

Adopt Laguna Honda Gondola Feasibility Study Final Report



San Francisco
County Transportation
Authority

Transportation Authority Board - Agenda Item 8
July 14, 2026

Project Objective

Study the technical feasibility of an aerial gondola system in order to:

- Enhance ADA connectivity between the Muni Metro Forest Hill Station and Laguna Honda Hospital and serve planned growth
- Evaluate a potential gondola system (identify constraints, opportunities, benefits, costs) and alternative shuttle option

Study Approach

- Data collection
- Existing conditions
- Opportunities and constraints
- Market assessment
- Alignment
- Planning-level cost estimates
- Alternative shuttle

Study Setting

- Planned residential and employment growth of Hospital Campus
- Station is served by 3 Muni lines: K, L & M
- Adjacent bus stops are served by 4 bus routes: 36, 43, 44, and 52

Figure 2-1. Study Area Limits



Existing Condition - Shuttles

Shuttle service is provided by a combination of TransMetro shuttle service and Laguna Honda Hospital (LHH) operated shuttle and driver



Laguna Honda Hospital operates from 10AM to 5:50PM, every 20 minutes, serving 3 stops, including the Station and both Hospital buildings



TransMetro operates from 6AM to 10AM, every 15 minutes, serving 5 stops, including the Station and both Hospital buildings

