

# 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
<b>GONDOLA A</b> 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) <b>3,299 People</b>	✓	2 Hubs	2 Snow sheds	✓	✓	✓		1 Residential (already acquired)	1 Site	\$561M	\$9.5 M Winter \$5 M Summer

## ABOUT THIS CONCEPT

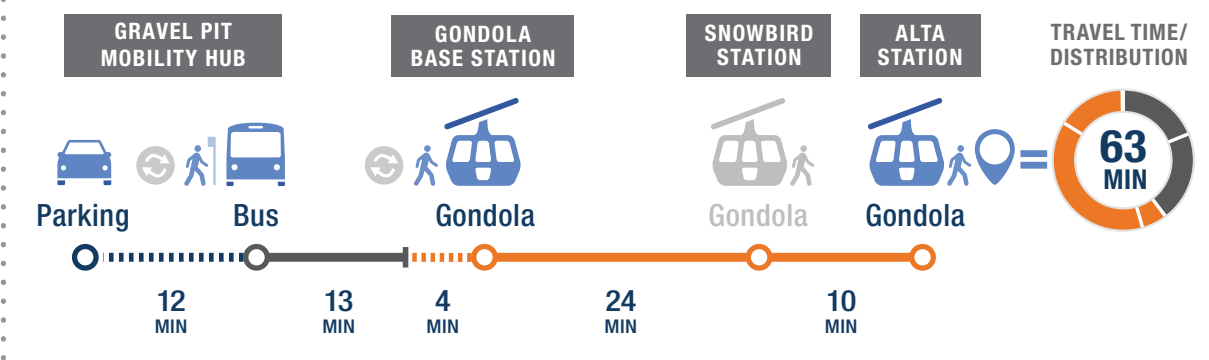
Riders would park at the Mobility Hub, bus to a gondola base station at mouth of the canyon, gondola up to Snowbird, then gondola to Alta. Buses would have priority on Wasatch Blvd. Gondola service information reflects peak winter service.

**63 MINUTES TRAVEL TIME**

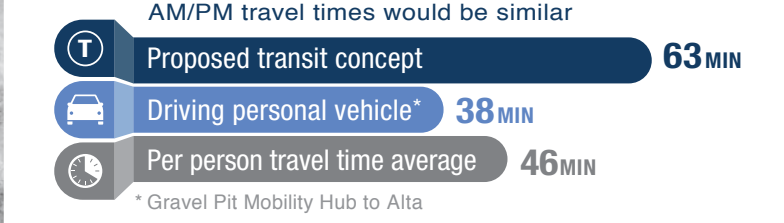
**2 TRANSFERS DURING TRIP**

**\$561M CAPITAL COSTS**

- \$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











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

## 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>	<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	 Mobility	 Travel Reliability	 Safety	 Scalability	 Supports Active Transportation
 <b>GONDOLA A</b> WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	<b>1,050</b> people per hour (Meets goal)	<ul style="list-style-type: none"> <li>• Not impacted by slide offs/crashes</li> <li>• Gondola could operate while debris is removed from roadway</li> <li>• Not impacted by snowfall</li> </ul>	<ul style="list-style-type: none"> <li>• System would not operate during avalanche mitigation</li> <li>• Snow sheds improve gondola and roadway safety and reliability</li> <li>• Gondola alignment separate from roadway increases roadway 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>