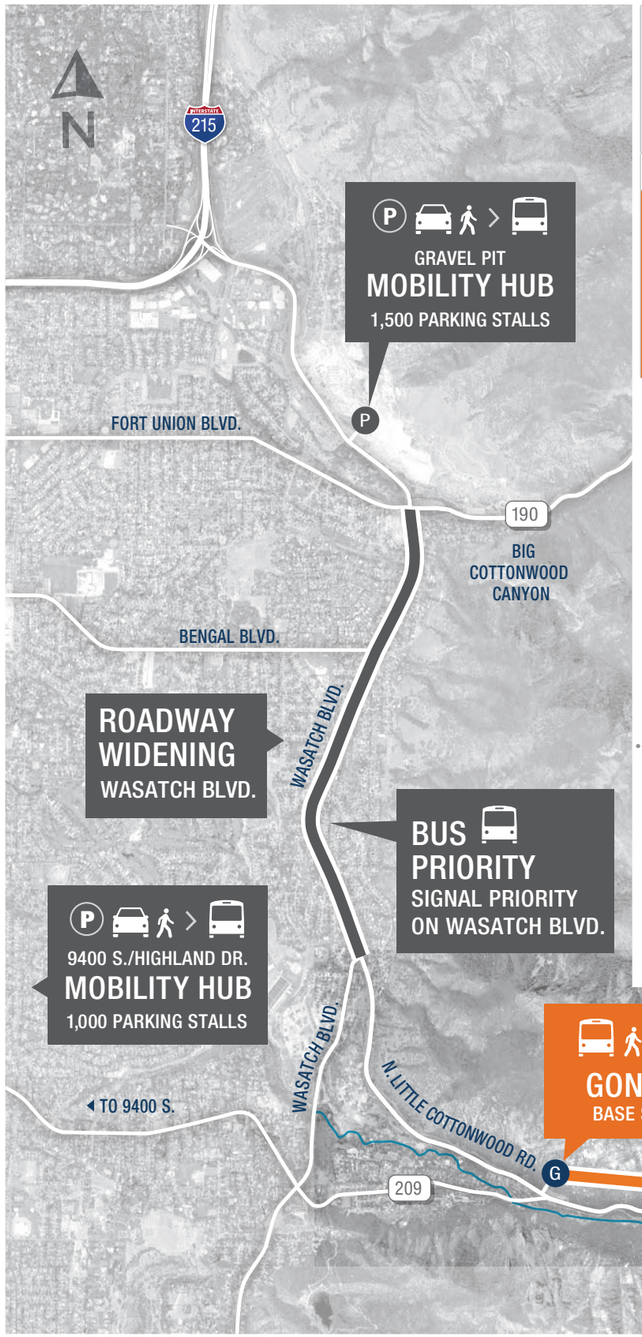
GONDOLA ALTERNATIVE A (FROM LCC PARK-AND-RIDE)

ALTERNATIVE	# Vehicles/peak hour	# People/ peak hour + via transit/ personal vehicle	Widen Wasatch Boulevard + bus priority	Transit parking	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 gondola departures per hour)	1,050 (Transit) 2,249 (Personal) 3,299 People	✓	2 Mobility hubs	2 Snow sheds	✓	✓	✓	–	1 Residential (already acquired)	1 Site	$734 M	$10.4 M Winter $5.5 M Summer



ABOUT THIS CONCEPT

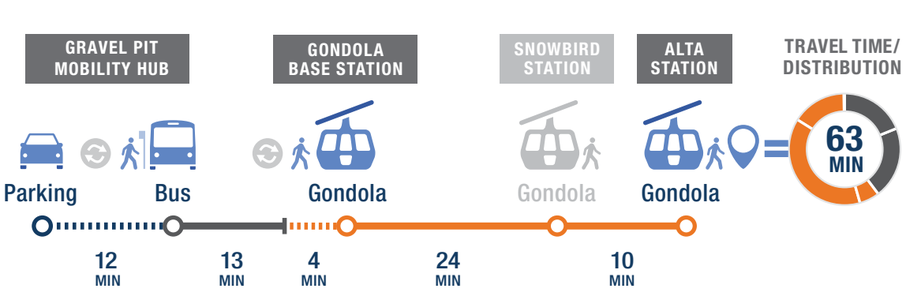
Riders would park at a mobility hub and take a bus to the gondola base station at the mouth of the canyon, then take the gondola directly to Snowbird, then to Alta. Buses would have priority on Wasatch Blvd. Gondola service information reflects peak winter service.

63 MINUTES TRAVEL TIME

2 TRANSFERS DURING TRIP
Car > Bus > Gondola

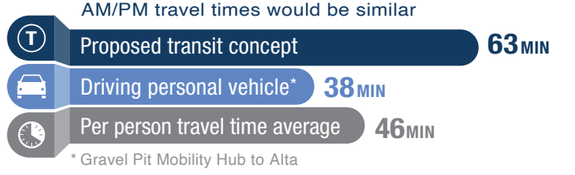
$734M CAPITAL COSTS

- $154M – Mobility Hubs, Access, ROW
- $75M – Wasatch Blvd. Roadway Widening
- $2.5M – Noise Walls
- $109M – Snow Sheds
- $329M – Gondola
- $43M – Buses
- $6.3M – Tolling Infrastructure
- $7.5M – Trailhead Parking
- $8M – Reconfigured LCC P&R Lot



ALTERNATIVE TRAVEL TIME COMPARISON

AM/PM travel times would be similar



* Gravel Pit Mobility Hub to Alta

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)								
		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 A WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	**46 MIN** Average travel time - any mode **63 MIN** Gondola travel time	**350**	**3,050**	**High**	**No**	**173** No-action baseline + **57** Alternative noise impact	**No**	**1** (already acquired)	**$734 M**	**$10.4 M** Winter **$5.5 M** Summer

OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	Travel Reliability	Safety	Scalability	Supports Active Transportation
GONDOLA A WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	• Not impacted by roadway slide offs/crashes • Could operate while avalanche debris is removed from roadway • Not impacted by snowfall • Requires bus transfer to base station	• Would not operate during active artillery avalanche mitigation • Alignment separate from roadway increases safety	• Not scalable - complete infrastructure required at start	• No change to pedestrian/cyclist facilities in canyon


White Pine


Tanners Flat Campground


Snowbird Entry 1