Link Morzine and Avoriaz, with an important bonus in terms of ecology and comfort: this is the goal of our community with the Express Morzine Avoriaz Project. In the sixties, Jean Vuarnet had already envisioned the principle of a direct cable car link between our two stations. This is now possible thanks to technological progress. This link is undoubtedly ambitious, but no less so than the great creations of our predecessors were in their time. They made and transformed Morzine and the surrounding area and built the Le Pléney cable car in 1934, the road to Avoriaz, the Avoriaz ski resort itself, the Olympic swimming pool and the Palais de Sports. These types of projects are behind the success of many leading ski resorts. Morzine-Avoriaz is also a leader and aims to maintain the position it merits.

The ski lift is an essential link for skiers at Les Portes du Soleil. Express Morzine Avoriaz is also a “valley elevator”, like the growing number that are currently being designed in the Alps. It will convey tourists, as well as local workers and merchandise. It will decrease road traffic and make it easier to reach Avoriaz. Express Morzine Avoriaz is the answer to the difficult question of how to reconcile mobility in the mountains with the requirements of sustainable development.

The replacement of the Les Prodains cable car in 2008 and the choice of appropriate technology led to the current project and its trajectory. Since then, a number of studies have been undertaken to define the structural and intangible elements of the installation: trajectory, technology and converting the lower station to a multimodal transportation hub for Morzine.

At this point, the project needs to be enriched and improved with the opinions, ideas and suggestions of those who “experience” Morzine, through their work and their activities, for leisure or for a vacation. For this reason, the municipality has begun a consultation procedure that will last from early December 2018 to the end of February 2019. You will find more details on the procedure in this file. We invite you to participate in the information sessions and discussions we have planned. We are convinced that they will contribute greatly to the success of our shared project.

GÉRARD BERGER
MAYOR OF MORZINE AVORIAZ
A DRIVER OF SUSTAINABLE ATTRACTIVENESS FOR OUR RESORTS

IN A HIGHLY COMPETITIVE ENVIRONMENT, MOUNTAIN RESORTS MUST CONTINUE TO MODERNIZE THEIR HOSPITALITY INFRASTRUCTURES AND OFFER THEIR CLIENTELE NEW EXPERIENCES. BASED ON THEIR RESPECTIVE SINGULARITIES, MORZINE AND AVORIAZ HAVE MAJOR ADVANTAGES FOR MEETING THIS CHALLENGE. BY CONNECTING THEM WITH A SUSTAINABLE AND EFFECTIVE MEANS OF PUBLIC TRANSPORTATION, THE MORZINE AVORIAZ PROJECT OPENS THE WAY TO A NEW DEVELOPMENT DYNAMIC THAT WILL REINFORCE THE ATTRACTIVENESS OF OUR RESORTS WITHIN THE INTERNATIONAL PORTES DU SOLEIL AREA, WHILE DEVELOPING AND ENHANCING THE HEART OF OUR VILLAGE OF MORZINE.
MORZINE-AVORIAZ
INVENTING THE FIFTH-GENERATION RESORT

AN AMBITIOUS AND INNOVATIVE TERRITORY

In the thirties, the Morzine area shifted a major part of its economy, which had been based on agriculture, raising livestock and slate quarrying, to the “white gold” of snow and skiing. The centuries-old village became a first-generation tourist resort.

In the sixties, the development of a new type of resort on an alpine plateau at 1,800 meters was proposed. Thanks to bold pioneers like Jean Vuarnet, Gérard Brémont and Jacques Labro and the energy of an entire territory, Avoriaz was concretized as a third-generation resort: visionary, without cars, 100% skiable and with original architecture. The development of ski lifts was logically followed by the creation and growth of the Portes du Soleil area.

Today, the Morzine area must adapt once again and take advantage of the new expectations of society and of customers that include “vacation experience” comfort for tourists, the reduction of automobile pollution and nuisance, highlighting of the historical heritage and enhancement and sharing of public areas. This is a fantastic opportunity for the Morzine area to reinvent itself with the Express Morzine Avoriaz project, designed to tie together and blend first- and second-generation resorts to create a unique fifth-generation destination that will give Morzine-Avoriaz an edge over the competition.

KEY DATES IN RESORT DEVELOPMENT

1934 - Inauguration of the Le Pléney cable car and opening of the Grand Hotel
1936 - Opening of a bus line between Cluses and Morzine to connect to the train station
1960 - Jean Vuarnet, Olympic champion at Squaw Valley
1962 - The Avoriaz development project takes shape
1963 - Inauguration of the cable car joining Les Prodains to Avoriaz
1965 - Creation of Les Portes du Soleil, a Franco-Swiss domain
1967 - The first customers arrive in Avoriaz
2013 - Updating of the first section of the Prodains cable car line in 3S, as part of the Express Morzine Avoriaz project
Located at an altitude of 1,000 meters, Morzine has developed by offering the charm of an authentic Haut Savoy village, along with hotels, furnished apartments and rooms in private homes (approximately 23,000 beds). This village of 3,000 inhabitants lives year-round with a number of businesses and proposes two enjoyable seasons for tourists: in summer, from June to October; and in winter, from December to April. Avoriaz has developed along the lines of another model. This high-altitude resort (1,800 meters) offers nearly 18,000 beds, primarily in tourist residences.

