

# GONDOLA ALTERNATIVE A (FROM LCC PARK-AND-RIDE)



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
<b>GONDOLA A</b> WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	<b>Bus to base every 5 min.</b> <b>Gondola every 2 min.</b> (30 gondola departures per hour)	1,050 (Transit) 2,249 (Personal) <b>3,299 People</b>	✓	2 Mobility hubs	2 Snow sheds	✓	✓	✓	—	1 Residential (already acquired)	1 Site	\$561M	\$9.5M Winter \$5M Summer

## ABOUT THIS CONCEPT

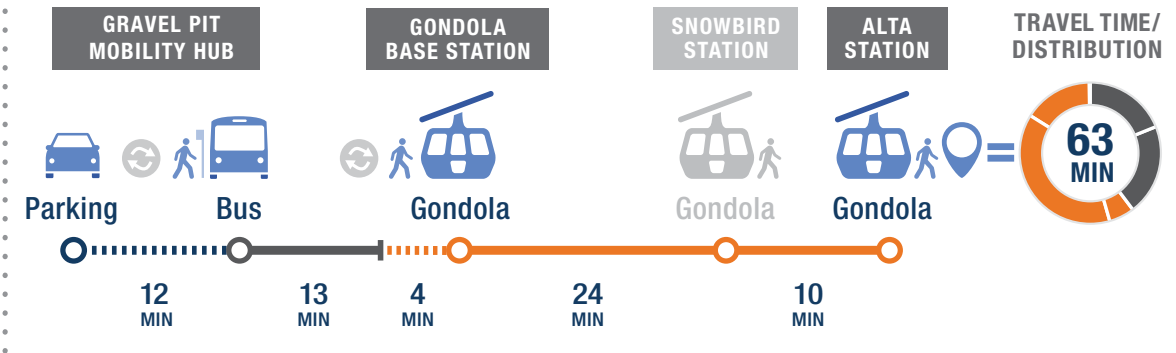
Riders would park at a mobility hub and take a bus to the gondola base station at the mouth of the canyon, then take the gondola directly to Snowbird, then to Alta. Buses would have priority on Wasatch Blvd. Gondola service information reflects peak winter service.

**63 MINUTES**  
TRAVEL TIME

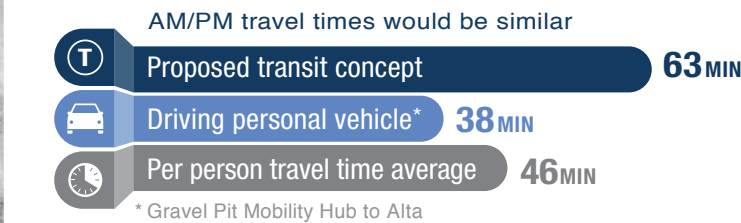
**2 TRANSFERS**  
DURING TRIP  
Car > Bus > Gondola

**\$561M** CAPITAL COSTS

- \$99M – Mobility Hubs
- \$62M – Wasatch Blvd. Roadway Widening
- \$0.824M – Wasatch Blvd. Noise Walls
- \$86M – Snow Sheds
- \$260M – Gondola
- \$43M – Buses
- \$5M – Tolling Infrastructure
- \$5.8M – Trailhead Parking














## ALTERNATIVE TRAVEL TIME COMPARISON










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## 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	
		 On S.R. 209	 On S.R. 210								
<b>No-Action Alternative</b>	<b>80-85 MIN</b>	<b>6,700</b>	<b>13,000</b>	<b>None</b>	<b>No</b>	<b>173</b>	<b>No</b>	<b>0</b>	<b>-</b>	<b>-</b>	
 <b>GONDOLA A</b> WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	<b>46 MIN</b> Average travel time - any mode <hr/> <b>63 MIN</b> Gondola travel time	<b>350</b>	<b>3,050</b>	<b>High</b>	<b>No</b>	<b>173</b> + <b>57</b> No-action baseline    Alternative noise impact	<b>No</b>	<b>1</b> (already acquired)	<b>\$561 M</b>	<b>\$9.5 M</b> Winter <b>\$5 M</b> Summer	

## OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	 Travel Reliability	 Safety	 Scalability	 Supports Active Transportation
 <b>GONDOLA A</b> WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	<ul style="list-style-type: none"> <li>• Not impacted by roadway slide offs/crashes</li> <li>• Could operate while avalanche debris is removed from roadway</li> <li>• Not impacted by snowfall</li> </ul>	<ul style="list-style-type: none"> <li>• Would not operate during active artillery avalanche mitigation</li> <li>• Alignment separate from roadway increases safety</li> </ul>	<ul style="list-style-type: none"> <li>• Not scalable - complete infrastructure required at start</li> </ul>	<ul style="list-style-type: none"> <li>• No change to pedestrian/cyclist facilities</li> </ul>

