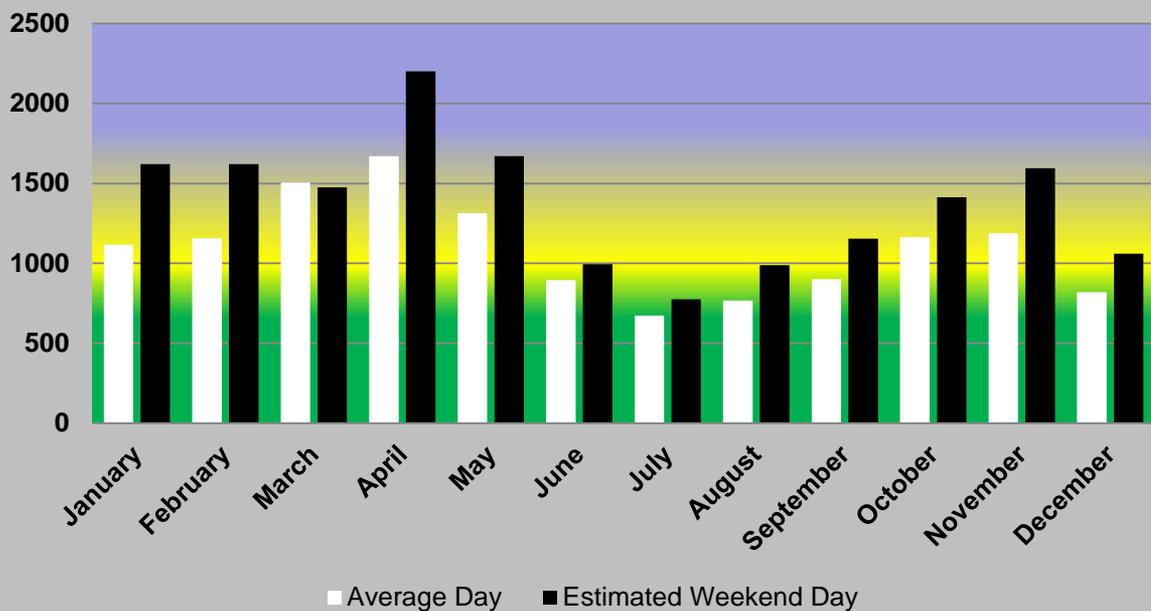


No Action Alternative

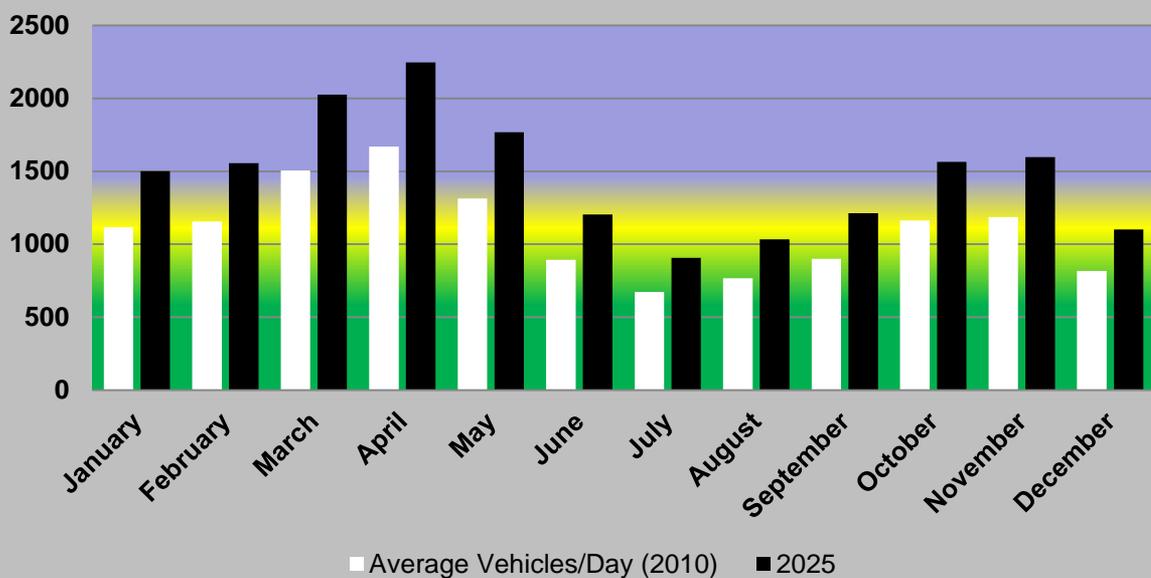
The No Action alternative provides a baseline by which to compare other alternatives. The No Action alternative assumes growth in visitation, but no changes in current policy or infrastructure.

