

# GONDOLA ALTERNATIVE B (FROM LA CAILLE)

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 B (FROM LA CAILLE)</b> NO ADDITIONAL ROADWAY CAPACITY	<b>Gondola every 2 min.</b> (30 gondola departures per hour)	1,050 (Transit) 2,249 (Personal) <b>3,299 People</b>	Widen Wasatch Boulevard without bus priority	2,500 stall parking structure at base station	2 Snow sheds	✓	✓	✓	—	1 Residential (already acquired)	1 Site	<b>\$550M</b>	\$4M Winter \$3M Summer



## ABOUT THIS CONCEPT

Riders would park at a parking structure at the gondola base station and then take the gondola directly to Snowbird, then to Alta. Gondola service information reflects peak winter service.

**55 MINUTES**  
TRAVEL TIME

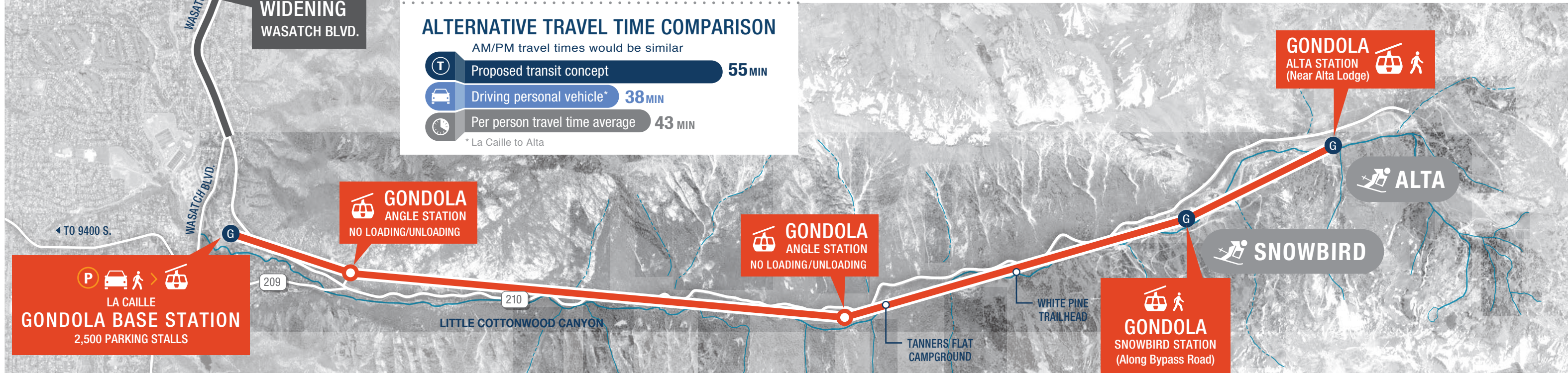
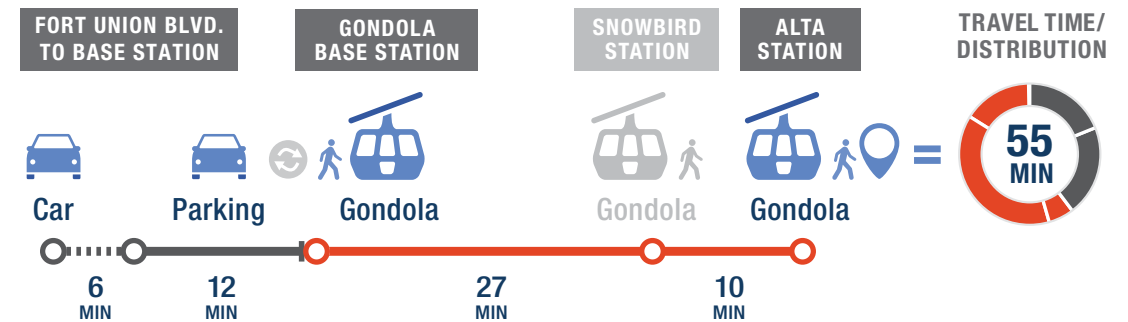
**1 TRANSFER**  
DURING TRIP  
Car > Gondola

**\$550M CAPITAL COSTS**

- \$56M – Base Station Parking
- \$62M – Wasatch Blvd. Roadway Widening
- \$0.824M – Wasatch Blvd. Noise Walls
- \$86M – Snow Sheds
- \$335M – Gondola
- \$5M – Tolling Infrastructure
- \$5.8M – Trailhead Parking

## ALTERNATIVE TRAVEL TIME COMPARISON

- AM/PM travel times would be similar
- Proposed transit concept: **55 MIN**
  - Driving personal vehicle\*: **38 MIN**
  - Per person travel time average: **43 MIN**
- \* La Caille to Alta





# GONDOLA ALTERNATIVE B (FROM LA CAILLE)

## 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							
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	-	-
<b>GONDOLA B (FROM LA CAILLE)</b> NO ADDITIONAL ROADWAY CAPACITY	<b>43 MIN</b> Average travel time - any mode <hr/> <b>55 MIN</b> Gondola travel time	350	3,050	High	No	<b>173</b> + <b>57</b> No-action baseline + Alternative noise impact	No	1 (already acquired)	\$550 M	<b>\$4 M</b> Winter <b>\$3 M</b> Summer

## OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	Travel Reliability	Safety	Scalability	Supports Active Transportation
<b>GONDOLA B (FROM LA CAILLE)</b> 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>

