

# APPENDIX H

## Detailed Alternatives Evaluation Matrix





**TABLE H-1. DETAILED ALTERNATIVES EVALUATION MATRIX**

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
<b>Protection of Natural Resources</b>					
Watershed	<p>Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Secret Lake, a drinking water source, is the most popular destination in Albion Basin.</li> <li>• Informal communication on watershed preservation is provided at the summer entrance booth, when possible.</li> <li>• Vehicular use of Albion Basin Summer Road creates a greater risk of watershed degradation.</li> </ul>	<p>Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Would disperse use from drinking water sources.</li> <li>• Could create an increased opportunity for watershed preservation education through use of a formal orientation/information center.</li> <li>• Vehicular use of Albion Basin Summer Road would be substantially reduced compared to Current Conditions, lowering risk of watershed degradation.</li> </ul>	<p>Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Same as Alternative #1</li> </ul>	<p>Second Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Would disperse use from drinking water sources to a greater degree than Current Conditions, but less than Alternatives #1 and #2.</li> <li>• Could create an increased opportunity for watershed preservation education through use of a formal orientation/information center and interpretation provided by shuttle drivers.</li> <li>• Vehicular use of Albion Basin Summer Road would be reduced compared to Current Conditions, lowering risk of watershed degradation.</li> </ul>	<p>Second Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Same as Alternative #3</li> </ul>
Wildflowers and Vegetation	<p>Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Informal communication on impacts to wildflowers and vegetation is provided at the summer entrance booth, when possible.</li> <li>• Unrestricted parking results in impacts to vegetation along Albion Basin Summer Road.</li> <li>• Lack of formal trail use guidance or restrictions on off-trail activity results in visitors walking through sensitive vegetation.</li> </ul>	<p>Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Could create an increased opportunity for education on wildflower and vegetation preservation through use of a formal orientation/ information center.</li> <li>• Parking alongside Albion Basin Summer Road would be closed and re-vegetated, resulting in fewer opportunities for conflict between vehicles and vegetation.</li> </ul>	<p>Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Same as Alternative #1.</li> </ul>	<p>Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Same as Alternative #1.</li> </ul>	<p>Second Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Could create an increased opportunity for education on wildflower and vegetation preservation through use of a formal orientation/ information center.</li> <li>• Parking along Albion Basin Summer Road through a parking permit program could result in impacts to vegetation along the road, but to a lesser degree than Current Conditions.</li> <li>• Visitation would be dispersed between Albion Basin and Collins Gulch, lessening the concentration of potential impacts.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
Wildlife	<p>Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Informal communication on impacts to wildlife is provided at the summer entrance booth, when possible.</li> <li>• Unrestricted private vehicle activity along Albion Basin Summer Road potentially creates significant disturbance to wildlife along the road.</li> <li>• The pilot shuttle potentially creates disturbance to wildlife along Albion Basin Summer Road.</li> </ul>	<p>Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Could create an increased opportunity for education on wildlife preservation through use of a formal orientation/information center.</li> <li>• The elimination of most motorized activity along Albion Basin Summer Road (with some exceptions) would help reduce disturbance to wildlife along the road.</li> </ul>	<p>Second Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Same as Alternative #1, except that ski lifts operating above Albion Basin Summer Road could create some minor noise and/or visual disturbances to wildlife.</li> </ul>	<p>Second Adverse Highest Impact</p> <ul style="list-style-type: none"> <li>• Equivalent to Alternative #4 but unique factors.</li> <li>• Could create an increased opportunity for education on wildlife preservation through use of a formal orientation/information center.</li> <li>• A shuttle operating at high frequencies could create greater disturbances to wildlife along Albion Basin Summer Road compared to current pilot shuttle, although the elimination of most private vehicle access along the road would mitigate this impact to some degree.</li> </ul>	<p>Second Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Equivalent to Alternative #3 but unique factors.</li> <li>• Could create an increased opportunity for education on wildlife preservation through use of a formal orientation/information center.</li> <li>• A shuttle operating at moderate frequencies could create greater disturbance to wildlife along Albion Basin Summer Road compared to current pilot shuttle. Permitted private vehicle activity on the road would compound this effect.</li> <li>• Ski lifts operating near Collins Gulch could create some minor noise and/or visual disturbance to wildlife.</li> <li>• Regulated vehicular access on Albion Basin Summer Road could create some disturbance to wildlife along the road.</li> <li>• Visitation would be dispersed between Albion Basin and Collins Gulch, lessening the concentration of potential impacts. Dispersing visitation could impact wildlife in Collins Gulch, which currently sees minimal summer visitation.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
Air Quality	<p>Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Pilot shuttles operating on Albion Basin Summer Road create dust and gasoline emissions.</li> <li>• Unrestricted private vehicle activity (access and parking circulation) along Albion Basin Summer Road creates dust and emissions.</li> </ul>	<p>Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• The elimination of day-use visitor vehicle activity along Albion Basin Summer Road, as well as the elimination of parking in Albion Basin would significantly reduce dust and emissions.</li> </ul>	<p>Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Same as Alternative #1.</li> </ul>	<p>Second Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Equivalent to Alternative #4 but unique factors.</li> <li>• A shuttle operating at high frequencies long Albion Basin Summer Road would create greater dust and emissions than the current pilot shuttle, although the elimination of most private vehicle access along the road and parking in Albion Basin would mitigate this impact to some degree.</li> <li>• Air quality impacts could be reduced if alternative fuel vehicles are selected for the shuttle operation. USFS Executive Order 13423 (“Guidance on Greenhouse Gas Reduction Requirements for Fleet”) provides specific mandates and recommendations for reducing greenhouse gas emissions (see <b>Table 5-1</b> for more information).</li> </ul>	<p>Second Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Equivalent to Alternative #3 but unique factors.</li> <li>• A shuttle operating at moderate frequencies along Albion Basin Summer Road would create greater dust and emissions than the current pilot shuttle.</li> <li>• Private vehicle access on Albion Basin Summer Road would be regulated through a parking permit system. These vehicles would create dust and emissions, but to a lesser degree than under Current Conditions.</li> <li>• Air quality impacts could be reduced if alternative fuel vehicles are selected for the shuttle operation. USFS Executive Order 13423 (“Guidance on Greenhouse Gas Reduction Requirements for Fleet”) provides specific mandates and recommendations for reducing greenhouse gas emissions (see <b>Table 5-1</b> for more information).</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