Current Visitation



■ Average Day ■ Estimated Weekend Day

2010 vs. 2025 Visitation



■ Average Vehicles/Day (2010) ■ 2025

Included Improvements

- No expansion of parking or widening of Scenic Drive
- Includes State Route 159 multi-use trail
- No new BLM management policies that would affect visitation levels or patterns
- No transit operations

Feasibility Summary

Capital costs: Baseline

Annual operating costs:
Baseline

Goals Summary

Number of lots congested on 2025 high use day: 7 lots

Average daily hours of congestion per lot for busiest 7 lots:
6.25 hours

Visitor experience: No added interpretation; increased travel time for hikers/climbers

Resource impacts: No aesthetic changes; no direct impacts to cultural resources; potential for impact to natural resources

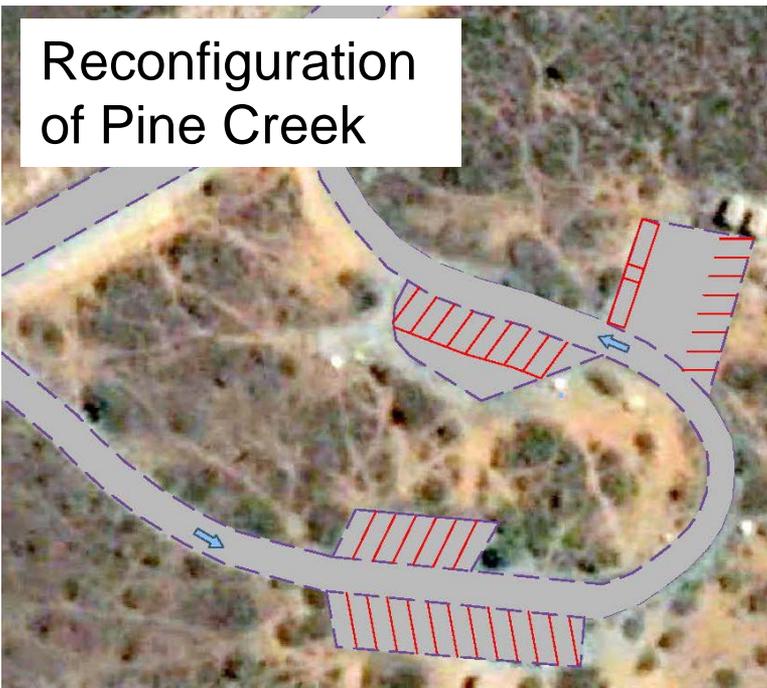
Alternative A – Parking and Management

Alternative A significantly expands existing parking to meet capacity on a high use day in 2025, with no transit service.

Included Improvements

- Major expansion and reconfiguration of existing parking areas
- **Management Strategies Bundle (see separate poster)**

Lot Name	Current Spaces	Reconfiguration	Expanded Spaces	% of Pavement Expansion	Cost
Calico 1	42	46	106	80%	\$560,000
Calico 2	13	19	NA	0%	\$0
Calico 3	NA	NA	12	NA	\$148,000
Sandstone Quarry	70	74	108	50%	\$400,000
Willow Springs/ Lost Creek	81	90	103	22%	\$200,000
Ice Box	23	27	0	0	\$0
Pine Creek	11	36	112	120%	\$1,068,000



