

An aerial photograph of a mountainous region. The terrain is rugged with varying shades of green and brown. A winding road is visible in the middle ground, and a long line of cars is stuck in traffic on a road in the lower right. The text is overlaid on the image.

Big Bear Modal Alternatives Analysis

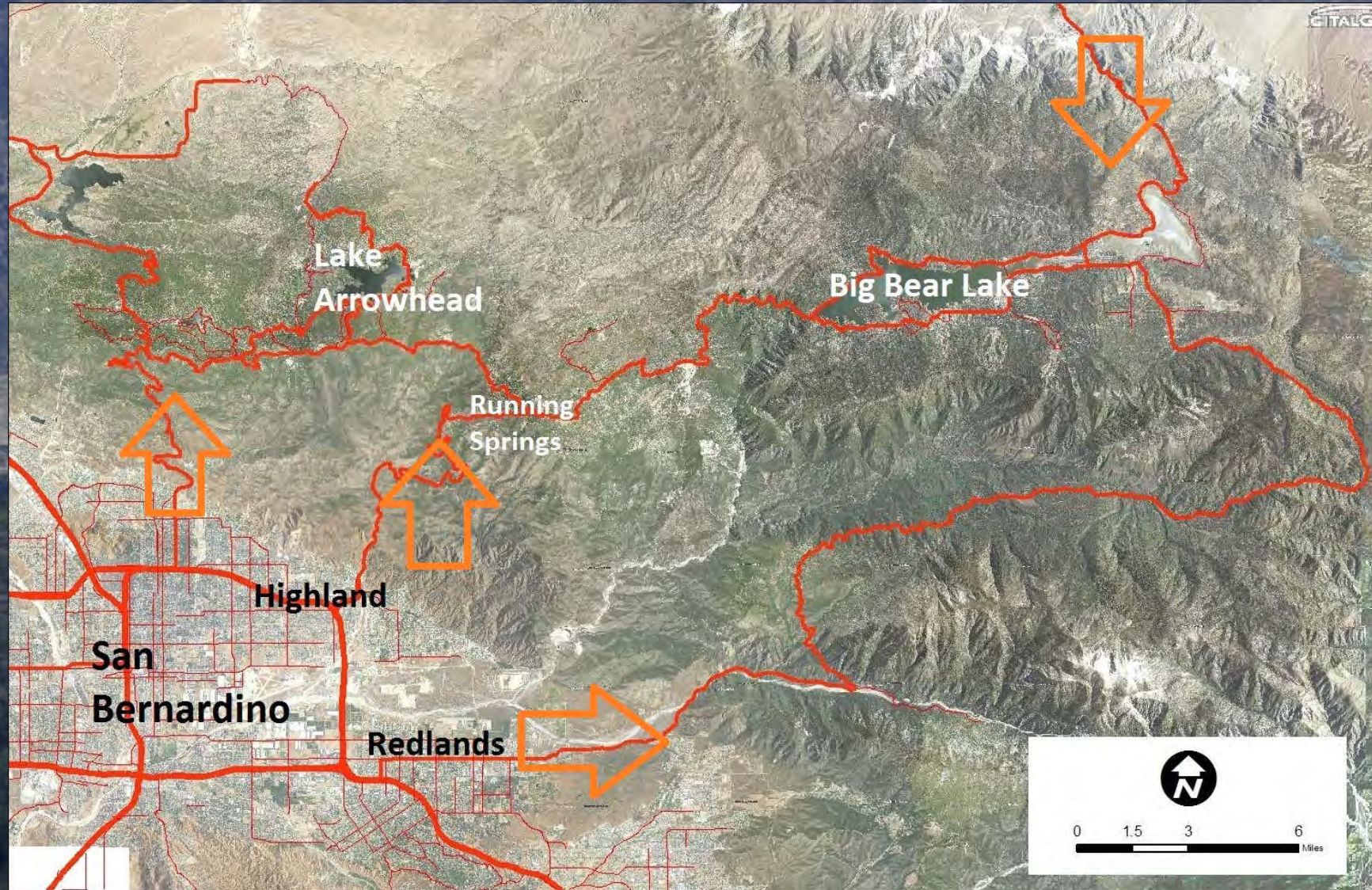
Study Overview

Big Bear Valley Demographics

- 25,000 residents (full-time and part-time)
- 8,000,000 annual visitors
- 100,000 population on peak weekends



Existing Mountain Access Routes



Background

Shortcomings of existing state highways for travel between San Bernardino and mountain resorts:

- The roads are highly congested during peak times.
- Landslides or snow accumulations sometimes shut down the roads.
- Driving these routes is not easy driving.
- Accidents cause major delays.
- Few travel options exist for those without cars.
- Goods movement is inhibited by congestion, closures.

Background

More or wider roads is not the answer:

- Existing roads would be difficult and costly to widen.
- New roads would be difficult to locate and very disruptive.
- Road improvements would not solve the problem of travel during road closures.

