



**U.S. Department of Transportation
Federal Transit Administration**

**Alternative Transportation in the Parks and Public Lands Program
Project Proposal for Fiscal Year 2007 Funds – Planning Project**

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): Salt Lake City Tri-Canyons: Albion Basin Transportation Feasibility Study. Develop a range of transportation alternatives for Albion Basin to include a study of the existing road and trail system, potential transit modes, visitor survey, economic analysis, and baseline environmental condition survey. Data and alternatives will be used to develop a sustainable visitor and resource capacity and initiate further NEPA analysis.			
Proposed Funding Recipient: Wasatch-Cache National Forest			
Public land unit(s) involved: USDA Forest Service, Wasatch-Cache National Forest, Salt Lake Ranger District		Location of Project City: Salt Lake City County: Salt Lake County State: Utah Congressional District: 2	
Federal Land Management Agency managing the above unit(s): <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Bureau of Reclamation <input type="checkbox"/> Fish and Wildlife Service <input checked="" type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service		Type of Planning Project: (Implementation projects, please use the alternate form) <input checked="" type="checkbox"/> Planning	
<input checked="" type="checkbox"/> Proposal is to plan for a possible new alternative transportation system where none currently exists. <input type="checkbox"/> Proposal is to plan for a possible expansion or enhancement of an existing alternative transportation system.			
ATPPL Funding Requested during FY 2007 \$204,000		Total Cost of Planning Project at Completion (All sources) \$300,000	
Were you awarded FY 2006 ATPPL funds? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please provide amount awarded: \$			
Do you plan to request additional ATPPL funds in future years? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Note: If you wish to compete for future ATPPL fiscal year funds you must reapply). If answer "Yes," please specify ATPPL proposed funding levels for out years below:			
FY 2008 \$100,000 (NEPA)	FY 2009 \$	FY 2010 \$	
FY 2007 Funding Amounts from sources other than ATPPL funds? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$	Local \$5,000	Federal (other than ATPPL) \$	Private sources \$34,500

CONTACT PERSONName: **Carol Majeske**Phone: **801-733-2662**Position: **Recreation Staff Officer**E-mail: **cmajeske@fs.fed.us**Address: **Wasatch-Cache National Forest, Salt Lake Ranger District
6944 South 3000 East, Salt Lake City, Utah 84121****OTHER PROJECT SPONSORS (in addition to funding recipient)****Town of Alta, Alta Ski Lifts, Friends of Alta****REQUIREMENTS**

- If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
- The project is consistent with the metropolitan and statewide planning process.
- The project is consistent with agency plans.
- The planning project will analyze all reasonable alternatives, including a non-construction option.

BASIC PROJECT DATANumber of Visitors (Annual): **270,000 (summer)**Daily Number of Visitors (Peak season): **2,200**Note: Skier visits not included; no winter road.Average Number of Vehicles per Day at Peak Visitation: **700 (all on one 2.5 mile road)**

Current Road Level of Service at Peak Visitation: Poor

(Please consult guidance where available on determining this variable. You may use observational accounts or pictures to provide an assessment of this datum for FY 2007 proposals).

What time of the year does your land unit experience Peak Visitation? Note: Winter skiing is peak but this study is for summer only. Spring Summer Fall WinterCurrent Carrying Capacity of Existing Roads: **200 (vehicles/day)**What percent of that capacity is the site operating at during peak periods? **350%**Current parking shortages during peak visitation: **500/day**

Current Number of Persons who use the alternative transportation system (if one already exists) at peak visitation:

(average number of visitors/daily at peak)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: **200,000** (anticipated number of riders or users/annually)Average number of auto collisions with wildlife in the area? **None** collisions/year

Albion Basin Transportation Feasibility Study

Executive Summary

The “Tri-Canyons,” immediately adjacent to the Salt Lake City Metropolitan Area, include Mill Creek Canyon, Big Cottonwood Canyon, and Little Cottonwood Canyon. Locals and visitors alike regard these canyons with reverence because they provide an escape from the urban environment, world famous deep powder skiing, rugged scenery, a high alpine wildflower display, and vibrant yellows of the aspen forests in the fall. Snowmelt generated high in the Tri-Canyons is the critical source for the Salt Lake Valley’s culinary water supply.

