

GONDOLA ALTERNATIVE (BASE STATION AT LCC PARK-AND-RIDE)



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
GONDOLA WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	46 MIN	30 Gondolas per hour during peak-period (every 2 minutes)	1,050 (Transit) 2,249 (Personal) 3,299 People	✓	2 Hubs	✓	✓	✓	✓	✓	1 Residential (already acquired)	0 Sites	\$546	\$8.3

ABOUT THIS CONCEPT

Riders would park at the Mobility Hub, bus to a gondola base station at mouth of the canyon, gondola up to Snowbird, then gondola to Alta. Buses would have priority on Wasatch Blvd. Gondola service information reflects peak winter service.

63 MINUTES
TRAVEL TIME

3 TRANSFERS
DURING TRIP

\$546M CAPITAL COSTS

- \$99M – Mobility Hubs
- \$61M – Wasatch Blvd. Roadway Widening
- \$72M – Snow Sheds
- \$49M – Enhanced Buses
- \$5.0M – Tolling Infrastructure
- \$260M – Gondola

ALTERNATIVE TRAVEL TIME COMPARISON

