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Comments: Moving to a high speed detachable for the current C-chair terrain is an appropriate choice, and both terminal relocations will support better skier circulation. However, increasing uphill capacity from 1130 pph to 3000 pph is excessive. While the trail pod in this zone is currently underutilized, nearly tripling capacity will overcrowd this intermediate zone. A high speed Quad at 2400 pph is much more appropriate. The Beaver Run chair is 34 years old and subject to frequent stops and occasional mechanical issues. This is the appropriate location for a HS6 sized to 3000 pph.

A new lift along the proposed gondola alignment is needed to move morning skiers and riders out of base efficiently. But Breck resort will need to improve bus circulation to the Maggie area from structured parking areas to get this fully utilized.

The top terminal of the gondola seems to be right in the center of a trail now in use, which seems a mistake. Moving it uphill closer to A chair (but allowing A to run until replaced) makes more sense. Making this a gondola, though, will result in under-use. Skiers and boarders will have to remove gear each time they lift the few hundred vertical feet from the midstation to the top (or from base to mid) and this will grow tedious quickly for users.

The gondola should be an HS6. A six-place chair still allows an instructor to take up to 5 young students with them, and eliminates the upper exit crowding of people getting into their skis or boards, as well as eliminating the tedium of re-mounting equipment after each lap.