

GONDOLA ALTERNATIVE (BASE STATION AT LA CAILLE)



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
LA CAILLE GONDOLA WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	43 MIN Driving to base station 45 MIN Bus to base station	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	\$576	\$6.9

ABOUT THIS CONCEPT

Riders would either park at a parking structure at the gondola base station and then take the gondola directly to Snowbird, then to Alta or take a bus from a mobility hub to the gondola base station, then take the gondola to Snowbird, then to Alta. Buses would have priority on Wasatch Blvd. Gondola service information reflects peak winter service.

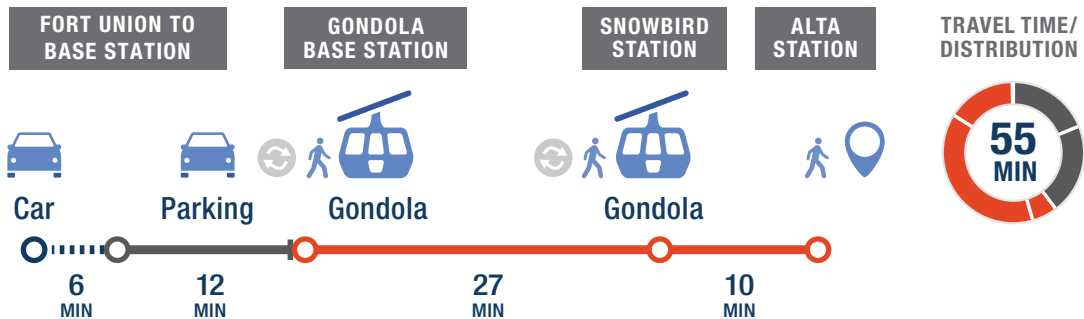
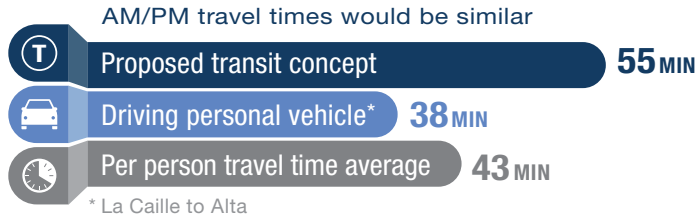
\$576M CAPITAL COSTS

- \$69M – Mobility Hubs
- \$72M – Snow Sheds
- \$5M – Tolling Infrastructure
- \$61M – Wasatch Blvd. Roadway Widening
- \$26M – Enhanced Buses
- \$343M – Gondola

DRIVING TO BASE STATION

55 MINUTES
TRAVEL TIME
2 TRANSFERS
DURING TRIP

ALTERNATIVE TRAVEL TIME COMPARISON



BUS TO BASE STATION

59 MINUTES
TRAVEL TIME
3 TRANSFERS
DURING TRIP

ALTERNATIVE TRAVEL TIME COMPARISON

