style="list-style-type: none"> Buses could operate around roadway slide offs/crashes Snow/icy conditions would slow service 	<ul style="list-style-type: none"> Snow sheds lower risk of service delays due to avalanche mitigation Snow sheds improve roadway reliability and safety 	<ul style="list-style-type: none"> Scalable - could start with a smaller bus fleet & fewer mobility hub parking spaces Build on service as demand grows 	<ul style="list-style-type: none"> PPSL becomes pedestrian and cyclist lane when not in use



Peak-Period Shoulder Lane in Both Directions