Could a
new
travel
mode
be the
answer?



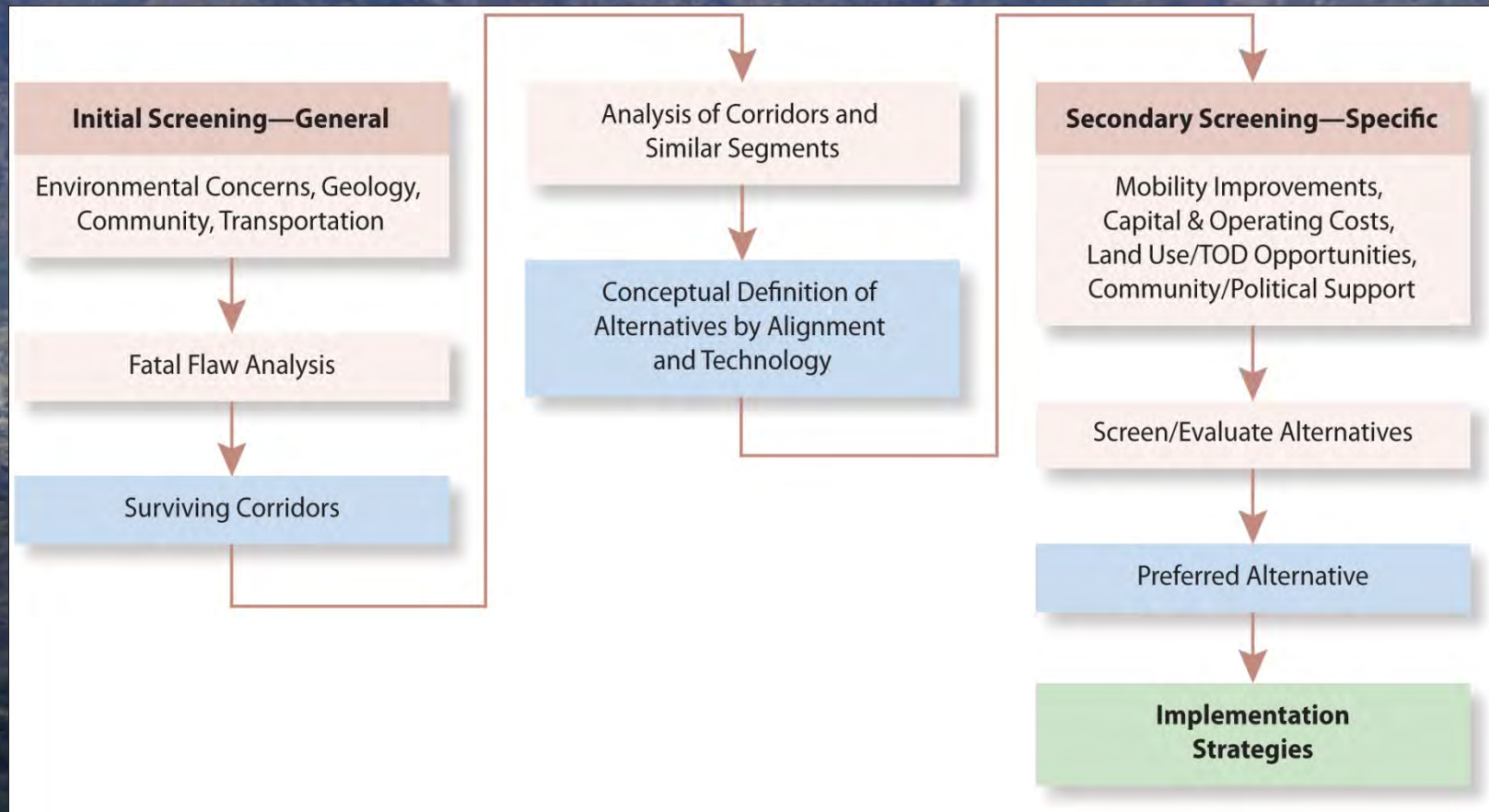
1996 Study Findings

- Alternative system technologies are feasible.
- The capital cost of these systems would range from \$380 to \$890 million (1996 dollars).
- Annual operating cost: \$6-8 million.
- Estimated annual patronage: 2 million riders
- New federal, state, and local funding would be needed. Passenger fares and private investment could pay some of the capital costs.

2010 Study Objectives

- Update information on available technologies.
- Update analysis of potential alignments, stations, costs, ridership.
- Evaluate costs, benefits, and impacts of system alternatives.
- Develop funding/financing strategy for most feasible system.

Evaluation Process



Study Schedule

Date	Milestones
Summer 2010	Existing Conditions Candidate Technologies
Fall 2010	Alignment Alternatives Travel Forecasts
Winter 2010/11	Systems Evaluation Financial Strategies
Spring 2011	Draft Report Final Report