Because of limited accessibility, exchange between the two resorts has always been limited, except for skiing. Local residents and seasonal workers must use their car to go from one resort to the other when the Prodains cable car is closed. However, both Morzine and Avoriaz schedule very high-quality and entertaining events, offer many stores for shopping and are imbued with specific characters that are also very different. Express Morzine Avoriaz will provide an opportunity to bring these two entities together in one hub where life can be shared by taking advantage of the best each town has to offer: guaranteed snow, the charm of Haut Savoy, year-round village life, environmental protection, facilities (swimming pools, skating rinks) and a variety of exciting experiences. Express Morzine Avoriaz will also make life easier for seasonal workers.
MAINTAINING THE ATTRACTIVENESS OF THE PORTES DU SOLEIL SKI AREA

Created in 1965, the international Portes du Soleil ski area is one of the world’s largest skiable areas. Express Morzine Avoriaz represents a strategic section that will ensure full linking of the ski lift network. Concretely, Express Morzine Avoriaz will provide a continuous link between the Le Pléney - Les Gets area with the rest of the area. This goal was determinant in choosing the technology to modernize Les Prodains in 2013. 3S technology was selected and developed to ensure future extension all the way to Morzine with Express Morzine Avoriaz.

EXPRESS MORZINE AVORIAZ IS PART OF THE CHABLAIS TERRITORIAL COHERENCE PLAN

Express Morzine Avoriaz is part of the Territorial Coherence Plan drawn up by the Chablais Inter-community Development Association. This plan establishes the guidelines for organizing the territory in a harmonious way in very different areas, such as the environment, housing, transportation or economic life over the long term (15 to 20 years) and is the reference document for the municipalities and the supra-municipal authority. Municipal development intentions are also clearly inscribed within the Project for Municipal and Sustainable Development that is the basis of the local urban-planning document decided upon in 2007. They promote the growth of businesses, services and crafts; organize urban development; and define the sites to be developed in priority: MORZINE, AVORIAZ and LES PRODAINS, with the reinforcement of links between these hubs through cable car transportation.

LES PORTES DU SOLEIL KEY FIGURES

The resorts of Portes du Soleil are among the largest ski resorts in the Alps:

- 12 SKI RESORTS connected to each other in France and Switzerland.
- BETWEEN LAKE GENEVA AND MONT BLANC, the ski area has an exceptional snow level with 7.83 M OF ACCUMULATED SNOW per year.
- In winter, Les Portes du Soleil count no less than 286 SKI RUNS including 32 black, 101 red, 119 blue and 34 green.
- There are also 196 SKI LIFTS and 30 snowparks / boardercrosses / ski crosses, divided among 8 ski resorts IN FRANCE and 4 ski resorts IN SWITZERLAND.

RESORTS ARE ALSO BEING EQUIPPED ELSEWHERE

Mayrhofen, Austria

Bolzano, Italy
The villages of Morzine and Avoriaz are currently linked in various ways. Cars are still the fastest mean of travel, if we exclude arrival time and parking in Avoriaz, which can take up to 40 minutes at the height of The winter season. And traffic conditions on the RD 338 road are often difficult, particularly in case of bad weather.

The implementation of a new cable car at Les Prodains in 2013 provided quicker access. However, at height of the season the Prodains parking area is often saturated and access by shuttle from the center of Morzine involves a total trajectory of nearly 25 minutes, with notable discomfort when the shuttles are overloaded. Adding more shuttles would impact the quality of air in the center of Morzine and generate a number of right-of-way conflicts.

Skiers can take the Super Morzine lift, but it is sometimes saturated, just like the little train from Le Pléney to Super Morzine. Therefore, it is currently very difficult to tie the center of the village of Morzine to Avoriaz, a fact that limits synergy between the two stations.
The Express Morzine Avoriaz Project is offered as an alternative to vehicle circulation (shuttles, buses, cars) in the village of Morzine, between Morzine and Avoriaz and, more broadly, in the entire Vallée d’Aulps. It is part of a plan to promote non-motorized transport and reduce nuisance tied to traffic (air, sound, olfactory and aesthetic pollution). Express Morzine Avoriaz creates the conditions for a more effective redeployment of shuttles in Morzine and also provides an efficient and reliable solution for commuters who live in the valley and work at Avoriaz (ski instructors, seasonal workers, ski lift employees) and, of course, for tourist and visiting skiers.

Therefore, it is both a driver of economic development in the Haut Chablais area and in the general interest because of the positive impact it will have on travel and the environment. Finally, it will provide a way to experience the resorts differently by creating new activities, particular for after-ski.
A living environment more beautiful and more attractive for everyone

**Promote**

Areas in the town center

With fewer vehicles in Morzine, pedestrians will have more space. These calmer areas will create new opportunities, including uninterrupted shopping pathways, play and relaxation areas for families, extension of terraces for after-ski enjoyment and highlighting of façades.