Natural Soundscapes	<p>Highest Adverse Impact</p> <ul style="list-style-type: none"> <li>• Pilot shuttles operating on Albion Basin Summer Road affect the natural soundscape and potentially create disturbance.</li> <li>• Unrestricted private vehicle activity on Albion Basin Summer Road affects the natural soundscape and potentially creates significant disturbance.</li> </ul>	<p>Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• The elimination of day-use visitor vehicle activity along Albion Basin Summer Road could significantly reduce disturbances to the natural soundscape.</li> </ul>	<p>Second Lowest Adverse Impact</p> <ul style="list-style-type: none"> <li>• The elimination of day-use visitor private vehicle activity along Albion Basin Summer Road could significantly reduce disturbances to the natural soundscape.</li> <li>• The Albion or Sunnyside ski lift would operate approximately parallel to and above Albion Basin Summer Road, creating potential for slight disturbance to the natural soundscape.</li> </ul>	<p>Second Adverse Highest Impact</p> <ul style="list-style-type: none"> <li>• Equivalent to Alternative #4 but unique factors.</li> <li>• A shuttle operating at high frequencies along Albion Basin Summer Road could create greater impacts to the natural soundscape than the current pilot shuttle, although the elimination of most day-use visitor private vehicle access along the road would mitigate this impact to some degree.</li> </ul>	<p>Second Highest Adverse Impact.</p> <ul style="list-style-type: none"> <li>• Equivalent to Alternative #3 but unique factors.</li> <li>• A shuttle operating at moderate frequencies along Albion Basin Summer Road could create greater disturbance to the natural soundscape than the current pilot shuttle.</li> <li>• Day-use visitor private vehicle access on Albion Basin Summer Road would be regulated through a parking permit system. These vehicles could create a disturbance to the natural soundscape, but to a lesser degree than under Current Conditions.</li> <li>• The Collins ski lift would operate in the Collins Gulch area, potentially creating a disturbance to the natural soundscape that does not currently exist.</li> <li>• Disturbances to natural soundscape would be dispersed between Albion Basin and Collins Gulch, lessening their concentration.</li> </ul>
Visual	<p>Highest Impact</p> <ul style="list-style-type: none"> <li>• The presence of day-use visitor private vehicles and pilot shuttles on Albion Basin Summer Road introduces non-natural elements into viewsheds.</li> <li>• Overflow roadside parking along Albion Basin Summer Road potentially prevents wildflowers along the road from being viewed by visitors.</li> </ul>	<p>Lowest Impact</p> <ul style="list-style-type: none"> <li>• The elimination of day-use visitor private vehicles and shuttles on Albion Basin Summer Road would reduce the intrusion of non-natural elements into viewsheds.</li> <li>• The elimination of roadside parking along Albion Basin Summer Road would significantly improve wildflower viewing opportunities.</li> </ul>	<p>Second Lowest Impact</p> <ul style="list-style-type: none"> <li>• The elimination of day-use visitor private vehicles and shuttles on Albion Basin Summer Road would reduce the intrusion of non-natural elements into viewsheds.</li> <li>• The elimination of roadside parking along Albion Basin Summer Road would significantly improve wildflower viewing opportunities.</li> <li>• The implementation of ski lift access could create a visual disturbance due to moving ski lift elements which are not present under Current Conditions.</li> </ul>	<p>Third Lowest Impact</p> <ul style="list-style-type: none"> <li>• The elimination of day-use visitor private vehicles on Albion Basin Summer Road would slightly reduce the intrusion of non-natural elements into viewsheds, although the presence of shuttle vehicles would present an intrusion.</li> <li>• The elimination of roadside parking along Albion Basin Summer Road would significantly improve wildflower viewing opportunities.</li> </ul>	<p>Second Highest Impact</p> <ul style="list-style-type: none"> <li>• The presence of day-use visitor private vehicles and shuttles on Albion Basin Summer Road would increase the presence of non-natural elements into viewsheds.</li> <li>• Roadside parking along Albion Basin Summer Road would potentially prevent wildflowers along the road from being viewed by visitors, but overflow parking would be reduced and more controlled than Current Conditions.</li> <li>• The implementation of ski lift access could create a visual disturbance due to moving ski lift elements which are not present under Current Conditions.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
<b>Enhance and Improve Visitor Experience</b>					
<p>Ability of the alternative to address the transportation-related elements reported to <u>add</u> to visitor experience in the 2009 Visitor Survey:</p> <ul style="list-style-type: none"> <li>• Availability of parking close to destinations</li> <li>• Summer entrance booth</li> <li>• Provision of interpretive and educational information</li> <li>• Ability to walk/hike in a remote wilderness-like setting</li> <li>• Number of wildlife seen during visit</li> </ul>	<ul style="list-style-type: none"> <li>• Limited day-use visitor parking is available in close proximity to popular destinations including Cecret Lake, although demand exceeds supply.</li> <li>• Summer entrance booth is provided when funds are available.</li> <li>• Informal interpretive and environmental awareness communication is provided at the summer entrance booth, when time allows.</li> <li>• Visitors have access to experiences in a remote alpine setting, although noise and dust from vehicles often disturbs this experience.</li> <li>• Visitors routinely view wildlife in Albion Basin.</li> </ul>	<ul style="list-style-type: none"> <li>• No day-use visitor parking would be available in Albion Basin (except for those with special mobility needs).</li> <li>• A visitor orientation/ information center with similar and expanded formal functions as the current summer entrance booth could be provided at the staging area.</li> <li>• Interpretive and educational information could be provided at a visitor orientation/ information center located at the staging area, as well as through enhanced signage within Albion Basin.</li> <li>• This alternative would result in enhanced alpine experiences due to restrictions on motorized activities.</li> <li>• This alternative could result in increased wildlife viewing due to restrictions on motorized activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to Alternative #1, except that this alternative could result in enhanced alpine experiences and increased wildlife viewing due to restrictions on vehicular (not motorized) activity.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to Alternative #1, with the following exceptions:</li> <li>• This alternative would result in enhanced alpine experiences due to restrictions on private vehicular activity, but to a lesser degree than Alternatives #1 and #2.</li> <li>• This alternative could result in increased wildlife viewing due to restrictions on private vehicular activity, but to a lesser degree than Alternatives #1 and #2.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to Alternative #1, with the following exceptions:</li> <li>• Day-use visitor parking would be provided in close proximity to popular destinations (including Cecret Lake) through a regulated parking permit system.</li> <li>• This alternative could result in slightly enhanced alpine experiences due to increased opportunity for recreation in Collins Gulch and the resulting redistribution of visitors. Noise and dust from vehicles on Albion Basin Summer Road could disturb the alpine experience.</li> <li>• This alternative could result in increased wildlife viewing due to increased opportunity for recreation in Collins Gulch and the resulting redistribution of visitors.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
