

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
GONDOLA B (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY	Gondola every 2 min. (30 gondola departures per hour)	1,050 (Transit) 2,249 (Personal) 3,299 People	Widen Wasatch Boulevard without bus priority	2,500 stall parking structure at base station	2 Snow sheds	✓	✓	✓	—	1 Residential (already acquired)	1 Site	\$729M	\$4.4M Winter \$3.3M 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.

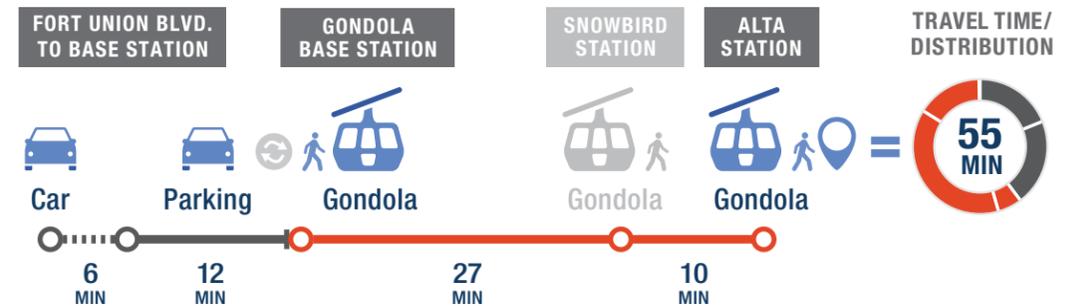
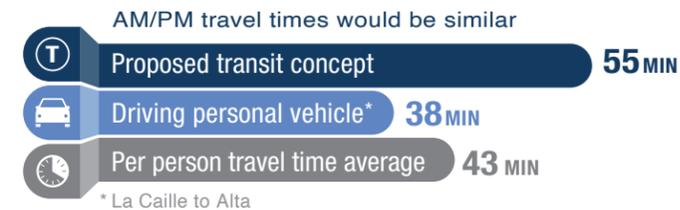
55 MINUTES
TRAVEL TIME

1 TRANSFER
DURING TRIP
Car > Gondola

\$729M CAPITAL COSTS

- \$150.5M – Base Station Parking, Access & Road Improvements
- \$75M – Wasatch Blvd. Roadway Widening
- \$2.5M – Noise Walls
- \$109M – Snow Sheds
- \$370.5M – Gondola
- \$6.3M – Tolling Infrastructure
- \$7.5M – Trailhead Parking
- \$8M – Reconfigured LCC P&R Lot

ALTERNATIVE TRAVEL TIME COMPARISON



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	-	-
 GONDOLA B (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY	43 MIN Average travel time - any mode <hr/> 55 MIN Gondola travel time	350	3,050	High	No	173 + 57 No-action baseline + Alternative noise impact	No	1 (already acquired)	\$729 M	\$4.4 M Winter \$3.3 M Summer

OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	 Travel Reliability	 Safety	 Scalability	 Supports Active Transportation
 GONDOLA B (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY	<ul style="list-style-type: none"> • Not impacted by roadway slide offs/crashes • Could operate while avalanche debris is removed from roadway • Not impacted by snowfall • No bus transfer needed 	<ul style="list-style-type: none"> • Would not operate during active artillery avalanche mitigation • Alignment separate from roadway increases safety 	<ul style="list-style-type: none"> • Not scalable - complete infrastructure required at start 	<ul style="list-style-type: none"> • No change to pedestrian/cyclist facilities in canyon

