

# 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
<b>COG RAIL (FROM LA CAILLE)</b> NO ADDITIONAL ROADWAY CAPACITY	<b>Train every 15 min.</b> (4 train departures per hour)	1,050 (Transit) 2,249 (Personal) <b>3,299 People</b>	<b>Widen Wasatch Boulevard without bus priority</b>	<b>2,500</b> stall parking structure at base station	<b>3</b> Snow sheds					<b>1</b> Residential (already acquired)	<b>2</b> Sites	<b>\$1.239B</b>	<b>\$3.7 M</b> Winter <b>\$2.4 M</b> Summer

## ABOUT THIS CONCEPT

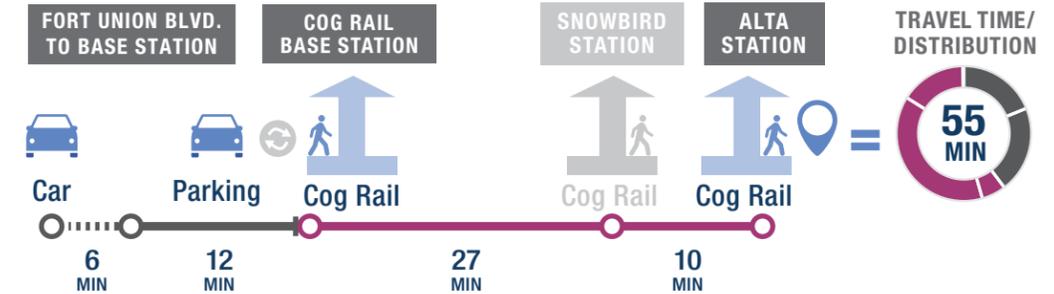
Riders would park at a parking structure at the cog rail base station and then take the cog rail directly to Snowbird, then to Alta. Cog rail service information reflects peak winter service.

**55 MINUTES** TRAVEL TIME

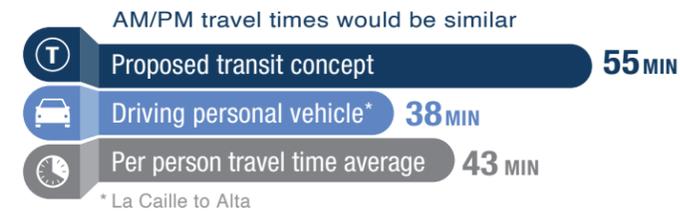
**1 TRANSFER** DURING TRIP  
Car > Cog rail

**\$1.239 B** CAPITAL COSTS

- \$150.5M – Base Station Parking, Access & Road Improvements
- \$75M – Wasatch Blvd. Roadway Widening
- \$2.5M – Noise Walls
- \$335.6M – Snow Sheds
- \$651M – Cog Rail
- \$6.3M – Tolling Infrastructure
- \$7M – Trailhead Parking
- \$3.5M – Rail Snow Removal Equipment
- \$8M – Reconfigured LCC P&R Lot



## ALTERNATIVE TRAVEL TIME COMPARISON



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## 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)		 Visual change	 Air quality standards exceeded	 Impacted noise receptors	 Water quality standards exceeded	 Relocations	 Capital costs	 O&M costs	
		On S.R. 209	On S.R. 210								
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	-	-	
 <b>COG RAIL (FROM LA CAILLE)</b> NO ADDITIONAL ROADWAY CAPACITY	<b>43 MIN</b> Average travel time - any mode <b>55 MIN</b> Cog Rail travel time	350	3,050	High	No	173 + 58 No-action baseline    Alternative noise impact	No	1 (already acquired)	\$1.239 B	\$3.7 M Winter \$2.4 M Summer	

## OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	 Travel Reliability	 Safety	 Scalability	 Supports Active Transportation
 <b>COG RAIL (FROM LA CAILLE)</b> NO ADDITIONAL ROADWAY CAPACITY	<ul style="list-style-type: none"> <li>Not impacted by roadway slide offs/crashes</li> <li>Could not operate when avalanche debris is being removed from track</li> <li>No bus transfer needed</li> </ul>	<ul style="list-style-type: none"> <li>Would not operate during active artillery avalanche mitigation</li> <li>Alignment separate from roadway increases safety</li> </ul>	<ul style="list-style-type: none"> <li>Not scalable - complete infrastructure required at start</li> </ul>	<ul style="list-style-type: none"> <li>6'-8' shoulder would be built between downhill travel lane and cog rail alignment and could be used by pedestrians/cyclists</li> </ul>

