

Number 1
Spring 2010

Big Bear Modal Alternatives Analysis

Participating Agencies:

- Southern California Association of Governments (SCAG)
- San Bernardino Associated Governments (SANBAG)
- Inland Valley Development Agency (IVDA)
- Cities of San Bernardino Big Bear Lake Highland
- County of San Bernardino
- California Department of Transportation (Caltrans)
- San Manuel Band of Mission Indians

In this Issue:

- Background 1
- Objectives 2
- Schedule 2

Background

The Big Bear Valley, located in the eastern San Bernardino Mountains, is home to about 25,000 fulltime and part-time residents. The Valley is also one of the premiere summer and winter recreation areas close to the greater Los Angeles metropolitan area. Big Bear welcomes over 8,000,000 visitors per year, and the population on peak weekends exceeds 100,000.

Transportation to and from the Big Bear Valley poses several challenges. Access is provided by four state highways (see map). The scenic quality and environmental sensitivity

of the National Forest lands traversed by these routes mean that they will not be upgraded in the foreseeable future, and even limited improvements such as passing lanes and turnouts is difficult.

These roads are congested during peak recreational and commute periods, and are sometimes closed due to inclement weather or rockslides, particularly in winter and early spring. Ironically, access is most challenging following the snowfalls that produce the conditions most attractive to winter sports enthusiasts.

Transport of goods by truck on the steep, winding roads is also problematic, especially under winter conditions or during periods of high recreation traffic.

Alternative modes to provide safe, timely, all-weather access to the Big Bear Valley have been considered in the past, most recently in 1996. None of the systems studied at that time were pursued. However, since 1996 the mountain areas have experienced substantial growth, and the mountain communities and resorts are now very interested in finding a long-term solution to the transportation challenges.



Study Objectives

To address these mountain access issues, SCAG, SANBAG, and IVDA are sponsoring the Big Bear Modal Alternatives Analysis. The overall objective of the study is to identify the most feasible all-weather, high-capacity, non-auto transportation mode to provide safe and timely access for passengers and goods from the San Bernardino Valley to the communities and resorts of the Big Bear Valley. Achieving this objective will involve the following:

- Evaluating alternative modes and technologies on the basis of:
 - capacity for people and freight
 - ability to travel up/down slopes
 - travel time
 - effects on environment and communities
 - capital and operating costs
 - right-of-way impacts and costs
- Identifying logical end point and intermediate stations.
- Identifying and evaluating potential routes for each system.
- Assessing potential patronage and freight handling of each system.
- Selecting a preferred technology, alignment and station configuration, and operating plan.
- Determining financial feasibility of the preferred system, including revenues from passengers and freight, potential government sources of funding, and other possible sources of capital.
- If found to be potentially feasible, specification of the next steps toward implementation.



TRASSE



Cog railway

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



Aerorail



Aerobus

For more information: <http://scag.ca.gov/bigbear>

SCAG
Ryan Kuo
(213) 236-1813
kuo@scag.ca.gov

SANBAG
Ty Schuiling
(909) 884-8276
tschuiling@sanbag.ca.gov

IVDA
Alex Estrada
(909) 382-4100 x231
alex@sbdairport.com