**Create**

Development conditions for the plan district

The Express Morzine Avoriaz Project proposes stations in the Plan and Crusaz districts as points of departure. This area has never really had a specific purpose. With the implementation of a multimodal station, the entire Morzine area has potential as a strategic site where it is possible to develop a new district that blends activities and housing throughout the year. It will also provide an opportunity to connect Morzine le Haut to Morzine le Bas via Rue du Bourg.

**Offer**

Improved living conditions in Morzine and the valley

With less nuisance from traffic, two top-quality resorts that take advantage of synergy, shared facilities and public services with greater comfort, an enhanced living environment and more efficient connections between Vallée d’Aulps and Les Portes du Soleil, the Express Morzine Avoriaz Project for territorial development will benefit the entire scope of local activity in the Haut Chablais region.
ENVISAGED AS A POSSIBILITY FOR MANY YEARS, THE MORZINE AVORIAZ EXPRESS PROJECT HAS GRADUALLY BEEN REFINED BY TAKING INTO ACCOUNT RECENT INVESTMENTS AND NEW OPPORTUNITIES. NOW MATURE, THE PROJECT SUBMITTED FOR PUBLIC CONSULTATION IS BASED ON IN-DEPTH STUDIES, WHICH ARE SUMMARIZED IN THIS FILE. THEY HAVE ENABLED CHOOSING THE TRAJECTORY AND TECHNOLOGY THAT BEST MEET PROJECT GOALS. HOWEVER, THE WAY THIS EQUIPMENT WILL BE INSERTED INTO THE NATURAL LANDSCAPE AND THE URBAN SETTINGS REMAINS TO BE DETERMINED IN ORDER TO OPTIMIZE ITS BENEFITS FOR TRANSPORTATION AND DEVELOPMENT IN THE HEART OF THE VILLAGE.
AN OPTIMAL TRAJECTORY THAT PROTECTS THE ENVIRONMENT

Over the past ten years, eight trajectories to link the center of Morzine to Avoriaz have been studied, using either monocable or 3S technology. The commissioning in 2013 of the 3S cable car at Les Prodains led to choosing this technology, which is much more effective in terms of service and insertion within the environment.

Three 3S trajectories were selected and analyzed in detail to determine a final choice.

THE CHOICE OF 3S TECHNOLOGY

This technology has numerous advantages as compared to monocable technology. Composed of three cables (two load-bearing and one for traction), the disengagable 3S system offers a very high transport capacity and enables installing long-range profiles and/or very high flyover, which limits the number of pylons and their associated visual pollution and impact on the environment. It is known for wind stability, diminished noise and controlled energy costs. If the operation is stopped, cars may be brought back to the station without having passengers leave the cabins, thereby avoiding a vertical evacuation of the line. This advantage enables nocturnal use. Equipped with large panoramic cabins, it ensures passenger comfort and quick loading and unloading that is accessible to all users. These advantages explain why building a 3S cable car is more expensive than a monocable and requires a larger implantation area for stations.

Comparison of Figures

<table>
<thead>
<tr>
<th>3S</th>
<th>MONOCABLE</th>
</tr>
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<tbody>
<tr>
<td>Transfer Rate</td>
<td>Up to 5,000 passengers/hour</td>
</tr>
<tr>
<td></td>
<td>3,600 passengers/hour</td>
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<tr>
<td>Line speed</td>
<td>8 meters/second</td>
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<tr>
<td></td>
<td>6 meters/second</td>
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<tr>
<td>Range</td>
<td>from 400 to 3,000 meters, depending on topography</td>
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<td></td>
<td>150 to 200 m</td>
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<tr>
<td>Car capacity</td>
<td>30-35 places</td>
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<tr>
<td></td>
<td>8-10 places</td>
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<tr>
<td>Sound level at pylons</td>
<td>65 dB(A)</td>
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<tr>
<td></td>
<td>80 dB(A)</td>
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</table>

TRAJECTORY

<table>
<thead>
<tr>
<th>Trajectory 1</th>
<th>Trajectory 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Departure: Le Pléney</td>
<td>Departure: Le Pléney</td>
</tr>
<tr>
<td>Station 1: Super Morzine departure</td>
<td>Station 1: Les Prodains followed by use of the Prodains/Avoriaz section</td>
</tr>
<tr>
<td>Station 2: Super Morzine arrival</td>
<td>Arrival station: Avoriaz</td>
</tr>
<tr>
<td>Total length: 5,842 m</td>
<td>Total length: 5,459 m</td>
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<tr>
<td>Change in altitude: 804 m</td>
<td>Change in altitude: 770 m</td>
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<tr>
<td>Overall trajectory time: 18 min</td>
<td>Overall trajectory time to Avoriaz: 15 min 30 s</td>
</tr>
<tr>
<td>Number of pylons: approximately 7</td>
<td>Number of pylons: approximately 6</td>
</tr>
<tr>
<td>Estimated cost: 75-85 M€</td>
<td>Estimated cost: 45-55 M€</td>
</tr>
</tbody>
</table>