Little Cottonwood Canyon Road extends 7 miles from the city boundary ending at the top of the canyon. Here, the rugged crags of the 1,700-acre Albion Basin envelop the small community of Alta and Alta Ski Area. The Basin contains wildlife habitat, the headwaters for a substantial portion of the Salt Lake Valley’s water supply, and over 300 species of wildflowers. It offers world-class skiing, hiking trails, renowned wildflower viewing, mountain biking, and camping opportunities for residents and tourists.

Albion Basin Road is a popular 2.5-mile aggregate-surface Forest Service road that extends from the Town of Alta to the upper Albion Basin Campground. Although several hiking trails access the Basin from Alta, most visitors drive cars to the 2 trailheads and Albion Basin Campground, or simply drive the road to view the scenery. High visitation condensed within the 1,700-acre Basin with access via one 2.5-mile road creates concentrated use within this ecologically sensitive area.

With an estimated summer visitation of 270,000, 55 designated parking spaces, and average daily traffic counts of 700, there is increasing concern about capacity of Albion Basin with regard to visitation, transportation, and natural resources protection. There is a need to quantify a sustainable level of visitation and plan transportation accordingly.

The Albion Basin Transportation Feasibility Study will propose innovative solutions to managing recreation on the road and trail system while enhancing the recreation experience and protecting natural resources. It will also consider the recreation economy of the Town of Alta and the importance of the Basin for tourism. A Traffic Study, Visitor Survey, Economic Analysis, and a Preliminary Environmental Analysis will be completed and used to formulate potential alternatives. The alternatives will be used to initiate NEPA analysis for the next separate planning phase.

The study area affords a unique opportunity to blend alternative transportation with resource sustainability in a small intensely used area. It will be used as a model in considering how to address these same issues on a larger, more complex scale in the Tri-Canyons.

Albion Basin Transportation Feasibility Study

Project Description

Albion Basin is a small heavily visited land area with special recreation and natural resource attributes concentrated in 1,700 acres with one 2.5-mile road. With summer visitation estimated at 270,000 and average daily traffic counts of 700, there is increasing concern about impacts to natural resources. The goal of this project is to conduct data surveys and preliminary resource analysis to develop a range of alternatives for Albion Basin that balance recreation and resource protection through an alternative transportation system. These alternatives will be used to initiate public involvement and NEPA analysis as a separate subsequent planning phase.

This Planning Project will include:

1. **Traffic Study**: Evaluate the current transportation system including the road and trail system, circulation, infrastructure, and physical capacity.
2. **Natural Resource Condition Survey & Preliminary Environmental Analysis**: Compile existing data and collect additional data needed to delineate sensitive areas and resource issues in Albion Basin and their relationship to the existing transportation system.
3. **Visitor Capacity Analysis**: Analyze the transportation system, visitor use levels within Albion Basin, and visitor preferences as they relate to critical natural resource protection.
4. **Visitor Survey**: Develop and administer a survey to assess visitors' desired recreation experience in Albion Basin, demographics, travel patterns, and preferences for potential transportation options.
5. **Range Of Alternatives**: Utilizing studies 1-4, develop preliminary alternatives for managing transportation and visitor use in Albion Basin. Alternatives, including "No Action," could include ideas such as regulating travel on the road, changes to the trail system, utilization of alternative transportation ideas such as vans, small buses, and existing ski lifts. These alternatives will be used to initiate a NEPA analysis for a future separate planning phase.
6. **Economic Analysis** of transportation alternatives evaluating costs for operations, capital investments, impact mitigation, and monitoring.

Albion Basin presents an opportunity to serve as a model for implementing alternative transportation in a small ecologically sensitive area with high visitation. The Forest Service hopes that a successful endeavor in quantifying a sustainable level of recreation use could be applied to other areas in the Tri-Canyons experiencing the same transportation-related issues on a larger more complex land base.

Alternative Transportation in the Parks and Public Lands Planning Justification

1. Demonstration of Need

a. Visitor mobility and experience:

The “Tri-Canyons,” immediately adjacent to the Salt Lake City Metropolitan Area, include Mill Creek Canyon, Big Cottonwood Canyon, and Little Cottonwood Canyon. Locals and visitors alike feel a deep connection to these canyons for the beauty and spectacular recreation opportunities they offer. Snowmelt generated high in the Tri-Canyons provides 60% of the culinary water supply for the Salt Lake Valley.