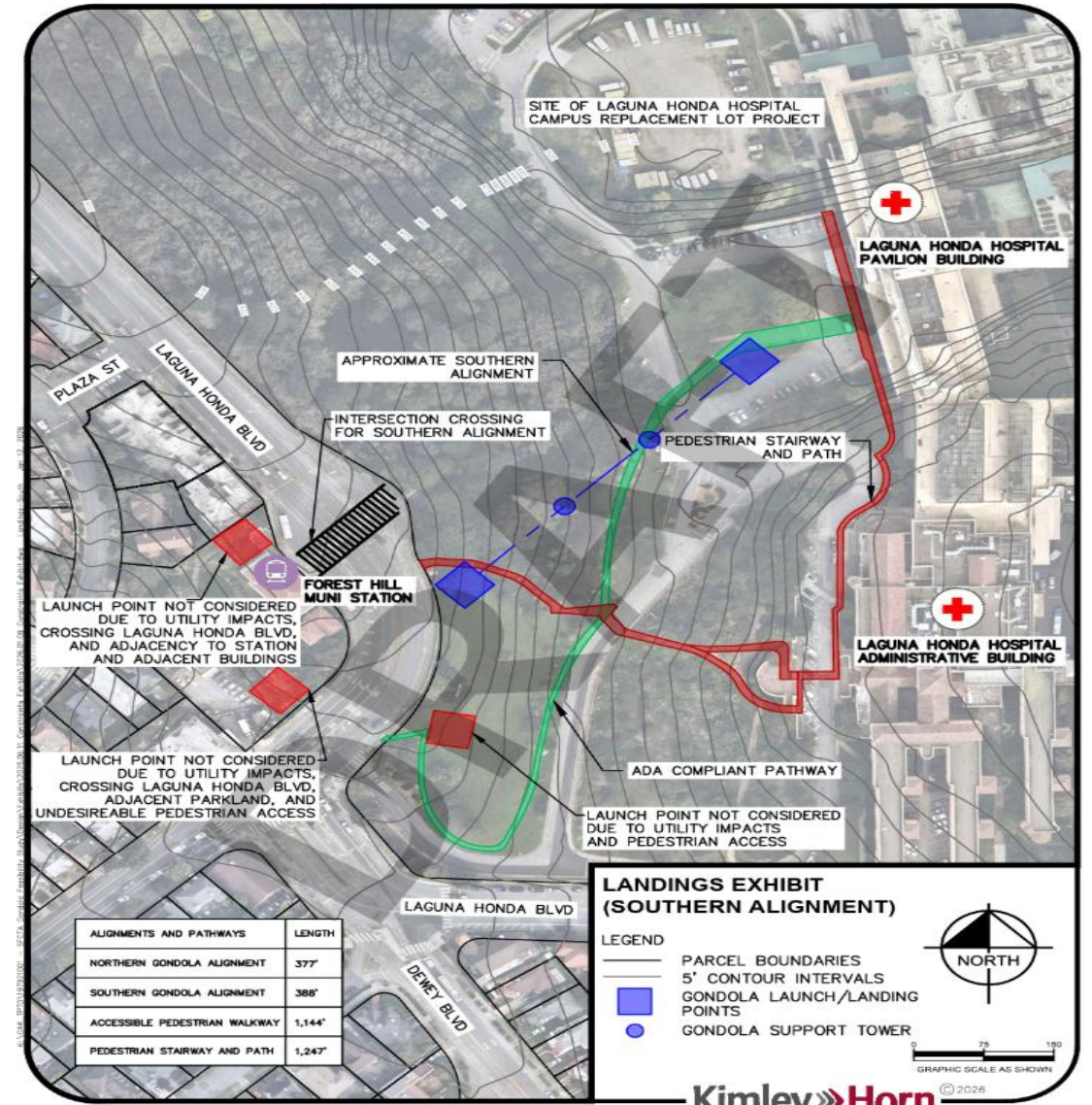
Alignment Approach

Constraints:

- High voltage utility lines
- Dense Tree canopies
- Limited real estate by the station
- Crossing major roadway

Opportunities:

- Launch within hospital property
- Utilize existing crosswalk



Example of Gondola System



Planning-Level Cost Estimate Breakdown

- **System supplier cable system:** Rope and Structure
- **Civil work:** Paving, Ramps and Railings, Signage, and Utilities
- **Station Platform:** Concrete Platforms, Lighting, and Control Cabin
- **Operation and Maintenance:** Varies by supplier

Note: Capital cost includes cable system, civil, and platform.

Planning-Level Cost Estimates

DESCRIPTION	SUPPLIER 1	SUPPLIER 2
CABLE SYSTEM	\$4 - 6 MILLION	\$5 - 6 MILLION
STATION PLATFORM	\$1 - 3 MILLION	\$1 - 3 MILLION
CIVIL WORK	\$1 - 3 MILLION	\$1 - 3 MILLION
UTILITY SERVICES	\$0 - 5 MILLION	\$0 - 5 MILLION
CONTINGENCY (30%)	\$2 - 5 MILLION	\$2 - 5 MILLION
<u>SUBTOTAL</u>	\$8 - 22 MILLION	\$9 - 22 MILLION
DESIGN, PERMITS & SUPPORT (40%)	\$3 - 9 MILLION	\$3 - 9 MILLION
TOTAL	\$11 - \$31 MILLION	\$12 - \$31 MILLION

Average Gondola Cost = \$22 MILLION

with Operation and Maintenance (O&M) costs averaging \$1.3 million/year

Existing Shuttle VS Gondola Comparison

	Existing Shuttle	Gondola	Notes
Cost	\$299K/year	~\$20M Capital + ~\$614K-\$2M O&M/yr	Gondola is 7x more costly on a lifecycle basis
Service	15-20 min Cycle 3 to 5 stops - Forest Hill Muni Station and each hospital building	5 min Cycle- 2 stops - Across Laguna Honda blvd MUNI and at end of steps	Shuttle offers door-to-door service to each building, gondola only drops off at end of steps, requiring walk (and in some cases additional stairs) to other buildings
Hours of Operation	Weekdays 6AM - 6PM	Weekdays 6AM - 6PM	
Ridership	~125 Daily riders		
Projected Demand	195 - 391 weekday riders	195 - 391 weekday riders	
Capacity	576 passengers / day	1152 Passengers /Day	While Gondola has 2x capacity of a shuttle, shuttle can handle future demand - may require additional peak hour service



Findings and Conclusions

- The gondola is technically feasible
- High capital and O&M costs relative to the short alignment distance make the gondola a less cost-effective option
- Enhancing the existing shuttle service paired with transportation demand management (TDM) strategies should be sufficient to serve future growth
- The study can be a potential reference for longer-distance gondola planning elsewhere in San Francisco

Thank you.



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