Major Lot Expansion of Calico 1

Feasibility Summary

Capital costs: \$2,400,000

Annual operating costs: Baseline

Goals Summary

Number of lots congested on 2025 high use day: 5

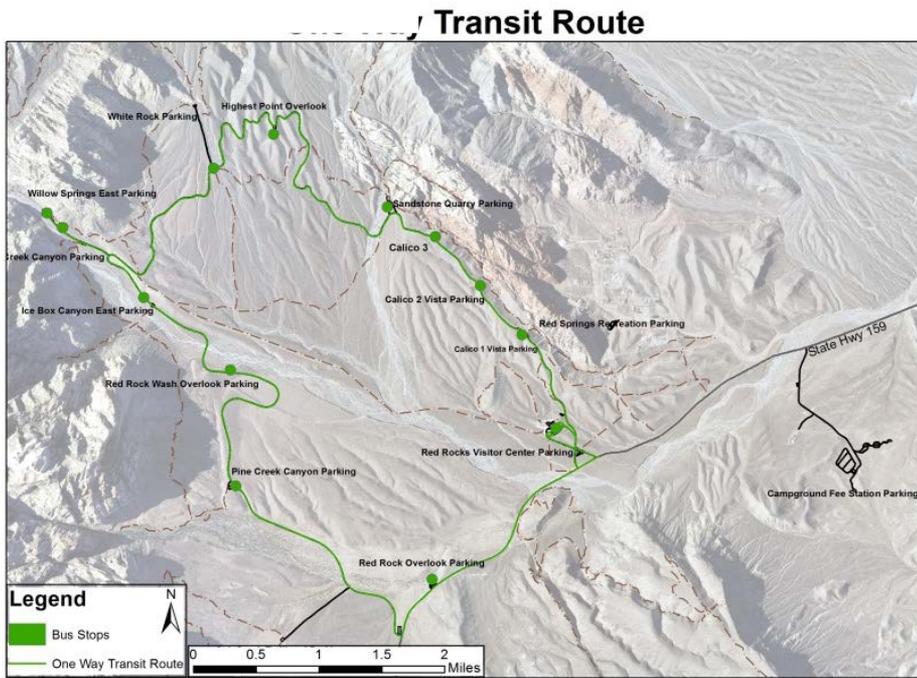
Average daily hours of congestion per lot for busiest 7 lots: 2.4 hours

Visitor experience: No change, no added interpretation

Resource impacts: Large increases in visible paved areas; potential for minor impact to cultural resources; potential for impact to natural resources

Alternative B – Voluntary Transit and Parking Expansion

Transit service operating in a loop serving the Visitor Center and all Scenic Drive lots; hiker/climber shuttle serving campground and Scenic Drive lots during early morning hours; limited parking lot expansion.



Example of transit vehicle

Transit Service Characteristics

Service	Hiker/climber	Transit Loop
Target users	Hikers, climbers, sightseers	
Months	Oct – May (weekends); Mar - Apr (daily)	
Hours	5:30AM-7AM	9AM-5PM
Frequency	90 minutes	20-45 minutes
# of buses	4	
Ridership (est.)	26,000 – 52,000 annually	
# of stops	14	

Included Improvements

- **Management Strategies Bundle (see separate poster)**
- Voluntary transit with stops at the Visitor Center and all Scenic Drive lots
- Hiker/climber shuttle with stops at campground, Visitor Center, and selected lots on Scenic Drive
- Limited expansion and reconfiguration of parking areas
- Addition of bus stops and/or shelters at all Scenic Drive lots
- Construction of small parking lot and bus stop at Calico III

Lot Name	Current Spaces	Expanded Spaces	Pavement Increase (%)	Cost
Calico 1	42	75	30%	\$200,000
Calico 2	13	NA	0	\$0
Calico 3	NA	5	NA	\$128,000
Sandstone Quarry	70	108	25%	\$400,000
Willow Springs/ Lost Creek	81	NA	0	\$0
Ice Box	23	NA	0	\$0
Pine Creek	11	61	20%	\$156,000

Feasibility Summary

Capital costs: \$632,000 (transit)
\$884,000 (parking)

Annual operating costs: \$240,000

Goals Summary

Number of lots congested on 2025 high use day: 1-7 (depending on transit ridership)

Average daily hours of congestion per lot for busiest 7 lots: 0.9 – 3.9 hours (depending on ridership)

Visitor experience: Interpretative elements

Resource impacts: Small increases in visible paved areas; potential for minor impact to cultural resources; potential for minor impact to natural resources