Little Cottonwood Canyon Road extends 7 miles from the City to the small community of Alta (population 400) and Alta Ski Area located at the top of the canyon. From that point, the narrow aggregate surface Albion Basin Road (Forest Service Road 028) extends 2.5 miles into Albion Basin ending at Albion Basin Campground. The road is open for a short 4-month summer season. The Town of Alta operates an information booth located at the beginning of the road. Access to Albion Basin is free.

The Town and Ski Area are enveloped by the rugged mountain peaks of the 1,700-acre Albion Basin contributing to the special “sense of place” people have for the Basin. Albion Basin offers world-class skiing, hiking trails, renowned wildflower viewing, mountain biking, and camping opportunities for Utah residents and international tourists. Recreation contributes to the economy of the gateway community of the Town of Alta. Renown for its brilliant display of 300 species of wildflowers, Albion Basin draws researchers, photographers, artists, students, campers, and many visitors each summer. The Basin contains wetland areas that provide wildlife habitat. Albion Basin is the headwaters for Little Cottonwood Creek, which is used as a culinary water source for Salt Lake City and Sandy City.

Alta Ski Area operates through a special use permit on National Forest System Lands in Albion Basin. Several ski lifts provide access to the basin for winter recreation; the lifts are not operated during summer. During winter, the Utah Transit Authority (UTA) operates ski bus service to Snowbird and Alta Ski Areas however there is no public transportation in summer. Although several hiking trails access the basin from Alta, most visitors drive cars to the 2 trailheads and Albion Basin Campground, or simply drive the road to view the scenery. With an elevation over 9,000 feet, Albion Basin also draws urban residents for its cool temperatures offering dramatic climate relief from the Salt Lake Valley.

Albion Basin Characteristics

Acres	Road Length	Total Trailhead Parking Spaces	Average Daily Car Count	Estimated Summer Visitation*
1,700	2.5 miles	55	700	270,000

* Based on information booth counts and limited sampling with a road traffic counter. Walk/bike in visitation is estimated and included in total. Summer season is 4 months.

The Forest Service National Visitor Use Monitoring Study (2003) conducted agency-wide during 2002-2004 indicated that the Wasatch-Cache National Forest has the 5th highest visitation in the National Forest System. Visitation is characterized by day use and with immediate access to the Tri-Canyons adjacent to Salt Lake City, recreation causes high

impacts to the Forest and watershed. In the 1,700-acre Albion Basin, all issues are compounded by the short 2.5-mile road and limited geographic area of the Basin (1,700 acres).

The high number of visitors has created:

- ◆ Degradation of Albion Basin's "sense of place" as urban residents contend with the same issues they seek to escape in the form of traffic, congestion, dust, and noise infringing upon the beauty and tranquility of Alta.
- ◆ Higher management controls required for law enforcement and traffic direction are also contrary to the natural setting and experience.
- ◆ Traffic congestion along the road caused by the concentration of cars on a short 2.5-mile road.
- ◆ Traffic delays when all parking spaces are full. Cars are stopped at the information booth and are only allowed to proceed when a parking space becomes available.
- ◆ Parking shortages due to space limitations of just 2 trailhead-parking areas.
- ◆ Problems turning around vehicles and constraints on emergency access.
- ◆ Traffic congestion in Albion Basin Campground caused by unneeded cars using the campground loop for a turnaround, which negatively impacts the camping experience and mobility in the campground.
- ◆ Safety issues as cars, pedestrians, and cyclists use the narrow roadway.
- ◆ Undesired roadside parking.
- ◆ Limitations to senior citizens, people with disabilities, and underserved groups who cannot access the basin due to lack of public transportation to Alta and Albion Basin during summer or when parking spaces are full.
- ◆ Negative impacts to the recreation experience including noise, visual quality, solitude, and decreased wildlife viewing opportunities.
- ◆ Management burdens for the Town of Alta. With a population of only 400, the town operates the information booth and must commit a full-time law enforcement officer on weekends to manage parking and traffic.

An interagency Transportation Assistance Team (TAG) conducted a preliminary study of the transportation system in the Tri-Canyons in November 2006 to provide technical assistance to the Wasatch-Cache National Forest and its partners. The TAG was comprised of individuals from the Federal Transit Administration, Federal Highways Administration, Forest Service, and US Department of Transportation (Volpe National Transportation Systems Center). The TAG team provided a final report recommending a number of additional transportation studies and planning needs for the Tri-Canyons. Among their recommendations:

"One planning initiative should consider visitor access and mobility in Albion Basin in other than the ski season, with an emphasis on identifying preferred levels and modes of visitation under both normal and special event situations."