Multi-criteria assessment

• Very high cost
• Major visual impact, with several pylons and two stations in the village center
• Lower line passing through the center of Morzine
• Passes over many buildings without leaving space for the regulatory fire distance (about thirty buildings)
• Complex feasibility for the second sector (Super Morzine-Avoriaz)

Multi-criteria assessment

• Downstream station implanted on virgin land next to the slopes
• Major visual impact, with several pylons in the village center
• Lower line passes through the center of Morzine and requires substantial clearing
• Passes over many buildings without leaving space for the regulatory fire zone (about twenty buildings)
• Passes over the church
• Occupies a large part of the Natura 2000 zone

*Regulations require that buildings under the line be located at a maximum distance of 5 m horizontally and 20 m vertically from the cables to avoid the risk of fire.
**THE TRAJECTORY CHOSEN**

**LE PLAN - LES PRODAINS DISTRICT**

**A STARTING POINT STATION IN A VERY CENTRAL LOCATION**

The trajectory chosen proposes a starting point station in the Plan district near the town center, shops and tourist facilities. The site offers many possibilities for installing a multimodal station and related facilities.

**NO PYLONS IN THE VILLAGE**

The first pylon after the station is located on the Ardoisières cliffs. In spite of being very tall (100 m), its visual impact will be limited. A large part of the pylon (around 40 m) will be hidden by forests.

**IMPACT UNDER CONTROL**

This trajectory is the one that ensures the best insertion into the landscape. The high position of the line limits forest clearing at pylon implantation sites. The trajectory also avoids the Natura 2000 zone. Studies have shown that it limits flyover constraints to a maximum over residential sections and guarantees control of noise pollution in the urban area.

**AN EFFICIENT LINK TO LES PRODAINS**

The future lift will connect to the existing Les Prodains-Avoriaz segment built in 2013. The existing segment was designed to be compatible with future equipment.

**KEY FIGURES FOR THE TRAJECTORY**

- **Total length:** 3,847 m
- **Change in altitude:** 220 m
- **Overall trajectory time:** 11 min 29 s to Les Prodains, 15 min to Avoriaz
- **Line speed:** 7 m/s
- **Number of pylons:** 4 (between the station at Le Plan and Les Prodains)
- **Number of cabins:** 27 (on the planned segment)
- **With capacity for:** 35 passengers
- **Hourly transfer rate:** 2,400 passengers
- **Estimated cost:** 35-45 M€

**A BREATHTAKING EXPERIENCE**

Express Morzine Avoriaz: will offer users an exceptional panoramic journey that highlights the cliffs and forests of the beautiful Vallée des Ardoisières. By changing from shuttles that evoke daily urban transportation to Express Morzine Avoriaz, tourists will enjoy a comfortable trip with an impressive view that is more in line with the idea of a vacation.
The project crosses varied urban and rural landscapes that are relatively well-preserved. The cable car line will be visible from both nearby and at a distance. To optimize its insertion, various options have been considered, such as using neutral colors for pylons and cabins and preferring matte finishes that limit sun glare. The treatment of the first pylon, which will emerge about 80 m from the wooded cliffs and will be visible from the center of Morzine, could be specially designed and become an emblem of the village. Several studies were carried out to evaluate the environmental insertion of the future cable car. Like all new constructions, Express Morzine Avoriaz will generate impacts, but they will be globally limited and there are existing ways to control them.

**LANDSCAPE OPPORTUNITIES TO STUDY**

The project crosses varied urban and rural landscapes that are relatively well-preserved. The cable car line will be visible from both nearby and at a distance. To optimize its insertion, various options have been considered, such as using neutral colors for pylons and cabins and preferring matte finishes that limit sun glare. The treatment of the first pylon, which will emerge about 80 m from the wooded cliffs and will be visible from the center of Morzine, could be specially designed and become an emblem of the village.

**CLEARING WILL BE LIMITED**

The impact on plants and animals primarily concerns forest zones, which will be cleared (pylons 1 and 2), and the sectors where fire prevention requires cutting down tall trees. These areas are very restricted. However, particular attention will be paid to the presence of a protected species of moss (Buxbaumia veridis) that has been noted in the sectors to be cleared. With respect to flying animals (bats, birds), cutting down trees will have little effect because these species do not require tall trees for reproduction. In the work phase, measures will be taken to disturb land animals as little as possible and avoid harming them.

**VERY LITTLE IMPACT ON BIODIVERSITY**

The project will not be carried out in a biodiversity reservoir or an ecological corridor. The site concerned by the project is already populated by humans in both summer and winter. Impact on ecological dynamics is considered to be low.

**PROTECT WATER RESOURCES**

Under government supervision, the constructions will follow the requirement related to proximity to a catchment (recovery and treatment of water, compensation of ground impermeability, etc.), in compliance with the recommendations of environmental studies that have been made.

**IMPROVE AIR QUALITY**

Commissioning of the cable car service will lead to a shift in road traffic in the sector concerned, on the order of 25%, to a means of transportation that uses renewable energy. Combined with an appropriate parking strategy and the suppression of a number of shuttles, the traffic on RD 338 (Avenue Joux de Plane) and the Ardoisières road will decrease. The cable car will thus have a positive impact on air quality and the environment.

