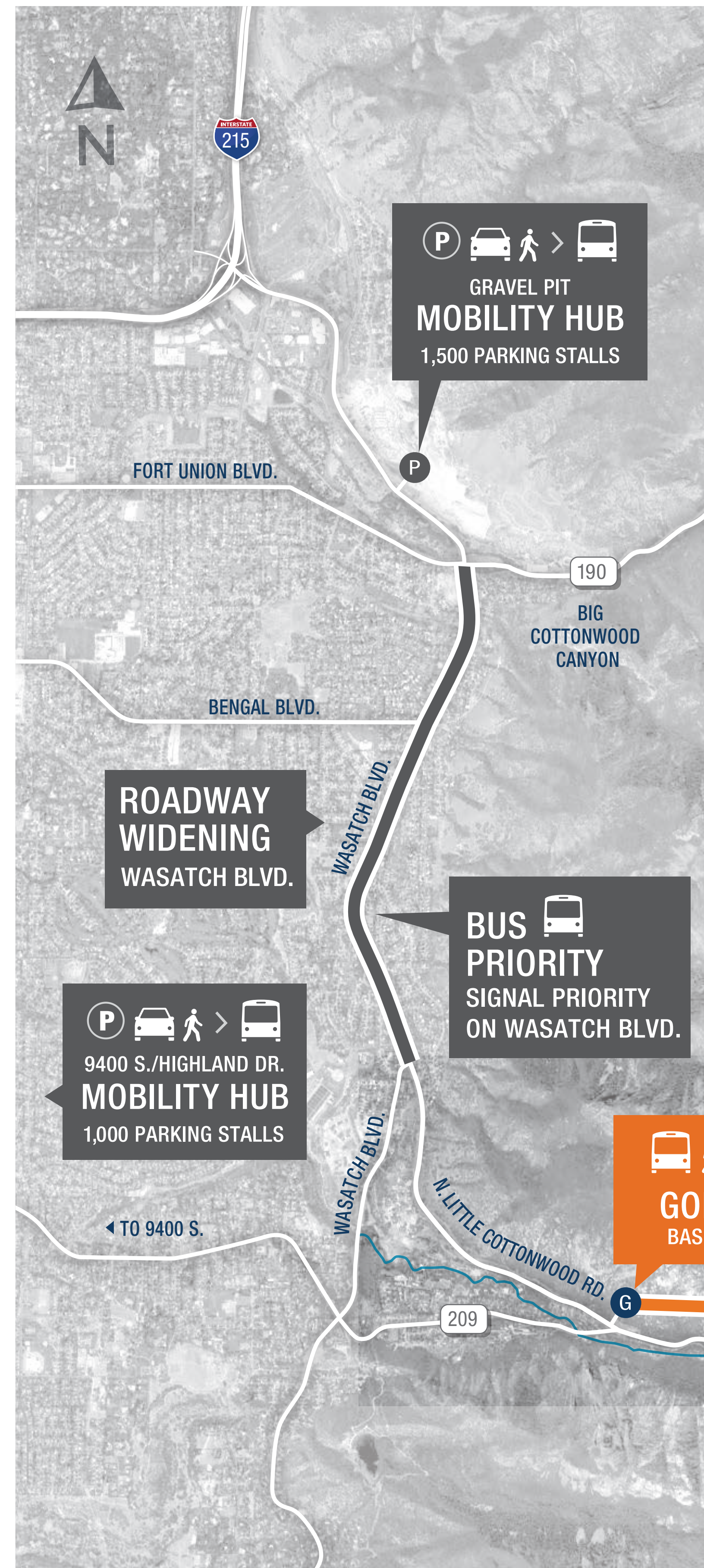


GONDOLA ALTERNATIVE A (FROM LCC PARK-AND-RIDE)



ALTERNATIVE	# 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 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 A WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	Bus to base every 5 min. Gondola every 2 min. (30 gondolas per hour)	1,050 (Transit) 2,249 (Personal) 3,299 People	✓	2 Hubs	2 Snow sheds	✓	✓	✓		1 Residential (already acquired)	1 Site	\$561M	\$9.5M Winter \$5M Summer

ABOUT THIS CONCEPT

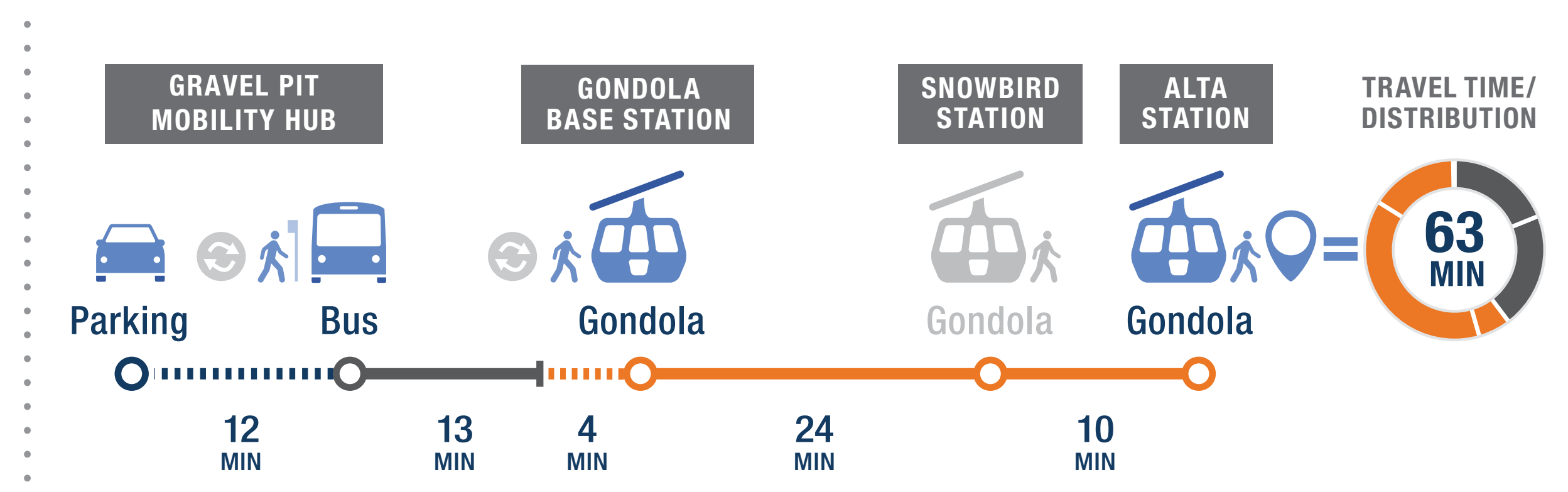
Riders would park at the Mobility Hub, bus to a gondola base station at mouth of the canyon, gondola up to Snowbird, then gondola to Alta. Buses would have priority on Wasatch Blvd. Gondola service information reflects peak winter service.

63 MINUTES
TRAVEL TIME

\$561M CAPITAL COSTS

2 TRANSFERS
DURING TRIP

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



ALTERNATIVE TRAVEL TIME COMPARISON