There is a sense among many that Albion Basin has exceeded its capacity on weekends. There has been no attempt to validate this assumption due to the limits of methodology available to develop sustainable "carry capacity" for visitation, transportation, and resource protection. A study that seeks to provide scientific research on this issue has long been desired.

Based on observations of visitor use and traffic congestion, the Town of Alta felt there was a demonstrated need to implement an experimental van shuttle system on weekends during late summer of 2006. The shuttle was funded by the Town of Alta and offered on a free voluntary basis. The Town contracted a private company who provided and operated vans. Without the benefit of pre-planning or studies, the objective of the shuttle trial was

to determine whether the public would opt to use the shuttle and whether there would be any noticeable reduction in traffic congestion. The shuttle was well received by the public and drew positive media coverage. Without a visitor survey or traffic-monitoring program in place, it was difficult to draw definitive conclusions. Some question was raised about the possibility that the shuttle may have brought more people into the Basin thereby contributing to overcrowding. Again, without appropriate studies, it is not possible to draw conclusions concerning capacity. The Town plans to fund the shuttle program again during summer, 2007. This operation could provide a means of research and valuable data for this Transportation Feasibility Study.

b. Environmental condition as a result of the existing transportation system:

Increasing concerns have been raised about the visitor capacity of Albion Basin with respect to numbers of visitors, the transportation system, and overall impact to natural resources including vegetation, watershed, and wildlife in this small ecologically sensitive area. Individuals, partners, the Town of Alta, Alta Ski Lifts, Salt Lake City Public Utilities, and other management agencies with jurisdiction in the Tri-Canyons recognize the growing problem as increases in population, visitation, and Utah tourism potentially threaten the Albion Basin ecosystem. No research has been conducted regarding impacts to natural resources however much baseline resource data has been collected. Therefore, this Planning Project proposal identifies the need for a preliminary resource assessment related to the transportation system and a method to quantify visitor capacity.

Watershed

The 5 canyons surrounding Salt Lake City contribute 60% of the culinary drinking water supply for the valley. Therefore, water quality protection is the highest emphasis for this management area by both Salt Lake City and the Forest Service. The Salt Lake City Watershed Management Plan (1999) and the Wasatch-Cache Revised Forest Plan (2003) formalize this emphasis. The Forest Plan specifically states:

“The Forest Service will work actively with other parties to explore options for reducing private vehicular use within these Canyons (p. 4-160).” Further, the desired condition is that “Visitors to the Tri-Canyon area will make increasing use of mass transit to reduce congestion on the highways, and mass transit will expand to year-round operations (p. 4-162)”

The Forest Service and Salt Lake City Watershed Management have several long-standing agreements for joint management of the watershed and have a high spirit of cooperation. There are strict regulations governing land development and recreation use within the culinary watershed. Of prime concern to both the City and Forest Service are impacts to water quality associated with high visitation and use of private automobiles in the Tri-Canyons.

The headwaters for Little Cottonwood Creek originate from minor streams and Secret Lake within Albion Basin. Both Little Cottonwood Canyon and Albion Basin fall within the culinary watershed boundary. Other local plans cite the need to minimize transportation impacts in the Tri-Canyons, provide adequate facilities for human waste, and reduce sedimentation caused by erosion. These plans include the Salt Lake City Watershed Management Plan (1999), Sandy City Watershed/Water Quality Management Plan (2002), Wasatch Canyons Master Plan (1989), and the Town of Alta General Plan (2005). Salt Lake County is currently developing a County Watershed Plan, which will also address these issues. The Forest Service has coordinated with the Wasatch Front Regional Council, which is the Metropolitan Planning Organization, regarding the Transportation Improvement Plan (TIP). Although the TIP planning boundary is only inclusive of the

metro area, which stops at the National Forest boundary, the 2 agencies are working together to improve city transit linkages to the mouths of the Tri-Canyons and identify locations for expansion or construction of Park & Ride lots outside the canyons.

Traffic on Albion Basin Road and the trail system contributes to wetland and water sedimentation although no studies to date have specifically measured this parameter. High visitation increases the potential for human waste to enter the watershed. Thoughtful planning of a primary transportation system and mitigation measures will decrease these impacts.