**CONTROL NATURAL RISKS**

The municipality of Morzine is covered by a plan to prevent natural risks. The project sector is concerned by the risks of rock slides from the Ardoisières cliffs and avalanches at the arrival station. Geotechnical and trajectory studies have confirmed the feasibility of implanting pylons whose deep foundations will not affect the stability of the cliff structure and will not create a risk of rock slides that could be dangerous for the line cabins or for the slate quarries in the sector. To guarantee control of risks, protective elements (such as screens or nets) have been planned. Concerning the risk of avalanche, studies have shown that the building of the new station at Les Prodains and the fourth pylon will not increase risk for existing structures. Here again, to ensure maximum prevention, protective elements against landslides have been planned for the station and the pylon foundations.

**STUDIES MADE**

Leading up to the Express Morzine Avoriaz Project, a number of studies were carried out on the following topics:

- Trajectory scenarios
- Geotechnical aspects of the structures
- Natural risks
- Environmental impact
- Acoustics
- Traffic impact
- Fire safety

Several studies were carried out to evaluate the environmental insertion of the future cable car. Like all new constructions, Express Morzine Avoriaz will generate impacts, but they will be globally limited and there are existing ways to control them.
STATIONS THAT ARE MODERN AND ACCESSIBLE

A MULTIMODAL STATION IN THE HEART OF THE VILLAGE

The departure station for the future Morzine Avoriaz cable car is located on the Crusaz traffic circle. Accessible and close to the town’s main facilities, the multimodal center also includes a bus station, parking lot and pedestrian tunnel that is directly connected to the Le Pléney cable car. This will be a complete multimodal hub that will enable a global reorganization of traffic in the village and a high-quality development of the Plan district.

CHOICE OF IMPLANTATION

For the most part underground, the future multimodal station will be at the level of the Noyelle building and under the Crusaz traffic circle. This implantation, which has been validated by geotechnical studies, will enable:
- excellent connections to related facilities (pedestrian tunnel and bus station), making it easy to change from one type of transportation to another
- clever urban integration thanks to a central location
- reduced visual impact through an underground implantation in an embankment
- limited flyover constraints in inhabited areas and a reduction in noise pollution in the urban area.

A vast public area, Place du Belvédère, will be developed above Express Morzine Avoriaz.

CONTROLLED NOISE IMPACT

The implantation of the multimodal station under a concrete slab will guarantee control of noise resulting from its operation. All technical equipment for the cable car will also have soundproofing. Noise on the outside will thus be limited to a level of 45dB(A), enabling operation after 10 p.m., as is the case for the Prodains station on weekends.
ON BOARD FOR TOMORROW

PARKING

The project includes the construction of an underground public parking garage with 485 places that will be placed next to the north side of the cable car station, with entrances and exits at top (Route de La Plagne) and bottom (Route du Plan). Vertical facilities (elevators, escalators) will connect the seven parking garage levels with the bus station, the cable car starting point and Route de La Plagne. Users can also park in neighboring parking areas (Place du Marché, tourism office).

Construction of this parking garage will be accompanied by the creation of an upper and lower square and the priority creation of housing for seasonal workers and year-round residents on the façade.

THE BUS STATION

Located under the cable car line, the bus station will have four closed quays and is protected by a backup area for buses. There will be two drop-off points: one before the station at the Crusaz traffic circle, and another farther on, right before the access to the bus station quays. Access to the bus station and parking garage (on the lower level) will be via Rue du Plan and connected to Rue du Palais des Sports by a passageway to be built over the Dranse.

AN ATTRACTIVE MEANS OF TRANSPORTATION FOR ALL

Studies have shown that traffic on Express Morzine Avoriaz: at peak periods would involve 14,600 trips (sum of ascents and descents) and 970,000 passengers per season. Use for reasons other than skiing represent 13% of traffic on a busy day, confirming the public transportation aspect of Express Morzine Avoriaz, in particular for the seasonal workers, ski instructors and ski lift employees who commute daily between the two stations. As a continuation of what is currently proposed on the segment between Les Prodains and Avoriaz, operating hours will be adapted to seasonal workers, residents and tourists wishing to use this means of transportation for purposes other than skiing.
The underground pedestrian connection between the Le Pléney cable car and Express Morzine Avoriaz is a major project component and will offer skiers and hikers a quick and easy link between the Les Gets/Le Pléney area, Avoriaz and Les Portes du Soleil.

THE CHOICE OF AN UNDERGROUND LINK

Various solutions were studied before making this choice. The criteria for defining this structure were the following:

- Provide direct access to the quays of both installations (Le Pléney cable car / Express Morzine Avoriaz station)
- Ensure connection to Avenue de Joux Plane and Place de l’Office du Tourisme.
- Maintain the capacity of existing roads and access to residences.
- Secure crossing of Avenue Joux de Plane during peak periods.

An aerial solution (transport by cable) was rejected because it would not allow connection to intermediary points, would require additional structures for connection to the Pléney cable car station and would pass above many private lands.

