**GONDOLA ALTERNATIVE (WITH BUS FROM MOBILITY HUB)**

### 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**
- **$393M CAPITAL COSTS**
- **3 TRANSFERS DURING TRIP**

### ALTERNATIVE TRAVEL TIME COMPARISON

AM/PM travel times would be similar

1. Proposed transit concept: 63 min
2. Driving personal vehicle*: 38 min
3. Per person travel time average: 46 min

*Wasatch Blvd. Mobility Hub to Alta

### ALTERNATIVE

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>Average per person travel time</th>
<th># Vehicles/peak hour</th>
<th># People/peak hour via transit/personal vehicle</th>
<th>Widen Wasatch Boulevard + bus priority</th>
<th>Mobility hub</th>
<th>Snow sheds</th>
<th>Address trailhead parking</th>
<th>Elimination of winter road side parking adjacent to ski resorts</th>
<th>Tailing or management of vehicle occupancy</th>
<th>Add roadway capacity to S.R. 210 from North LCC Road to Alta</th>
<th>Impacts (Properties)</th>
<th>Costs ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GONDOLA WITH BUS FROM MOBILITY HUB</td>
<td>46 M</td>
<td>30 Gondolas</td>
<td>1,050 (Transit)</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>Relocations</td>
<td>Section 4(f)</td>
</tr>
<tr>
<td>NO ADDITIONAL ROADWAY CAPACITY</td>
<td>393M</td>
<td>524</td>
<td>3,025</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>Capital costs</td>
<td>O&amp;M costs</td>
</tr>
<tr>
<td>1 Residential</td>
<td>9 Sites</td>
<td>$383</td>
<td>$4.5 Gondola and Bus</td>
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</table>

### IMPACTS

- Relocations
- Capital costs
- O&M costs

### MOBILITY HUB

- 1,500-2,500 PARKING STALLS

### ROADWAY WIDENING

- WASATCH BLVD.
- BUS PRIORITY
- SIGNAL PRIORITY ON WASATCH BLVD.