Vegetation

Albion Basin's plant diversity and reputation as a premier wildflower-viewing site creates the potential for altering the species composition. Vegetation trampling occurs by roadside parking and off-trail hiking and mountain biking. These impacts are expected to increase as visitation increases. There is a high potential for introduction of invasive plant species by visitors and cars transporting seeds from many regions. There are already a number of invasive species throughout Little Cottonwood Canyon. A well-planned transportation system will identify sensitive areas, route people and vehicles around them, and minimize vegetation loss and the potential for invasive species to alter the species composition of Albion Basin.

Wildlife

The streams, Secret Lake, wetlands, and forage provide critical wildlife habitat. Wildlife is a desired component of a healthy Albion Basin ecosystem and wildlife viewing is a popular activity. The existing road and trail system create a negative impact by fragmenting habitat and placing people too close to prime habitat areas. More visitors and cars may increase the potential for vehicle/wildlife collision, damage the tall forb community and other vegetation, and result in more wildlife harassment. The proximity of people to wildlife is already a management problem and has resulted in many "close calls" with moose. Transportation planning will delineate key wildlife habitat and seek to decrease impacts by routing people and vehicles away from these areas.

Air & Noise Pollution

Air pollution from road dust and vehicle exhaust exists but quantities and effects on natural resources have not been studied. Noise pollution from vehicles and people detracts from the recreation experience and may impact wildlife. These issues also need to be addressed as part of a resource assessment. Improvements in an alternative transportation system will reduce these impacts.

2. Methodology for Assessing – Visitor Mobility & Experience Benefits of Project

a. Reduced traffic congestion:

The project's scope includes a Traffic Study and Visitor Survey. The traffic study will examine circulation and capacity of the existing road & trail system and propose several alternatives. Because Albion Basin is a small area (1,700 acres) with just one 2.5-mile road, assessment of capacity under several different transportation scenarios should be easier to quantify utilizing traffic counts and other data. The Visitor Survey will be a tool to measure public sentiment regarding the current situation and potential alternatives. It will identify ways to assess visitor satisfaction both prior to and after implementation of any transportation system improvement.

b. Enhanced visitor mobility, accessibility, and safety:

The small scale of Albion Basin affords the opportunity to develop a plan to better integrate the road & trail system. Reducing the number of automobiles on the road will improve safety for pedestrians and bicyclists who currently use the road amidst vehicle traffic. Emergency access will be improved by eliminating some of the roadside parking and traffic congestion. There is currently no summer public transportation in the Tri-Canyons, which may be a barrier to some low-income groups and people with disabilities. Community groups serving these populations do visit Albion Basin primarily in agency/organization vans. Transportation planning for Albion Basin itself will identify ways to continue to accommodate these vans. The recent study by the Transportation Assistance Group (TAG) identified a number of planning needs for the Tri-Canyons including the need to study the feasibility of summer public transportation up and down the canyons so it is likely that additional attention will be focused on improving accessibility for underserved populations.

c. Improved visitor education, recreation, and health benefits:

If a system were proposed that utilizes vehicles such as vans or small buses on the road, it will provide an excellent opportunity to provide information and education to visitors riding transport. Watershed regulations, hiking safety, trail information, public lands, wildlife, history, and invasive plant species are some of the topics that visitors currently receive minimal information about. Improved education will help protect natural resources of concern in the Basin. The Visitor Survey will include questions which identify public knowledge of the area and what types of information will improve their experience.

3. Methodology for Assessing – Environmental Benefits of Project

a. Protection of sensitive natural, cultural, and historical resources:

The Environmental Analysis component of this planning study will compile existing resource data and research to identify areas of concern. For example, an improved transportation system will route visitors away from critical wildlife habitat. Likewise, a thoughtful transportation plan will protect Albion Basin's wildflower population—a major visitor draw to the Basin. The baseline resource condition survey will be used to identify a level of visitation that ensures resource sustainability with consideration of the Town of Alta's tourism economy. The Environmental Analysis will identify key components for long-term resource monitoring (e.g. wildflower monitoring plots, stream turbidity). An alternative may evaluate utilization of Alta Ski Area's lifts, which are not currently operated during summer. Energy conservation may be a positive benefit of such a scenario.

b. *Reduced pollution:*

The Environmental Analysis will compare emissions between different modes of transportation. Visual quality impacts will be addressed in alternatives primarily as they relate to traffic congestion and roadside parking. Watershed protection in the Tri-Canyons is the primary emphasis for both the Forest Service and Salt Lake City due to its utilization as a culinary water supply. Existing water quality data will be analyzed as it relates to the transportation system. Potential changes to the water quality-testing program in Albion Basin may be identified for long-term monitoring.