The underground link, made of a tunnel with moving sidewalks has less impact on the constructions and the environment. It also offers several entrances and exits over the trajectory. The inside arrangement of the tunnel and the use of space will be designed to make the trajectory enjoyable and lively, while displaying tourist information.

KEY FIGURES FOR THE TUNNEL

- Tunnel length: 315 m
- Including 172 m moving sidewalk and an escalator
- 3 Intermediate stations
- 1,500 travelers / hour
The Express Morzine Avoriaz arrival station will be located behind the existing Les Prodains station and will be integrated architecturally in a way that creates a harmonious whole that is easy to access and use. The two cable cars will operate independently.

WHY WILL OPERATION BE INDEPENDENT?

- Studies made have pinpointed various reasons for choosing independent operation of the two cable cars.
- Major constraints for crossing a continuous cable (elevators on either side).
- A short, level distance to walk (20 m), with an average connection time estimated at 55 seconds.
- Flows of skiers concerned by a direct trajectory between Morzine and Avoriaz are in the minority of day skiers descending from Avoriaz.
- Easier operation, in particular in case of technical incidents.
- Possibility of having builders compete against each other.

Construction of the Express Morzine Avoriaz station should share an architectural aspect with the existing station (presence of wood, shapes, etc.). The transition between the two buildings should be carefully designed to avoid an overly massive effect. The parking lot at Les Prodains could be reconverted.

The 540 parking places at Les Prodains will be kept. Currently used primarily by a clientele of day skiers, some of the places could be proposed to the clientele staying at Avoriaz or to seasonal workers.

The modal shift allowed by Express Morzine Avoriaz will limit seasonal parking at the entrance to the Avoriaz parking area and cause a requalification of reception areas. In addition, the cable car project planned at the station arrival point of the Avoriaz cable car would allow a quick link to the center of the station. Its construction is planned for within 3-4 years. A collective transportation link will be ensured from the center of Morzine to the center of Avoriaz for skiers and other users.
A NEW TRAFFIC PLAN FOR THE VILLAGE CENTER

A full reorganization of traffic will be made possible by the future multimodal Express Morzine Avoriaz station in the center of town. The number of shuttles travelling from the town center will drop considerably in favor of Express Morzine Avoriaz. Car traffic has also been reworked to orient traffic toward station parking lots without creating congestion. Public areas in the center of Morzine will thus be freed of heavy traffic, which generates right-of-way conflicts and pollution. The quality of life and reception will greatly enhanced.

THE HEART OF THE CITY BREATHES

A diagram of future shuttle traffic shows the proposed changes. The shuttle network will be modified in the following ways:

1. The commissioning of Express Morzine Avoriaz will be accompanied by a reorganization and optimization of shuttles in circulation, with a drop of around 30% in kilometers traveled. The development of a bus station under Express Morzine Avoriaz will enable satisfactory organization of a shift from buses to cable car.

2. The shuttle network will be modified in the following ways:
   - Lines A, D, M, N and E have the bus station as their terminal;
   - The Line U loop shared with the suppressed Line P will be maintained;
   - other lines will ensure correspondence with Le Pléney;
   - A new Line C will be created to run on the Avoriaz road and the road to Les Nants.

3. The downstream cable car station will thus be connected to six shuttle lines and Line 91. This line, which will lose attractiveness with the new cable car, could be redeployed to reinforce the links between Thonon-les-Bains, Morzine and Les Gets.

This reorganization would improve network legibility by offering two clear points of correspondence: the future bus station and Le Pléney and totally suppressing shuttles along Rue du Bourg. The pedestrian tunnel will link these two correspondence hubs quickly and safely.
REINFORCED LINKS TO BOTH BANKS OF THE DRANSE

Express Morzine Avoriaz and, more broadly, development of the Plan district will generate a new type of traffic, primarily private vehicles, for the parking garages and new facilities. To ensure a balanced distribution of this traffic and efficiently connect both banks of the Dranse in the sector, road development has been planned:

- **A new one-way access through the northern part of the Plan district** that will cross the Dranse and will join the Route du Plan and the Route du Palais des Sports. This development will help open up the Plan district.

- **Creation of a traffic circle on the intersection at the town hall**, this will improve the legibility of this major entrance to the Plan sector and ensure proper management of traffic.

- **Creation of installations to reduce speed** in front of the school and on Route du Palais des Sports. Making Route du Palais des Sports a one-way street will provide a high-quality, pleasant and secure pathway for pedestrians.

PEDESTRIAN LINKS TO BE CREATED

- To encourage non-motorized traffic in the village center, pedestrian walkways must be developed.

- **The creation of links from the lower part of town (Le Plan area) and the upper part of town (Rue du Bourg, Place de l’Office du Tourisme)** is a priority, with the goal of “erasing” a major difference in altitude for users.

- **The Plan area should also be connected by pedestrian pathways with the main traffic generators in the sector:** the Pléney cable car, Rue du Bourg, the Super Morzine cable car and Place de la Mairie.