<p>Ability of the alternative to address the transportation-related elements reported to <u>detract</u> from visitor experience, as well as concerns expressed in the 2009 Visitor Survey:</p> <ul style="list-style-type: none"> <li>• Availability of parking (presumably at trailheads)</li> <li>• Noise from vehicles</li> <li>• Disturbances from other visitors and crowding on trails</li> <li>• Vegetation damage along Albion Basin Summer Road</li> <li>• Vegetation damage along trails</li> <li>• Amount of litter</li> <li>• Watershed protection</li> </ul>	<ul style="list-style-type: none"> <li>• Limited day-use visitor parking is available in close proximity to popular destinations (including Cecret Lake), but is often filled to capacity.</li> <li>• A considerable amount of noise from day-use visitor private vehicles is currently present due to the lack of restrictions on vehicular access.</li> <li>• The free voluntary pilot shuttle has the potential to create more crowding by accommodating people who might turn around and go elsewhere rather than wait for parking space availability.</li> <li>• There is a high risk of damage to vegetation along Albion Basin Summer Road due to unrestricted parking.</li> <li>• A risk of damage to vegetation along trails exists as well as litter along trails.</li> <li>• Day-use visitor vehicular use of Albion Basin Summer Road creates a risk for degradation of watershed conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• No day-use visitor parking would be available in Albion Basin (except for those with special mobility needs). However, sufficient parking would be available at staging area.</li> <li>• Noise from day-use visitor private vehicles would be substantially reduced due to restrictions on motorized activity.</li> <li>• Overall visitation is not as likely to increase since parking would be restricted. However, crowding on lower trail segments would increase.</li> <li>• Increased non-motorized use of Albion Basin Summer Road and Albion Meadows Trail could decrease use of Cecret Lake Trail.</li> <li>• The risk of damage to vegetation along Albion Basin Summer Road would be reduced considerably due to restrictions on vehicular activity and parking. The risk of damage to vegetation along trails and amount of litter is likely to remain at similar levels as Current Conditions. Impacts to natural resources could be reduced with increased education on environmental stewardship.</li> <li>• Day-use visitor vehicular use of Albion Basin Summer Road would be substantially reduced compared to Current Conditions, resulting in reduced risk to watershed conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• No day-use visitor parking would be available in Albion Basin (except for those with special mobility needs). However, sufficient parking would be available at staging area.</li> <li>• Noise impacts would be same as described under Alternative #1.</li> <li>• Both the Albion or Sunnyside ski lifts have more capacity than is needed to meet current demand. It is possible that increased visitation and crowding could result from this increased capacity; however, visitors would no longer be able to park in close proximity to popular destinations, reducing some convenience to trailhead access. The speed and loading schedule of ski lift service can be tailored to manage visitor access to sustainable levels.</li> <li>• This alternative would disperse some use from Cecret Lake Trail to Albion Meadows Trail, Catherine’s Pass Trail and pedestrian/bicycle use of Albion Basin Summer Road.</li> <li>• Risk of damage to vegetation along Albion Basin Summer Road and trails, as well as the amount of litter would be similar as described under Alternative #1</li> <li>• Day-use visitor vehicular use of Albion Basin Summer Road would be substantially reduced compared to Current Conditions, resulting in reduced risk to watershed conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• No day-use visitor parking would be available in Albion Basin (except for those with special mobility needs). However, sufficient parking would be available at staging area.</li> <li>• Noise from day-use visitor private vehicles could be reduced due to restrictions on private vehicular activity.</li> <li>• A mandatory shuttle is not likely to induce additional visitation since parking would be restricted. The frequency of shuttle service can be set to control the arrival rate of visitors.</li> <li>• This alternative could disperse some use from Cecret Lake Trail to Albion Meadows Trail, Catherine’s Pass Trail and pedestrian/bicycle use of Albion Basin Summer Road, although not to the same extent as the other action alternatives.</li> <li>• The risk of damage to vegetation along Albion Basin Summer Road would be reduced due to restrictions on private vehicular activity and parking. The risk of damage to vegetation along trails and amount of litter is likely to remain at similar levels as Current Conditions. Impacts to natural resources could be reduced with increased education on environmental stewardship.</li> <li>• The number of day-use visitor private vehicles on Albion Basin Summer Road during peak visitation hours would be 75% to 85% lower than Current Conditions, resulting in reduced risk to watershed conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Day-use visitor parking in Albion Basin would be available with a permit for fee.</li> <li>• Noise from day-use visitor private vehicles could be reduced due to permitted and controlled access for day-use vehicular activity.</li> <li>• This alternative has the potential to induce additional visitation due to increased capacity provided by shuttle and ski lift access. However, crowding or concentrations at visitor use could be reduced with redistribution of some visitor activity to Collins Gulch.</li> <li>• The risk of damage to vegetation along Albion Basin Summer Road may reduce due to increased control on private vehicular activity and parking. The risk of damage to vegetation along trails and amount of litter is likely to remain at similar levels as Current Conditions. Impacts to natural resources could be reduced with increased education on environmental stewardship.</li> <li>• The number of day-use visitor private vehicles on Albion Basin Summer Road during peak visitation hours would be approximately 45% less than Current Conditions, resulting in reduced risk to watershed conditions.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
Opportunities for Increased/Improved Orientation	<ul style="list-style-type: none"> <li>Minimal orientation signing exists near arrival to Albion Basin Summer Road entrance.</li> </ul>	<ul style="list-style-type: none"> <li>Orientation signing near arrival to staging area would provide improved orientation.</li> <li>The provision of information highlighting existing trails at formal orientation/ information center would better direct visitors and distribute hikers more effectively.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1.</li> </ul>
Opportunity for Interpretation, Environmental Stewardship and Education	<ul style="list-style-type: none"> <li>Informal environmental awareness communication is provided by the summer entrance booth staff, as time allows.</li> </ul>	<ul style="list-style-type: none"> <li>Staging area could support and serve as an interpretive center with opportunities to educate visitors on designations, resource protection and interpretive themes, as well as promote environmental stewardship and education. Alta Ski Lifts owns the facilities in the vicinity of the staging area, which could potentially increase the ease of establishing an interpretive center.</li> <li>Improved wayfinding, interpretive signage and educational waysides could be located along existing trails to improve environmental stewardship and education.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1.</li> </ul>	<ul style="list-style-type: none"> <li>Similar to Alternative #1, except that shuttle drivers could provide interpretive information and education during shuttle rides. Alta Ski Lifts does not own all facilities in the vicinity of the staging area, which could potentially require additional partner agreements for establishing an interpretive center.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #3.</li> </ul>
<b>Manage and Improve Safety</b>					
