GONDOLA ALTERNATIVE B (FROM LA CAILLE)

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 B (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	**Bus to base every 10 min. Gondola every 2 min.** (30 gondolas per hour)	1,050 (Transit) 2,249 (Personal) 3,299 People	✓	2 Hubs + (1,500 parking stalls at La Caille)	2 Snow sheds	✓	✓	✓		1 Residential (already acquired)	1 Site	$592 M	$7.6 M Winter $3 M Summer

ABOUT THIS CONCEPT

Riders would either park at a parking structure at the gondola base station and then take the gondola directly to Snowbird, then to Alta or take a bus from a mobility hub to the gondola base station, then take the gondola to Snowbird, then to Alta. Buses would have priority on Wasatch Blvd. Gondola service information reflects peak winter service.

$592M CAPITAL COSTS

- $69M – Mobility Hubs
- $62M – Wasatch Blvd. Roadway Widening
- $86M – Snow Sheds
- $29M – Buses
- $335M – Gondola
- $5M – Tolling Infrastructure
- $5.8M – Trailhead Parking
- $0.824M – Noise Wall

DRIVING TO BASE STATION

55 MINUTES TRAVEL TIME

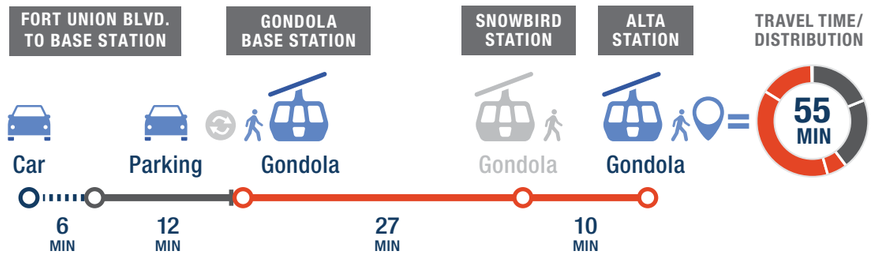
1 TRANSFERS DURING TRIP

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



BUS TO BASE STATION

59 MINUTES TRAVEL TIME

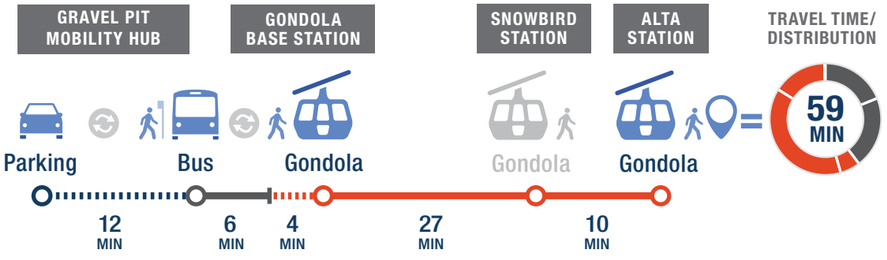
2 TRANSFERS DURING TRIP

ALTERNATIVE TRAVEL TIME COMPARISON

AM/PM travel times would be similar

- Proposed transit concept: 59 MIN
- Driving personal vehicle*: 38 MIN
- Per person travel time average: 45 MIN

* Gravel Pit Mobility Hub 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)								
		On S.R. 209	On S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	Capital costs	O&M costs
No-Action Alternative	**80–85 MIN**	**6,700**	**13,000**	**None**	**No**	**173**	**No**	**0**	**-**	**-**
GONDOLA B (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	**43 MIN** Driving to base station **45 MIN** Bus to base station	**350**	**3,050**	**High**	**No**	**173** No-action baseline + **57** Alternative noise impact	**No**	**1** (already acquired)	**$592 M**	**$7.6 M** Winter **$3 M** Summer

OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	Mobility	Travel Reliability	Safety	Scalability	Supports Active Transportation
GONDOLA B (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	**1,050** people per hour (Meets goal)	• Not impacted by slide offs/crashes • Gondola could operate while debris is removed from roadway • Not impacted by snowfall	• System would not operate during avalanche mitigation • Snow sheds improve gondola and roadway safety and reliability • Gondola alignment separate from roadway increases roadway safety	• Not scalable - complete infrastructure required at start	• No change to pedestrian/cyclist facilities