TRAFFIC FORECASTING

Traffic studies have taken into account the traffic generated by Express Morzine Avoriaz, as well as development of the future Plan district. For a peak Saturday during school vacation, traffic increase is as follows:

- + 15% traffic on Route de la Combe à Zore (both directions);
- + 10% traffic on Route de la Manche (both directions);
- + 5% traffic on Route des Bois Venants (both directions).

These increases are limited and acceptable if we consider the attractiveness generated by Express Morzine Avoriaz.
LE PLAN DISTRICT: TOWARD A GREAT TOWN CENTER

Creation of Express Morzine Avoriaz constitutes a driver of urban development in the Plan district. A new hub of living and activities will gradually emerge around the multimodal station, reinforcing the attractiveness of the village center.

A NEW LIVING AREA IN THE SHORT TERM

The commissioning of Express Morzine Avoriaz and the multimodal station in 2021/2022 will signal the first phase of sector transformation. Support facilities will be developed by this deadline.

- New service to the sector with the creation of a link between the two banks of the Dranse and the upper and lower parts of town.
- The building of housing, including nearly 30% social and year-round housing to respond to the strong demand which is currently not being met.
- High-quality development of the main shopping street, which will be freed of shuttle traffic, with wider sidewalks to encourage shopping and non-motorized travel. The link to the historic part of town will be even more attractive.
- Creation in the immediate vicinity of Express Morzine Avoriaz with new, high-quality public areas like Place du Belvédère, with a beautiful view of Avoriaz in the distance river banks of the Dranse below, Place Haute and Place Basse.
- The embankment on Rue du Bourg will feature a new landscaped pedestrian walkway linking Rue du Bourg with the new district and providing a broad view of the surrounding landscape.

For the longer term, the municipality is considering the overall development of this district, with housing, an extended business area, new public facilities that include a cultural center and public areas. Proximity to the station and Express Morzine Avoriaz will be a major advantage for generating this development.
THE VARIOUS FINANCING AND OPERATING SOLUTIONS FOR THESE FACILITIES HAS LED THE MUNICIPALITY OF MORZINE AVORIAZ TO TAKE CHARGE OF PROJECT MANAGEMENT AND TO DELEGATE OPERATION WITHIN THE FRAMEWORK OF A LEASING CONTRACT. A THOROUGHLY CONSIDERED AND REASONABLE CHOICE WILL BE MADE IN AGREEMENT WITH GOVERNMENT SERVICES AND THE IMPACT ON LOCAL FINANCES WILL BE CONTROLLED. IT WILL BE ACCOMPANIED BY A STRONG DEMAND FROM THE COMMUNITY TO LIMIT IMPACT OF THE WORK PHASE AND CARRY OUT THE PROJECT THROUGH AN ON-GOING DIALOG WITH ALL PARTIES CONCERNED.
The budget for creating Express Morzine Avoriaz is estimated at 58 million euros. It includes the infrastructure and the underground pedestrian tunnel and covers complementary studies to be made and project management missions. Express Morzine Avoriaz will be created under project management supervision by the municipality of Morzine and financed with a bank loan. Starting from the design phase and a competitive call for builders, an operator under leasing contract will be determined and associated to the project. Leasing fees paid by the operator will cover the bank loans.

This arrangement has been validated by government services:
• It enables competitive bidding by separating construction and operation.
• It lets the municipality set precise objectives in terms of service level expected for operation and establish the leasing contract on a clear basis.

Creation of the multimodal station, parking areas and roadway, along with public area development, represents a cost of 33.6 million euros. These developments will also be made under project management by the municipality and partially financed with a bank loan. The increase in the regional contribution generated by the various on-going and future projects over the municipal area will enable financing loan instalments without affecting local taxes.

### INFRASTRUCTURE

- **PeDESTRIAL TUNNEL**: 11,936,000 M€ (excl. tax)
- **CABLE CAR MORZINE - PRODAINS**: 4,467,710 M€ (excl. tax)
- **UNEXPECTED AND UNPLANNED EVENTS**: 1,595,890 M€ (excl. tax)

### RELATED DEVELOPMENTS

- **Multimodal station / parking garage**: 2,000,000 M€ (excl. tax)
  - Parking (public places)
  - Envelope Express Morzine Avoriaz station structure
  - Bus station and vertical means of transportation
  - Unexpected and unplanned events

- **Land**: 8,000,000 M€ (excl. tax)
  - Land acquisitions
  - Flyover easements

- **Infrastructures and networks**: 5,600,000 M€ (excl. tax)
  - Dranse traffic circle
  - Pont du Boulodrome
  - Service road
  - Surface developments Place du Belvédère
  - Rerouting of Crusaz traffic circle network
  - Unexpected and unplanned events
MARCH 2019
Municipal deliberation on assessment of consultation
Transmission to government services of finalized folders for Declaration of Public Utility and Public Utility Easements that take into account what has been learned from consultation

AUTUMN 2019
Holding of public inquiries (one month)

AUTUMN 2020
Start of construction work on Express Morzine Avoriaz and related development for a roughly two-year period