Human-powered (pedestrian and bicycles)	<ul style="list-style-type: none"> <li>Conflicts can exist between pedestrians and bicyclists, shuttles and private day-use vehicles due to unregulated access.</li> </ul>	<ul style="list-style-type: none"> <li>Safety for pedestrians and bicyclists traveling on Albion Basin Summer Road would improve significantly since no shuttles and many fewer private day-use vehicles would be traveling along the road, reducing the potential for conflicts.</li> <li>Visitors would be required to walk greater distances (up to 2.5 miles, one-way) in order to access popular trailheads, resulting in a greater risk of exhaustion.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1 except that slight inherent risks for pedestrians may be associated with use of ski lifts.</li> <li>Visitors would be required to walk from ski lift termini in order to access popular trailheads, resulting in a greater risk of exhaustion.</li> </ul>	<ul style="list-style-type: none"> <li>Safety for pedestrians and bicyclists traveling on Albion Basin Summer Road would improve. Although shuttles would frequently travel along the road, many fewer private day-use vehicles would be traveling along the road, resulting in improved safety due to reduced potential for conflicts.</li> </ul>	<ul style="list-style-type: none"> <li>Safety for pedestrians and bicyclists traveling on Albion Basin Summer Road would improve. Although shuttles would travel along the road and private day-use vehicles would have access to the road based on a regulated parking permit program, traffic would be more controlled than under Current Conditions.</li> <li>Slight inherent risks for pedestrians may be associated with use of ski lifts.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
<p>Vehicular (shuttle vehicles, administrative vehicles, privately owned vehicles)</p>	<ul style="list-style-type: none"> <li>Conflicts can exist between shuttle, administrative and private vehicles due to unregulated access.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular safety along Albion Basin Summer Road would improve significantly since no shuttles and fewer private vehicles would be traveling along the road, reducing the potential for conflicts.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular safety along Albion Basin Summer Road would improve. Although shuttles would frequently travel along the road, many fewer private vehicles would be traveling along the road, resulting in improved safety due to reduced potential for conflicts.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular safety along Albion Basin Summer Road would improve. Although shuttles would travel along the road and private vehicles would have access to the road based on a regulated parking permit program, traffic would be more controlled than under Current Conditions.</li> </ul>
<b>Ability to Manage Visitor Access to Ensure Sustainable Recreation</b>					
<p>Ability to meet projected design day visitor demand  Note: The values assigned to each mode have been defined for analysis purposes only. A variety of factors may influence the distribution of visitors among modes, including visitor’s personal preference, ease of access, convenience, visitor experience and potential fees.</p>	<ul style="list-style-type: none"> <li>Approximately 240 persons per hour are accommodated on the design day during peak arrival hours. Approximately five persons per hour walk/run or bicycle and approximately 70 persons per hour use shuttle access. The remaining 170 persons per hour access Albion Basin using private vehicle.</li> <li>Visitor demand beyond the capacity currently accommodated by parking (29% of total) is accommodated by the pilot shuttle service and pedestrian or bicycle access.</li> </ul>	<ul style="list-style-type: none"> <li>All alternatives assume that approximately 245 persons per hour need to be accommodated during peak arrival hours. All 245 persons per hour could be accommodated through human-powered access.</li> <li>Drive access provisions would be made available for day-use visitors with ADA and special mobility needs.</li> </ul>	<ul style="list-style-type: none"> <li>All alternatives assume that approximately 245 persons per hour need to be accommodated during peak arrival hours. It is assumed that approximately five persons per hour would walk/run or bicycle. The remaining 240 persons per hour could be accommodated within the current capacity of the Albion or Sunnyside ski lifts.</li> <li>Drive access provisions would be made available for day-use visitors with ADA and special mobility needs.</li> </ul>	<ul style="list-style-type: none"> <li>All alternatives assume that approximately 245 persons per hour need to be accommodated during peak arrival hours. It is assumed that approximately five persons per hour would walk/run or bicycle. The remaining 240 persons/hour could be accommodated within the capacity of a shuttle system operating at three to five minute frequencies.</li> <li>Drive access provisions would be made available for day-use visitors with ADA and special mobility needs.</li> </ul>	<ul style="list-style-type: none"> <li>All alternatives assume that approximately 245 persons per hour need to be accommodated during peak arrival hours. It is assumed that approximately five persons per hour would walk/run or bicycle. An additional 100 persons per hour could be accommodated using permitted parking. The remaining 140 persons per hour could be accommodated by either a shuttle system operating at 15 minute frequencies along Albion Basin Summer Road or within the current capacity of the Collins ski lift.</li> <li>Drive access provisions would be made available for day-use visitors with ADA and special mobility needs.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
<p>Ability to accommodate increased day-use visitor demand levels (if desired as a management objective)</p>	<ul style="list-style-type: none"> <li>• Increased day-use visitor demands could only be accommodated with larger shuttle vehicles and increased frequencies, although current or increased service may not be feasible based on currently available funding.</li> <li>• Additional day-use visitor demand during peak hours is unlikely to be accommodated by private vehicle access since parking is typically at or over capacity.</li> <li>• Additional demand could be met through increased pedestrian and/or bicycling trips.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased day-use visitor demands could be accommodated if no restrictions were placed on trail use volumes. No vehicular access is provided under this alternative, so all increases would be absorbed via pedestrian or bicycling along Albion Basin Summer Road or Albion Meadows Trail.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased day-use visitor demand could be accommodated by the ski lift and/or pedestrian and bicycling access.</li> <li>• The hourly capacity of the Albion and Sunnyside ski lifts are 400 and 600 persons per hour, respectively. Design day allocations indicate that ski lift access would need to accommodate approximately 240 persons per hour.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased day-use visitor demand could be accommodated, but to a more limited extent than other action alternatives.</li> <li>• Shuttle frequencies of three to five minutes would be required to provide adequate access for design day visitor demand. Increased demand would require either an increase in shuttle vehicles and frequency, or additional pedestrian and/or bicycling trips to absorb additional trips.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased day-use visitor demand could be accommodated by the shuttle, Collins ski lift and/or pedestrian and bicycling access.</li> <li>• Shuttle frequencies of 15 minutes would be required for convenient access for design day demand. Increased shuttle vehicles and frequencies would be required in order to accommodate additional visitor demand via shuttles.</li> <li>• The hourly capacity of the Collins ski lift is 1,000 persons per hour. Design day allocations indicate that current demand for ski lift access to Collins Gulch would be a minimum of approximately 90 persons per hour (excess demand beyond parking and shuttle capacity).</li> <li>• Additional visitor demand could not be accommodated by private vehicle access since parking in Albion Basin is finitely limited by permit.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
