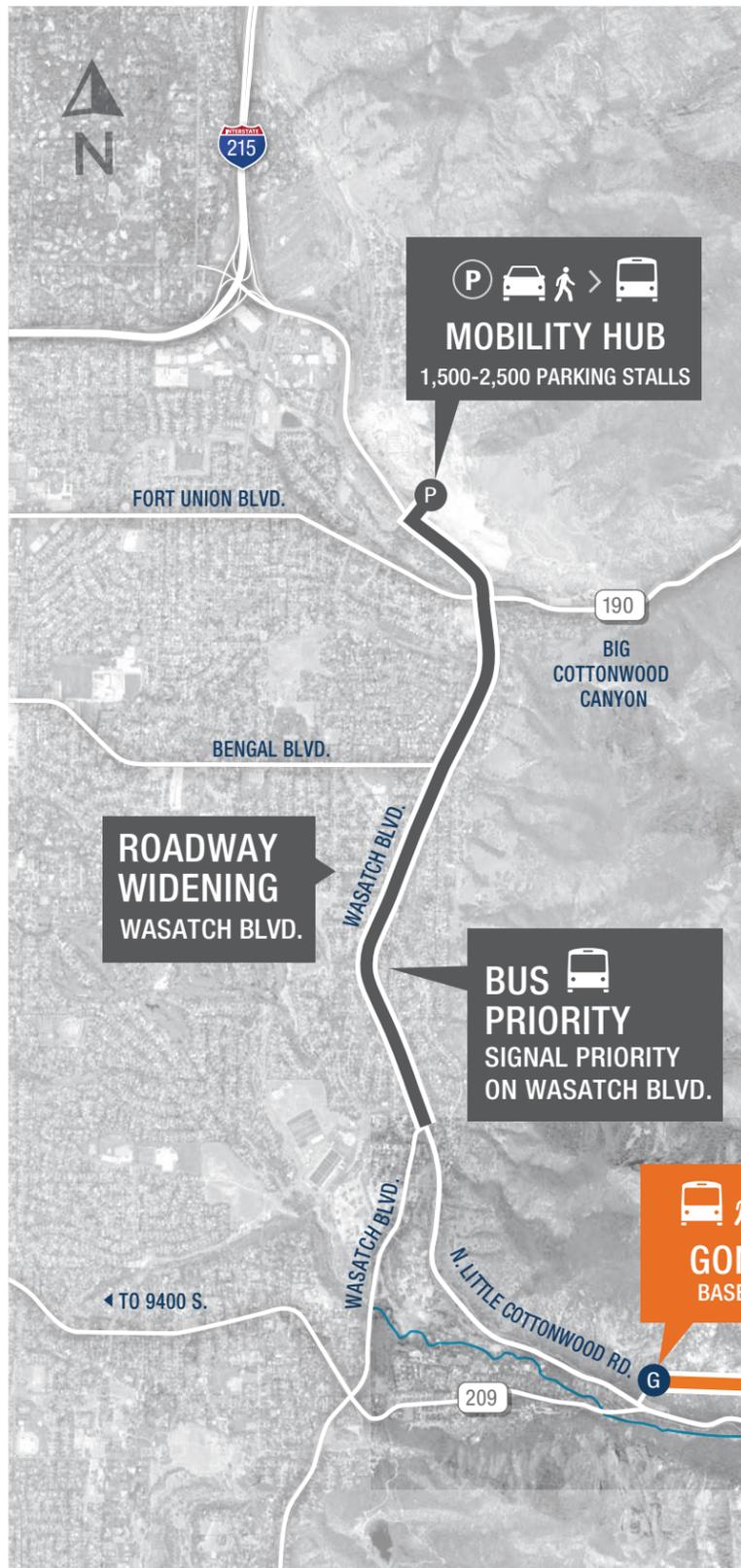


# GONDOLA ALTERNATIVE (WITH BUS FROM MOBILITY HUB)



ALTERNATIVE	Average per person travel time	# Vehicles/peak hour	# People/peak hour + via transit/personal vehicle	Widen Wasatch Boulevard + bus priority	Mobility hub	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
<b>GONDOLA</b> WITH BUS FROM MOBILITY HUB NO ADDITIONAL ROADWAY CAPACITY	46 MIN	30 Gondolas	1,050 (Transit) 2,249 (Personal) 3,299 People	✓	✓		✓	✓	✓		1 Residential	9 Sites	\$383	\$4.5 Gondola and Bus

## ABOUT THIS CONCEPT

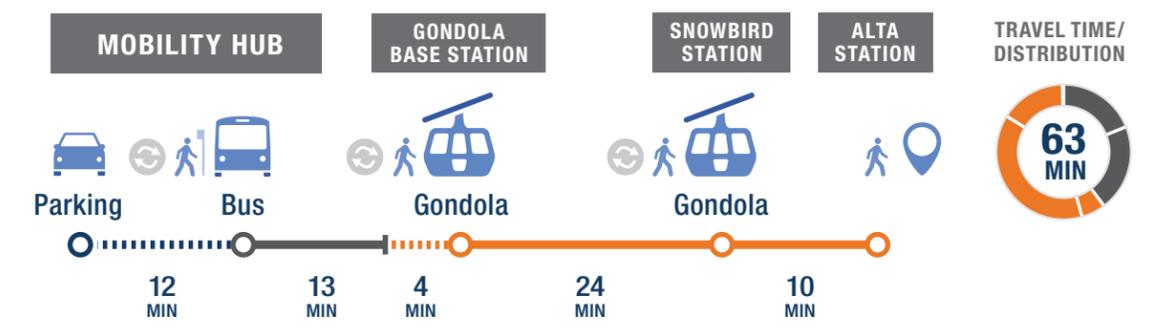
Riders would park at the Mobility Hub, bus to a gondola base station at mouth of the canyon, gondola up to Snowbird, then gondola to Alta. Buses would have priority on Wasatch Blvd. Gondola service information reflects peak winter service.

**63 MINUTES** TRAVEL TIME

**3 TRANSFERS** DURING TRIP

**\$393M** CAPITAL COSTS

- \$52M – Mobility Hubs
- \$72-76M – Wasatch Blvd. Roadway Widening
- \$21M – Enhanced Buses
- \$5.0M – Tolling Infrastructure
- \$240M – Gondola



## ALTERNATIVE TRAVEL TIME COMPARISON