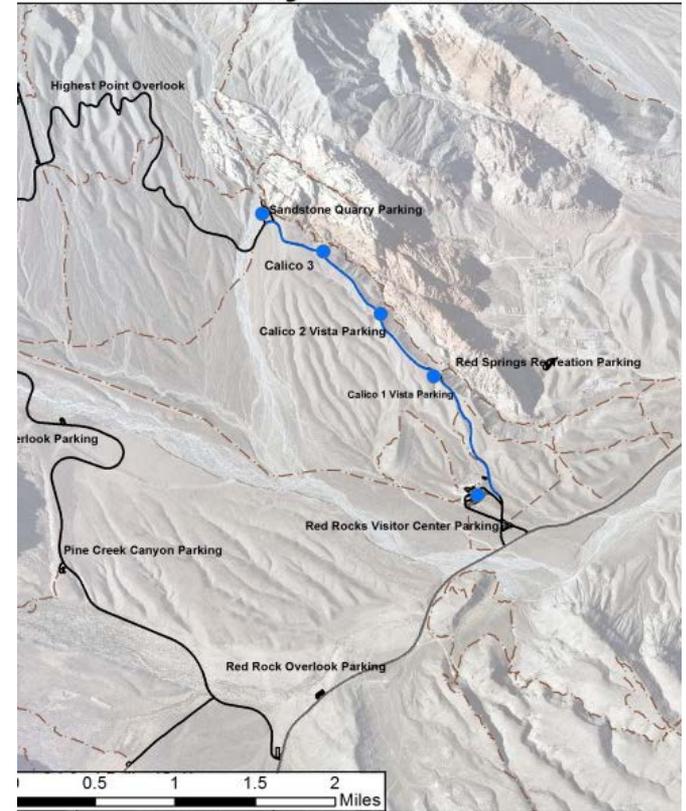
Alternative C – Intensive Voluntary Transit with Limited Parking Expansion

Transit service operating in a loop serving the Visitor Center, Scenic Drive, and Campground; transit service operating in two directions between the Visitor Center and Calico I, II, III and Sandstone Quarry; limited parking expansion.

Included Improvements

- **Management Strategies Bundle (see separate poster)**
- Voluntary transit with stops at the Visitor Center and all Scenic Drive lots (one-way)
- Two-way, voluntary transit with the reverse direction operating on a newly-constructed (transit-only) lane with a raised median with stops at the Visitor Center, Calico I, Calico II, Calico III and Sandstone Quarry
- Hiker/climber shuttle with stops at campground, Visitor Center, and selected lots on Scenic Drive
- Construction of a reverse-direction, median-separated transitway between the Visitor Center and Sandstone Quarry
- Limited expansion and reconfiguration of parking areas
- Addition of bus stops and/or shelters at all Scenic Drive lots
- Construction of small parking lot and bus stop at Calico III

Two Way Transit Route



Examples of raised median to separate transitway



Transit Service Characteristics

Service	Hiker/climber	Transit Loop	Two-way
Target users	Hikers, climbers, sightseers		
Months	Oct – May (weekends); Mar-Apr (daily)		
Hours	5:30AM-7AM	9AM-5PM	9AM-5PM
Frequency (min.)	90	40-60	20-30
# of buses	4		
Ridership (est.)	31,000 – 62,000 annually		
# of stops	17		

Feasibility Summary

Capital costs: \$632,000 plus \$1,750,000 for widening Scenic Drive (transit)

\$884,000 (parking)

Annual operating costs:
\$257,000

Goals Summary

Number of lots congested on 2025 design day: 1-7 (depending on transit ridership)

Average daily hours of congestion per lot for busiest 7 lots: 0.9 – 3.9 hours

Visitor experience: Interpretation added and reduced travel time for hikers/climbers

Resource impacts: Large increases in visible paved areas; potential for minor impact to cultural resources; potential for impact to natural resources

Management Strategies Bundle

(Included in Alternatives A, B, and C)

- Signs for long-term and short-term parking at selected parking lots (self-enforcing)
- Signs for passing zones, share the road (with bicycles and pedestrians), and pullout areas
- Reconfigure parking lots (no expansion of the total paved footprint)
- Install traffic counters at Calico I, Calico II, Sandstone Quarry, Lost Creek, Willow Springs, Ice Box Canyon, and Pine Creek, with plans for lot closures during extreme congestion
- Re-open carpool lot