4. Methodology For Assessing – Operational Efficiency and Financial Sustainability

a. *Operational efficiency:*

The feasibility study will formulate alternatives that must meet the management prescription (watershed) for this area and additional management objectives (wildlife, vegetation, etc.). This will include a “No Action” alternative. In addition, alternatives must be consistent with cooperating agencies plans (Town of Alta, Salt Lake City). Reasonable alternatives will be framed with this in mind. The degree to which various alternatives meet management objectives will be studied through NEPA analysis – a future separate planning phase.

b. *Financial feasibility:*

The Economic Analysis component of this study will provide costs for alternatives including operations (ski lifts and/or vehicles), capital purchases, implementation costs, and revenue sources.

c. *Cost effectiveness:*

Cost effectiveness will be addressed in the Economic Analysis of alternatives. A key component of the Economic Analysis is to propose financially sustainable transportation system alternatives.

d. *Partnerships and funding from other sources:*

At this time, a total of \$34,500 in cash and in-kind contributions has been committed. Partners contributing cash include the Town of Alta (\$5,000) and Alta Ski Lifts (\$1,500). In addition, the Town of Alta is again funding a van shuttle for portions of summer, 2007. The shuttle contribution (\$18,000) will provide preliminary data for the Traffic Study and Visitor Survey.

The nonprofit Friends of Alta is contributing in-kind funding (\$10,000) via a wetlands study, which is currently logging water flow and quality and will continue during this planning project. This will provide baseline data and flexibility to integrate additional parameters needed for the alternative transportation feasibility study.

The Forest Service has multiple agreements with agencies that have jurisdiction in the Tri-Canyons. These partners have participated in other studies by providing cash and in-kind matching funds. All of these agencies participated in the TAG Team process. Intergovernmental cooperation in managing the Tri-Canyons is exceptional and the Forest expects that partners will assist with any needs identified during the course of this study.

Albion Basin Transportation Feasibility Study

Letters Of Support

MAYOR
TOM POLLARD
TOWN COUNCIL
STEVEN GILMAN
BILL LEVITT
PAUL MOXLEY
DAVE RICHARDS



TOWN OF ALTA
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March 7, 2007

Loren Kroenke
District Ranger
Salt Lake Ranger District
6944 South 3000 East
Salt Lake City, UT 84121

Re: Alternative Transportation in Parks and Public Lands
Albion Basin, Alta, Utah Transit Planning

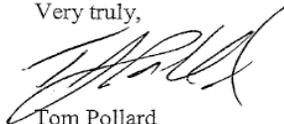
Dear Loren:

This letter serves to confirm that the Town of Alta supports, and encourages, the efforts of your office in applying for a transit grant through the Federal Transit Agency's Alternative Transportation in Parks and Public Lands program for an Albion Basin transit planning study. As you know, the Albion Basin is located within our Town boundary.

During summer 2006, the Town of Alta conducted a pilot transit project to transport visitors to the Albion Basin. One of the results of this project showed outstanding public support for alternative transportation options to access National Forest System lands and trails in the Albion Basin. Another result of this project was the recognition that a thorough transit study is needed to identify transportation options while protecting natural resources.

Because of our ongoing interest in the management and protection of the Albion Basin, the Town of Alta pledges to contribute \$5,000 in a cash match to this project.

Very truly,



Tom Pollard
Mayor

PRINTED ON RECYCLED PAPER

Letters Of Support

ALTA SKI AREA

To: cmajeske@fs.fed.us

From: "Onno Wieringa" <onno@alta.com> wrote on 02/27/2007 02:07:46 PM:

Hi
We will contribute \$1500.
Onno

From: Carol Majeske [<mailto:cmajeske@fs.fed.us>]
Sent: Tuesday, February 27, 2007 1:00 PM

To: Onno Wieringa
Subject: ATPPL Grant - Albion Basin Transportation Study

Onno, I meant to ask you whether Alta Ski Lifts would be willing to contribute some matching funds towards this grant. Town of Alta is contributing \$5,000.

