COG RAIL ALTERNATIVE (FROM LA CAILLE)

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
COG RAIL (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY	**Train every 15 min.** (4 train departures per hour)	**1,050** (Transit) **2,249** (Personal) **3,299** People	**Widen Wasatch Boulevard without bus priority**	**2,500** stall parking structure at base station	**3** Snow sheds	✓	✓	✓	–	**1** Residential (already acquired)	**2** Sites	**$1.064 B**	**$3.4 M** Winter **$2.2 M** Summer

ABOUT THIS CONCEPT

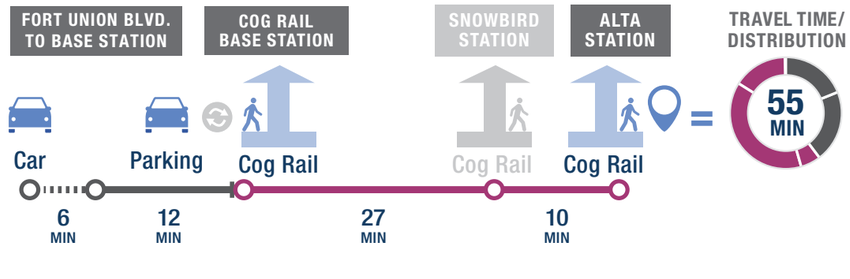
Riders would park at a parking structure at the cog rail base station and then take the cog rail directly to Snowbird, then to Alta. Cog rail service information reflects peak winter service.

55 MINUTES TRAVEL TIME

1 TRANSFER DURING TRIP
Car > Cog rail

$1.064 B CAPITAL COSTS

- $56M – Base Station Parking
- $62M – Wasatch Blvd. Roadway Widening
- $0.824M – Wasatch Blvd. Noise Walls
- $250M – Snow Sheds
- $688M – Cog Rail
- $5M – Tolling Infrastructure
- $2M – Trailhead Parking

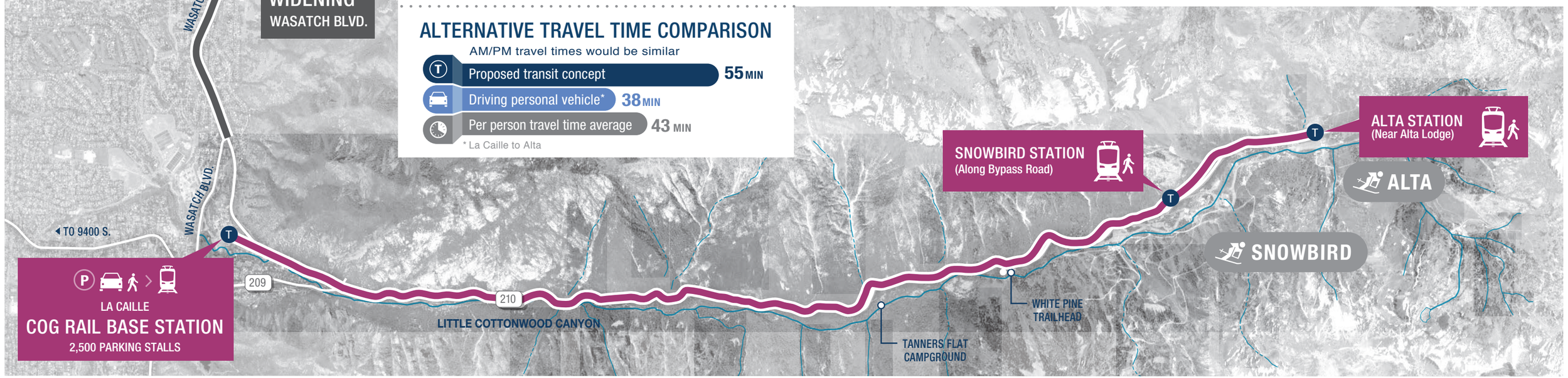


ALTERNATIVE TRAVEL TIME COMPARISON

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



COG RAIL ALTERNATIVE (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**	**-**	**-**
COG RAIL (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY	**43 MIN** Average travel time - any mode; **55 MIN** Cog Rail travel time	**350**	**3,050**	**High**	**No**	**173** No-action baseline + **58** Alternative noise impact	**No**	**1** (already acquired)	**$1.064 B**	**$3.4 M** Winter; **$2.2 M** Summer

OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	Travel Reliability	Safety	Scalability	Supports Active Transportation
COG RAIL (FROM LA CAILLE) NO ADDITIONAL ROADWAY CAPACITY	• Not impacted by roadway slide offs/crashes • Could not operate when avalanche debris is being removed from track	• Would not operate during active artillery avalanche mitigation • Alignment separate from roadway increases safety	• Not scalable - complete infrastructure required at start	• 6'-8' shoulder would be built between downhill travel lane and cog rail alignment and could be used by pedestrians/cyclists


N. Little Cottonwood Chain-Up Area


LCC Park-and-Ride


Bridge Trailhead