DECEMBER 2018
Launch of call for bids for leasing contract

DECEMBER 2018
Launch of a public consultation as required by Article L 300-2 of the Urban Planning Code

FEBRUARY 28, 2019
Launch of a bid to choose the builder for Express Morzine Avoriaz

APRIL 2019
Choice of builder for Express Morzine Avoriaz and launch of detailed design studies

EARLY 2020

DECEMBER 2021
Planned commissioning

PLANNING SCHEDULE

Planned start of operations for Express Morzine Avoriaz and delivery of related structures is planned for the 2021/2022 season. The technical, administrative and regulatory complexity of the overall project imposes the following deadlines for successful completion:

November 2018
Transmission to government services of the environmental impact study for opinion and comments

December 3, 2018 – February 28, 2019
Launch of a public consultation as required by Article L 300-2 of the Urban Planning Code

March 2019
Municipal deliberation on assessment of consultation
Transmission to government services of finalized folders for Declaration of Public Utility and Public Utility Easements that take into account what has been learned from consultation

April 2019
Launch of a bid to choose the builder for Express Morzine Avoriaz

Early 2020
Choice of builder for Express Morzine Avoriaz and launch of detailed design studies

December 2021
Planned commissioning

DEMANDS FOR THE WORK PHASE

Detailed scheduling of work on Express Morzine Avoriaz and related developments in the village center is currently unknown. It will be refined in the specifications for builders and companies in charge of carrying out work. However, the municipality of Morzine has already set the requirements to ensure that the work phase will cause a minimum of disturbance for inhabitants, residents, resort customers and the environment. They will be specified by the Assistant Project Manager, who will work on behalf of the mayor in the work phase.

Guarantee orderly and well-marked worksites
Implement effective alternative traffic circulation and ensure signaling ahead of the worksites
Plan for means to control noise and dust pollution from the worksites
In natural sectors, plan for means to guarantee the reduction of impact on plants, animals and water (work outside mating season, speed limitation for worksite vehicles, no artificial lighting, etc.)
Adapt means of communicating information to the different types of users in the town center

Work carried out in the town center (Crusaz traffic circle, terracing of parking areas, Town Hall intersection) will be scheduled in a way that limits disturbance of the winter and summer seasons. In particular, every effort will be made to make total traffic interruption an exceptional occurrence. Special events could be organized with merchants to maintain their attractiveness during work.
CONSULTATION
DIALOG FOR ENRICHMENT

The consultation process implemented from December 3, 2018, to February 28, 2019, aims to collect opinions, expectations and comments from inhabitants, residents and future users of Express Morzine Avoriaz that will enrich the project. With this in mind, various means of information, expression and discussion will be proposed at different times.

LEARN MORE AND GIVE YOUR OPINION

THE CONSULTATION FILE
AND AN OPINION REGISTER
are available at the Town Hall
MUNICIPALITY OF MORZINE AVORIAZ
1 place de l'Église - CS20025
74110 Morzine
Monday through Friday
from 8:30 am to 12 noon and from 2-6 pm

AN INFORMATION BOOKLET
with a questionnaire on the project will be distributed
to all mailboxes in the community.
It is also available in the tourism offices of Morzine
and Avoriaz and from establishments accommodating visitors.
Information periods will be organized during the consultation
and communicated on the website.

A DISCUSSION SESSION
has been scheduled for Wednesday, December 5,
at the Morzine market from 9 am to 12 noon.

A PUBLIC INFORMATION MEETING
has been scheduled for Monday, December 10,
at Palais des Sports, from 6 pm to 8 pm.

AN URBAN WALK
to discover the project sites and get an idea of the expected
benefits has been proposed for Friday, January 4, from
9 am to 12 noon. Please sign up on the website.

All information on the project and the public consultation
is available on the municipal website
www.mairie-morzine-avoriaz.com

DIALOG AND ENRICH THE PROJECT

THREE THEMED WORKSHOPS
Concerning aspects of the project that have not yet
been set are proposed to allow the public to contribute
to project enrichment:

How can Express Morzine Avoriaz be inserted into
the environment and landscape in an optimal way?
(pants, animals, natural and man-made environment,
treatment and design of the line)
January 14, 2019, from 6-8:30 pm
at Palais des Sports

What services should Express Morzine
offer that will benefit everyone?
(scope of service, rates, coordination with
Les Prodains and the resorts, etc.)
January 28, 2019, from 6-8:30 pm
at Palais des Sports

How can the multimodal station and
multimodal access be enhanced?
(Traffic in the upper and lower parts of town,
pedestrian access, bikes, etc.)
February 25, 2019, from 6-8:30 pm
at Palais des Sports

To ensure optimal workshop organization,
previous registration on the municipal website
is mandatory.

PUBLIC CONSULTATION DOES NOT
CONCERN THE FOLLOWING POINTS
that were the object of in-depth studies and previous
decisions of the Municipal Council:

• Express Morzine Avoriaz trajectory
• Implantation of departure (Plan district)
  and arrival (Les Prodains) stations
• 3S technology
• The choice of creating an underground pedestrian tunnel
  between Le Pléney and the multimodal station.
LINK TO THE FUTURE.