Effectiveness/Ease of access to the most popular destinations	<ul style="list-style-type: none"> <li>Visitors currently access Albion Basin via private vehicle, the pilot shuttle or by walking/running and/or bicycling. Visitors are likely to perceive private vehicles as the most direct, effective and easiest method of accessing popular destinations in Albion Basin (namely Catherine’s Pass and Cecret Lake trailheads) if parking is available. Visitors who use the pilot shuttle are provided with direct access to both the Catherine’s Pass and Cecret Lake trailheads but may have to wait for shuttle arrival and available seats.</li> </ul>	<ul style="list-style-type: none"> <li>All visitors without ADA or other special mobility needs would be required to walk or bicycle approximately 1.9 miles to the Catherine’s Pass Trailhead and 2.5 miles to the Cecret Lake Trailhead.</li> <li>Visitors who currently access Albion Basin via private vehicle or the pilot shuttle may perceive this alternative as significantly less convenient to access popular destinations.</li> <li>Less parking is available at Albion Lift Base Area, and it is less visible from the roadway corridor.</li> </ul>	<ul style="list-style-type: none"> <li>All visitors without ADA or other special mobility needs would be required to take the Albion or Sunnyside ski lift or walk or bicycle to access destinations in Albion Basin.</li> <li>Visitors taking the Albion or Sunnyside ski lifts would be required to walk approximately 0.5 miles to access Cecret Lake Trailhead from the end of the ski lift. Both ski lifts terminate in very close proximity to Catherine’s Pass Trailhead.</li> <li>Those visitors walking/running or biking would be required to travel approximately 1.9 miles to Catherine’s Pass Trailhead and 2.5 miles to Cecret Lake Trailhead.</li> <li>Visitors who currently access Albion Basin via private vehicle or the pilot shuttle may perceive this alternative as less convenient to access popular destinations due to walk distance required to reach Cecret Lake Trailhead.</li> <li>Less parking is available at Albion Lift Base Area, and it is less visible from the roadway corridor.</li> </ul>	<ul style="list-style-type: none"> <li>All visitors without ADA or other special mobility needs would be required to take a shuttle or walk or bicycle to access Albion Basin.</li> <li>Visitors taking the shuttle would have direct access to trailheads in the Town of Alta, Catherine’s Pass Trailhead and Cecret Lake Trailhead.</li> <li>Those visitors walking/running or biking would be required to travel approximately 1.9 miles to Catherine’s Pass Trailhead and 2.5 miles to Cecret Lake Trailhead.</li> <li>Visitors who currently access Albion Basin via private vehicle would be likely to perceive this alternative as significantly less convenient to access popular destinations. Visitors who currently access Albion Basin via the pilot shuttle may perceive this alternative as equally convenient to access popular locations.</li> <li>More parking is available at Wildcat Lift Base Area, and it is easily visible from the roadway corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Visitors would have the option of accessing Albion Basin via a shuttle, by walking/running or bicycling, or through the regulated parking permit program.</li> <li>Visitors taking the shuttle would have direct access to trailheads in the Town of Alta, Catherine’s Pass Trailhead and Cecret Lake Trailhead.</li> <li>Those visitors walking/running or biking would be required to travel approximately 1.9 miles to Catherine’s Pass Trailhead and 2.5 miles to Cecret Lake Trailhead.</li> <li>Visitors participating in the parking permit program would park in designated spaces within the Basin.</li> <li>Visitors who currently access Albion Basin via private vehicle may perceive this alternative as moderately less convenient since permits would be required. Visitors who currently access Albion Basin via the pilot shuttle would be likely to perceive this alternative as equally convenient to access popular locations.</li> <li>This alternative would provide more broad and diverse recreational opportunities by providing access to Collins Gulch via the Collins Gulch ski lift. Although destinations in this area are not currently considered “popular,” the provision of access could increase their popularity.</li> <li>More parking is available at Wildcat Lift Base Area, and it is easily visible from the roadway corridor.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
Ability to accommodate administrative activities and access	<ul style="list-style-type: none"> <li>Administrative vehicles traveling on Albion Basin Summer Road must contend with additional traffic and potential congestion created by shuttles and private vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>Administrative vehicles would no longer contend with shuttle traffic or a large number of private vehicles on Albion Basin Summer Road, but would be required to contend with a larger number of visitors walking/running or bicycling along the road.</li> <li>Albion Lift Base Area, which would serve as the staging area for this alternative, is currently used for some Alta Ski Lift summer maintenance and storage activities. These activities would require shared areas or relocation.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1, except a smaller number of visitors walking/running or bicycling along the road would be expected.</li> </ul>	<ul style="list-style-type: none"> <li>Administrative vehicles would no longer contend with a large number of private vehicles on Albion Basin Summer Road, but would be required to contend with shuttles operating at three to five minute frequencies along the road.</li> <li>Wildcat Lift Base Area, which would serve as the staging area for this alternative, may currently be used for minimal Alta Ski Lift summer maintenance/ administrative personnel parking. Any such activities would require shared areas or administrative relocation.</li> </ul>	<ul style="list-style-type: none"> <li>Administrative vehicles would contend with both shuttle and private vehicle traffic on Albion Basin Summer Road. Shuttles would operate on approximately 15 minute frequencies. Private vehicle traffic would be regulated using a parking permit program, so would be less congested than Current Conditions.</li> <li>Wildcat Lift Base Area, which would serve as the staging area for this alternative may currently be used for minimal Alta Ski Lift summer maintenance/ administrative personnel parking. Any such activities would require shared areas or relocation.</li> <li>This alternative would introduce more visitors to the Collins Gulch area, which could have some impact on current Alta Ski Lift summer maintenance and operations.</li> </ul>
Potential to connect with other public/private transportation services	<ul style="list-style-type: none"> <li>Summer season UTA Route 990 currently provides one morning in-bound trip to a location near the Wildcat Lift Base Area and the Town of Alta and one evening out-bound trip from the same stops. Visitors are unlikely to use the UTA service since its arrival and departure times are outside of peak periods, and since service does not accommodate the typical visitor length of stay at the Town of Alta and Albion Basin (as determined through data collection efforts). Visitors riding UTA service could transfer to the pilot shuttle by walking to the staging area from the Town of Alta UTA stop.</li> </ul>	<ul style="list-style-type: none"> <li>Visitors could use the summer UTA service to the Town of Alta stop to access the Albion Lift Base for walking and bicycling to Albion Basin. In order for connections to be effective, summer UTA or private transportation service to Little Cottonwood Canyon would need to be increased. UTA buses are equipped with bicycle racks.</li> </ul>	<ul style="list-style-type: none"> <li>Visitors could use the summer UTA service to the Town of Alta stop to access the Albion Lift Base Area for both the ski lift and walking/bicycling to Albion Basin. In order for connections to be effective, summer UTA or private transportation service to Little Cottonwood Canyon would need to be increased. UTA buses are equipped with bicycle racks.</li> </ul>	<ul style="list-style-type: none"> <li>Visitors could use the summer UTA service to the vicinity of the Wildcat Lift Base Area for the shuttle to Albion Basin. Visitors could use the UTA service to the Town of Alta stop for access to walking/bicycling opportunities to Albion Basin. In order for connections to be effective, summer UTA or private transportation service to Little Cottonwood Canyon would need to be increased. UTA buses are equipped with bicycle racks.</li> </ul>	<ul style="list-style-type: none"> <li>Visitors could use the summer UTA service to the vicinity of the Wildcat Lift Base Area for both the ski lift to Collins Gulch and the shuttle to Albion Basin. Visitors could use the UTA service to the Town of Alta stop for access to walking/bicycling opportunities to Albion Basin. In order for connections to be effective, summer UTA or private transportation service to Little Cottonwood Canyon would need to be increased. UTA buses are equipped with bicycle racks.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