TOWN OF ALTA

To: cmajeske@fs.fed.us

From: "Laura" <ljm@townofalta.com> wrote on 03/09/2007 11:29:30 AM:

Hi Carol –

The Town of Alta will fund an Albion Basin van shuttle again this year. We have not yet completed our budget, but our estimate is that we will allocate \$18,000 to the van shuttle program.

Laura J. McIndoe
Assistant Town Administrator
Town of Alta, Utah
PO Box 8016, 84092
Phone: 801.742.3522 or 801.363.5105
Fax: 801.742.1006

FRIENDS OF ALTA (In-Kind Research)



Photo by Mimi Muray

Ecogeographical Study

The Albion Basin Eco-Geographical Study Program began in 2002, and was conceived from the need to create an integrated resource inventory of the Albion Basin. Some documentation of Albion Basin characteristics exist. However, prior to Friends of Alta's Eco-Geographical Study, data from these studies were not compiled and integrated, so that data from one study would be easily referenced to data from another study.

The objectives of the Albion Basin Eco-Geographical Study Program include: (1) inventory existing spatial data and create an integrated geographic information system GIS that can be used to document the current status of physical, ecological, and cultural resources within the Albion Basin; (2) conduct field surveys of vegetation and ecological conditions, as well as research/ compile previously prepared documentation of these characteristics; and (3) create a resource that can be used by students, teachers, Alta visitors, and resource managers for data and information retrieval.

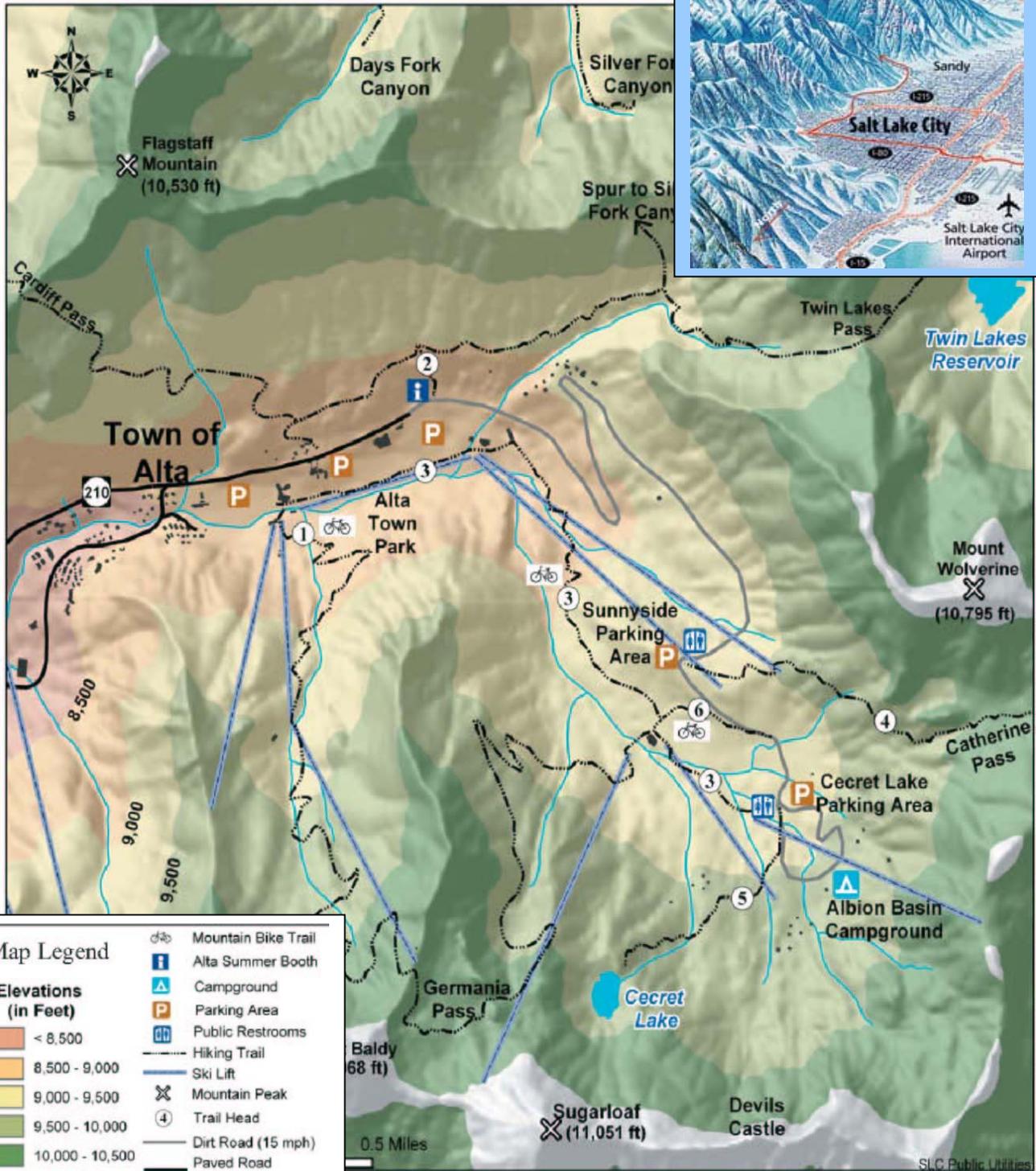
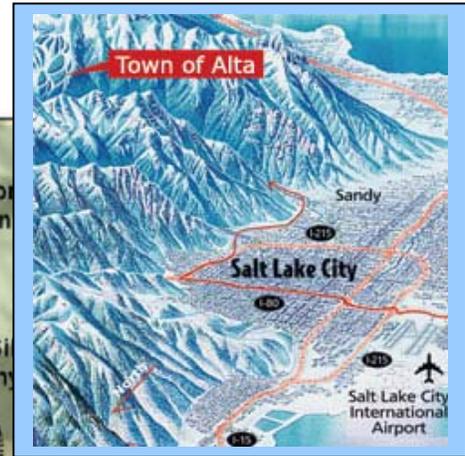
The first project in the Albion Basin Eco-Geographical Study Program included compilation of existing information, land cover mapping, and field investigations, primarily to document flora in the Albion Basin since the presence of certain plant communities represent types of habitat. This project was conducted by Westminster College in Salt Lake City, and Utah State University in Logan, Utah. The Friends of Alta website will contain database and mapping information from this project by Fall, 2005.

This summer (2005) will be the first phase of the second project in the Eco-Geographical Study Program. We will be working with the Geology Department of the University of Wisconsin at Parkside with the goal of obtaining a better understanding of hydrogeology in the Albion Basin, particularly the role that hydrogeology might play in supporting ecosystems in the Albion Basin.

ATPPL Planning Project Proposal

Salt Lake City Tri-Canyons: Albion Basin Transportation Feasibility Study

Map: Albion Basin



Map Legend	
Elevations (in Feet)	Mountain Bike Trail
< 8,500	Alta Summer Booth
8,500 - 9,000	Campground
9,000 - 9,500	Parking Area
9,500 - 10,000	Public Restrooms
10,000 - 10,500	Hiking Trail
> 10,500	Ski Lift
	Mountain Peak
	Trail Head
	Dirt Road (15 mph)
	Paved Road (25 mph)
	Buildings and Private Cabins
	Stream

SLC Public Utilities

ATPPL Planning Project Proposal

Salt Lake City Tri-Canyons: Albion Basin Transportation Feasibility Study



Alta Ski Area is legendary for its 500 inches of powder snow. Tourism contributes to the economy of the Town of Alta, Salt Lake County, and the State of Utah.



Spring snowmelt brings a spectacular display of wildflowers, wildlife forage, and a critical drinking water supply for the Salt Lake Valley. Albion Basin is renowned for wildflower viewing.



The Town of Alta operates an information booth to manage available parking and educate visitors. Entrance is free.



Catherine's Pass Trailhead has 30 parking spaces. Designated parking in Albion Basin is limited to 2 small trailheads resulting in undesired roadside parking.

The narrow 2.5-mile Albion Basin Road causes concentrated use by vehicles, bicyclists, and pedestrians. High visitation has raised concerns about impacts to natural resources.



The Town of Alta tested a free voluntary van shuttle service for 8 weekends during summer, 2006. Further study is needed to examine the transportation system in Albion Basin and the feasibility and desirability of alternative modes of travel.



Transportation planning is closely linked to current and future capacity of Albion Basin and effects on natural resources.