<b>Ability to Accommodate a Diverse Range of Users and Ability Types</b>					
Ability to serve diverse types of recreational users	<ul style="list-style-type: none"> <li>Accommodates a range of recreational users, including families and elderly visitors, visitors seeking hiking and bicycling opportunities and visitors who do not wish to hike, but prefer to view the areas from their private vehicle or passively recreate and picnic.</li> <li>Less conducive for those visitors seeking a solitude experience.</li> </ul>	<ul style="list-style-type: none"> <li>Would be more conducive to those visitors seeking quiet/solitude opportunities, as well as those visitors with a higher level of physical fitness who are seeking more hiking and bicycling opportunities than Current Conditions.</li> <li>Would not be conducive to families and elderly visitors, since greater levels of physical activity would be required to access key destinations. This alternative would not be conducive for visitors who do not wish to hike, but prefer to passively recreate and picnic.</li> </ul>	<ul style="list-style-type: none"> <li>Would be more conducive to those visitors seeking quiet/solitude opportunities, as well as those visitors with a higher level of physical fitness who are seeking more hiking and bicycling opportunities than Current Conditions.</li> <li>This alternative would not be as conducive to some families with small children and some elderly visitors as other action alternatives since the ski lift could pose difficulties depending on configuration for pedestrian travel. This alternative would not be as conducive for visitors who do not wish to hike, but prefer to passively recreate and picnic; however, some visitors may choose to ride the lift to view scenery or passively recreate at ski lift termini.</li> </ul>	<ul style="list-style-type: none"> <li>Would be more conducive to those visitors seeking quiet/solitude opportunities, as well as those visitors with a higher level of physical fitness who are seeking more hiking and bicycling opportunities than Current Conditions. Could effectively accommodate families and elderly visitors.</li> <li>Could be less conducive for visitors who do not wish to hike, but prefer to passively recreate and picnic.</li> <li>Use of the Wildcat Lift Base Area as a staging area would provide better access to additional trails.</li> </ul>	<ul style="list-style-type: none"> <li>Would provide more broad and diverse recreational opportunities with use of Collins Gulch and multi-modal access. Albion Basin could become less likely to provide a quiet/solitude experience; however, Collins Gulch could provide opportunities for visitors seeking such an experience. Would be more conducive to those visitors with a higher level of physical fitness who are seeking hiking and bicycling opportunities than Current Conditions. Could also accommodate families and elderly visitors through use of the shuttle or the regulated parking permit program. Would also be conducive for visitors who do not wish to hike, but prefer to passively recreate and picnic.</li> <li>Access to the Collins Gulch area could introduce new recreational opportunities for visitors.</li> <li>Use of the Wildcat Lift Base Area as a staging area would provide better access to additional trails.</li> </ul>
Ability to serve diverse ability levels	<ul style="list-style-type: none"> <li>Visitors with a wide range of ability levels are currently accommodated. Those visitors not able or willing to use the pilot shuttle (which is not ADA accessible) are able to drive private vehicles and park in Albion Basin when parking is available.</li> </ul>	<ul style="list-style-type: none"> <li>Visitors with ADA or other special mobility needs would be able to obtain permits to park at Cecret Lake and Catherine’s Pass.</li> <li>All other visitors would be required to walk or bicycle approximately 1.9 miles to the Catherine’s Pass Trailhead and 2.5 miles to the Cecret Lake Trailhead. Visitors would therefore be required to possess a moderate physical ability level to access destinations in Albion Basin.</li> </ul>	<ul style="list-style-type: none"> <li>Visitors with ADA or other special mobility needs would be able to obtain permits to park at Cecret Lake and Catherine’s Pass.</li> <li>All other visitors would be required to take the Albion or Sunnyside ski lifts or walk and/or bicycle to Albion Basin. Ski lifts could pose difficulty for small children and some elderly visitors depending on configuration for pedestrian travel.</li> </ul>	<ul style="list-style-type: none"> <li>Visitors with ADA or other special mobility needs would be able to obtain permits to park at Cecret Lake and Catherine’s Pass.</li> <li>All other visitors would be required to take the shuttle or walk and/or bicycle to Albion Basin. Shuttles would be ADA accessible and would be able to accommodate most visitors.</li> </ul>	<ul style="list-style-type: none"> <li>Visitors with ADA or other special mobility needs would be able to obtain permits to park at Cecret Lake and Catherine’s Pass.</li> <li>Visitors not able or willing to use shuttle or ski lift access would be able to participate in the parking permit program.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
<b>Cost Effectiveness and Financial Viability</b>					
<p><b>Capital Investment Requirements*</b></p> <p>Notes: Capital investment costs were developed using the National Park Service’s Class C estimate model. Costs account for the following:</p> <ul style="list-style-type: none"> <li>• Direct construction costs (design, labor and materials)</li> <li>• Location factor (for Salt Lake County)</li> <li>• Remoteness factor</li> <li>• Design contingencies (15%)</li> <li>• Contracting method</li> </ul> <p>All costs are presented in 2010\$. Inflation could increase costs in subsequent years. Data from the U.S. Department of Labor, Bureau of Labor Statistics indicates that the 12-month consumer price index (CPI) for the Salt Lake City area is 2.0%. Data also indicates that annual inflation has ranged from 1.6% to 3.8% between 2000 and 2008. Based on a maximum annual inflation rate of 4.0%, operating costs could increase up to 18% over a five-year period.</p>	<ul style="list-style-type: none"> <li>• No capital investments are required until existing facilities require replacement (i.e. summer entrance booth).</li> </ul>	<p>Fundamental Capital Cost Components:</p> <ul style="list-style-type: none"> <li>• No critical capital cost investments required to support human-powered transportation access.</li> </ul> <p>Other Potential Capital Investment Requirements:</p> <ul style="list-style-type: none"> <li>• Costs associated with staging area parking (striping parking spaces, pavement improvements, etc.)</li> <li>• Kiosk/booth or automated access control gate device at entrance to Albion Basin Summer Road</li> <li>• Costs related to orientation/information center including any required renovations or reconfiguration to existing structure</li> <li>• Implementation of elements related to visitor orientation (static and/or variable message) as well as other information dissemination methods (brochures or printed materials). Other means of dissemination (internet website, advisory radio, etc.) could be considered as additional operating expenses.</li> <li>• Costs associated with restriction and re-vegetation of undesirable roadside parking.</li> </ul>	<p>Fundamental Capital Cost Components:</p> <ul style="list-style-type: none"> <li>• Passenger amenities at ski lift termini (benches and shelters): \$20,000 to \$24,000</li> <li>• APPROXIMATE COST FOR ALL ESTIMATED COSTS: \$20,000 to \$24,000</li> </ul> <p>Other Potential Capital Investment Requirements:</p> <ul style="list-style-type: none"> <li>• Same as listed under Alternative #1.</li> <li>• Potential rehabilitation or upgrade to Albion or Sunnyside ski lifts (ski lift modifications would address winter and summer operational needs).</li> </ul> <p>Note: Gondola ski lift carriages may be deemed desirable for summer pedestrian use. Costs associated with gondola carriages are not included in capital costs for Alternative #2. Alta Ski Lifts would not necessarily be solely responsible for any capital investment in carriages suitable for summer operations.</p>	<p>Fundamental Capital Cost Components:</p> <ul style="list-style-type: none"> <li>• Passenger amenities at shuttle termini and stops (benches and shelters): \$41,000 to \$49,000</li> <li>• Shuttle vehicles: \$600,000 to \$1,530,000</li> <li>• Reconfiguration of Cecret Lake parking lot (for shuttle vehicle turnaround): \$28,000 to \$33,000</li> <li>• APPROXIMATE COST FOR ALL ESTIMATED COSTS: \$770,000 to \$1,610,000</li> </ul> <p>Other Potential Capital Investment Requirements:</p> <ul style="list-style-type: none"> <li>• Same as listed under Alternative #1.</li> </ul>	<p>Fundamental Capital Cost Components:</p> <ul style="list-style-type: none"> <li>• Passenger amenities at ski lift termini and shuttle termini/stops (benches and shelters): \$61,000 to \$73,000</li> <li>• Shuttle vehicles: \$220,000 to \$360,000</li> <li>• Reconfiguration of Cecret Lake parking lot (for shuttle vehicle turnaround): \$28,000 to \$33,000</li> <li>• APPROXIMATE COST FOR ALL ESTIMATED COSTS: \$310,000 to \$470,000</li> </ul> <p>Other Potential Capital Investment Requirements:</p> <ul style="list-style-type: none"> <li>• Same as listed under Alternative #2.</li> </ul> <p>Note: Gondola ski lift carriages may be deemed desirable for summer pedestrian use. Costs associated with gondola carriages are not included in capital costs for Alternative #2. Alta Ski Lifts would not necessarily be solely responsible for any capital investment in carriages suitable for summer operations.</p>

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<p><b>Seasonal Operating Costs*</b></p> <p>Costs INCLUDE the following:</p> <ul style="list-style-type: none"> <li>○ Shuttle and/or ski lift operating costs</li> <li>○ Staffing of entrance booth, orientation center, ticket sales and/or parking permit sales</li> <li>○ Staffing to manage parking in Albion Basin and/or for parking enforcement</li> <li>○ Administrative support</li> <li>○ Road maintenance</li> </ul> <p>Costs DO NOT INCLUDE the following:</p> <ul style="list-style-type: none"> <li>○ Insurance</li> <li>○ Taxes</li> <li>○ Depreciation</li> </ul> <p>Notes: All costs are presented in 2010\$. Inflation could increase costs in subsequent years. Data from the U.S. Department of Labor, Bureau of Labor Statistics indicates that the 12-month consumer price index (CPI) for the Salt Lake City area is 2.0%. Data also indicates that annual inflation has ranged from 1.6% to 3.8% between 2000 and 2008. Based on a maximum annual inflation rate of 4.0%, operating costs could increase up to 18% over a five-year period.</p>	<ul style="list-style-type: none"> <li>• Approximately \$50,000</li> </ul> <p>Note: This value is not representative of the actual amount spent in 2009. The value represents the approximate amount that would be spent using theoretical design day conditions and 20 operating days per season.</p>	<ul style="list-style-type: none"> <li>• Approximately \$30,000 to \$35,000</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately \$150,000 to \$155,000 depending on which ski lift (Albion or Sunnyside) is used to provide access to Albion Basin.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately \$200,000 to \$385,000 depending on shuttle vehicles and frequency, as well as contracted cost of service.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately \$245,000 to \$260,000 depending on shuttle vehicles and frequency, as well as contracted cost of service.</li> </ul>
<p><b>Operating Cost per Design Day Visitor</b></p> <p>Represents the operating cost per visitor under design day conditions. Does not include capital costs.</p>	<ul style="list-style-type: none"> <li>• Approximately \$0.82</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately \$0.55</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately \$2.44 to \$2.55, depending on which ski lift is used to provide access to Albion Basin.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately \$3.34 to \$6.67 depending on shuttle vehicles and frequency, as well as contracted cost of service.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately \$4.15 to \$4.45 depending on shuttle vehicles and frequency, as well as contracted cost of service.</li> </ul>
<p><b>Fee Considerations</b></p>	<ul style="list-style-type: none"> <li>• No fees in place for access to Albion Basin.</li> <li>• Fees in place for campground use.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Current Conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Ski lift access fee to cover some portion of operating costs.</li> <li>• Ski lift access fees could be viewed negatively for access to public lands (without prior fees).</li> <li>• Campground fees same as Current Conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Shuttle access fee to cover some portion of operating costs.</li> <li>• Shuttle access fees could be viewed negatively for access to public lands (without prior fees).</li> <li>• Campground fees same as Current Conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Shuttle access fee to cover some portion of operating costs.</li> <li>• Ski lift access fee to cover some portion of operating costs.</li> <li>• Premium parking fee for Albion Basin (higher than shuttle or ski lift fee) would be explored. However, parking fees could be used to fund alternative mode operating costs.</li> <li>• Shuttle access, ski lift access and parking fees could be viewed negatively for access to public lands (without prior fees).</li> <li>• Campground fees same as Current Conditions.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
<p>Range of Potential Funding Sources</p> <p>Note: Current funding sources include Town of Alta and Friends of Alta. Potential funding sources include current partners, lodging/retail tax, user fees, state, local and federal grants, etc. See <b>Section 7.4</b> for a list of potential funding sources.</p>	<ul style="list-style-type: none"> <li>The pilot shuttle and summer entrance booth is currently funded through the Town of Alta general fund, Friends of Alta and through visitor donations.</li> <li>The current pilot shuttle system is not financially sustainable on an annual basis in its present funding arrangement.</li> <li>Subsidies may be required to fund capital and operating costs for the pilot shuttle.</li> </ul>	<ul style="list-style-type: none"> <li>This study assumes that current funding sources could be made available to cover some portion of costs.</li> <li>Orientation/information center could require new sources.</li> </ul>	<ul style="list-style-type: none"> <li>This study assumes that current funding sources could be made available to assist in covering some portion of costs.</li> <li>Ski lift access fees would cover some portion of operating costs.</li> <li>Orientation/information center could require new sources.</li> <li>Subsidies may be required to fund capital and operating costs for the ski lift.</li> </ul>	<ul style="list-style-type: none"> <li>This study assumes that current funding sources could be made available to assist in covering some portion of costs.</li> <li>Shuttle access fees would cover some portion of operating costs.</li> <li>Orientation/information center could require new sources.</li> <li>Subsidies may be required to fund capital and operating costs for the shuttle.</li> </ul>	<ul style="list-style-type: none"> <li>This study assumes that current funding sources could be made available to assist in covering some portion of costs.</li> <li>Shuttle access fees, ski lift access fees and premium parking fees would cover some portion of operating costs.</li> <li>Orientation/information center could require new sources.</li> <li>Subsidies may be required to fund capital and operating costs for the ski lift and shuttle.</li> </ul>
<p>Opportunities for Partnerships</p> <p>Note: Current project partners include the following:</p> <ul style="list-style-type: none"> <li>Town of Alta</li> <li>Friends of Alta</li> <li>U.S. Forest Service</li> <li>Alta Ski Lifts/Alta Environmental Center</li> <li>Salt Lake City Watershed</li> <li>Cottonwood Canyons Foundation</li> </ul> <p>Future partners could include other public agencies (including Salt Lake County and Utah Department of Transportation), non-profit agencies and/or private entities.</p>	<ul style="list-style-type: none"> <li>Friends of Alta currently raise funds to assist with the summer entrance booth staffing and operations. Town of Alta funds other visitor management operations, the pilot shuttle and law enforcement costs.</li> </ul>	<ul style="list-style-type: none"> <li>Partners could become involved with a possible orientation/information center at the Albion Lift Base Area.</li> <li>Partners could provide supplementary interpretation and education.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative #1.</li> </ul>
<b>Support Local Economic Business Opportunities</b>					
<p>Support of local economic opportunities (public/ private)</p>	<ul style="list-style-type: none"> <li>The temporary nature of the pilot shuttle is not supportive of local economic opportunities, since service is not guaranteed from season to season, and does not stage in close proximity to local businesses.</li> </ul>	<ul style="list-style-type: none"> <li>This alternative could provide economic opportunities for local businesses through the creation of a designated staging area at the Albion Lift Base Area, which could include concessioner or other vendor services.</li> </ul>	<ul style="list-style-type: none"> <li>This alternative could provide economic opportunities for local businesses through the creation of a designated staging area at the Albion Lift Base Area, which could include concessioner or other vendor services.</li> <li>The provision of ski lift service could provide opportunities for local businesses near staging area.</li> </ul>	<ul style="list-style-type: none"> <li>This alternative could provide economic opportunities for local businesses through the creation of a designated staging area at the Wildcat Lift Base Area, which could include concessioner or other vendor services.</li> <li>The provision of shuttle service could provide some opportunity for local businesses near staging area.</li> </ul>	<ul style="list-style-type: none"> <li>This alternative could provide economic opportunities for local businesses through the creation of a designated staging area at the Wildcat Lift Base Area, which could include concessioner or other vendor services.</li> <li>The provision of shuttle service could provide some opportunity for local businesses near staging area.</li> <li>The provision of ski lift service could provide some opportunities for local businesses near staging area.</li> </ul>

Evaluation Criteria	Current Conditions Alternative	Alternative #1 – Human-Powered Access	Alternative #2 – Human-Powered and Ski Lift Access	Alternative #3 – Human-Powered and Shuttle Access	Alternative #4 – Dispersed Multi-Modal Access
<b>Ability to Implement as part of Adaptive Management Strategy</b>					
Implementation Considerations	<ul style="list-style-type: none"> <li>• Operation of the pilot shuttle operation over the last three to four years has served as an adaptive management test case.</li> <li>• Budgetary constraints limit the current pilot shuttle service from being implemented every season or on additional days. Additional adaptive management strategies for the service are limited due to uncertainty of funding.</li> </ul>	<ul style="list-style-type: none"> <li>• Adaptive management opportunities: Could be implemented as test case using designated “car-free days” in order to monitor and assess its acceptance and effectiveness.</li> <li>• Flexibility for implementation on different days of the week: Could be easily implemented on additional days if necessary.</li> </ul>	<ul style="list-style-type: none"> <li>• Adaptive management opportunities: Would be difficult to implement incrementally, since this alternative would require close coordination with Alta Ski Lifts for scheduled operations. However, an initial season of ski lift operation would serve as an adaptive management test case.</li> <li>• Flexibility for implementation on different days of the week: Could be implemented on additional days if necessary, although this would require close coordination, advanced planning and cooperation with Alta Ski Lifts.</li> </ul>	<ul style="list-style-type: none"> <li>• Adaptive management opportunities: Would be difficult to implement incrementally, since this alternative would require close coordination with the shuttle operator and would require specific contract arrangements for scheduled operations.</li> <li>• Flexibility for implementation on different days of the week: Could be implemented on additional days if necessary, although the option for additional service would need to be included in the contract with the operator.</li> </ul>	<ul style="list-style-type: none"> <li>• Adaptive management opportunities: Would be difficult to implement incrementally, since this alternative would require close coordination with shuttle operators and Alta Ski Lifts and shuttle operator would require specific contract arrangements. However, an initial season of ski lift operation would serve as an adaptive management test case.</li> <li>• Flexibility for implementation on different days of the week: Implementation of all modes of access on additional days as necessary would require close coordination with the shuttle operator and Alta Ski Lifts and would likely require additional support from the Town of Alta.</li> </ul>
Complexity of implementation (required staffing, law enforcement, etc.)	<ul style="list-style-type: none"> <li>• Requires general staffing for the summer entrance booth, which has been provided in the past.</li> <li>• Requires administrative support for pilot shuttle operations and road maintenance, which has been provided in the past.</li> <li>• Requires law enforcement staff for parking and trail activities, which has been provided in the past.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Could generate slightly more general staffing needs as compared to the Current Conditions since staffing needs may exist for a formal orientation/ information center.</li> <li>• Would require slightly less administrative support as compared to the Current Conditions due to the elimination of administrative needs related to the pilot shuttle program.</li> <li>• Would require less law enforcement as compared to Current Conditions due to the elimination of parking in Albion Basin and resulting reduction in enforcement needs.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Would generate slightly more general staffing needs than Alternative #1 since staffing needs may exist for a formal orientation/ information center and for ski lift ticket sales.</li> <li>• Would require similar levels of administrative support as compared to Current Conditions since administrative needs related to the ski lift operations would exist.</li> <li>• Same levels of law enforcement as described under Alternative #1.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Same levels of general staffing as described under Alternative #2.</li> <li>• Same levels of administrative support as described under Alternative #2 (except that support would be required for shuttle, not ski lift access).</li> <li>• Same levels of law enforcement as described under Alternative #1.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Would generate the most general staffing needs of all alternatives since staffing needs may exist for a formal orientation/ information center, ski lift and shuttle ticket sales, parking permit sales and parking management.</li> <li>• Would require more administrative support than Current Conditions and other action alternatives since administrative needs related to both ski lift and shuttle operations would exist.</li> <li>• Would require similar levels of enforcement as the Current Conditions since parking in Albion Basin would be more formalized through a parking permit program.</li> <li>•</li> </ul>

Source: Project Team, 2010.