

COMPONENT SCREENING PROCESS

- Transit

- Site Design Improvements

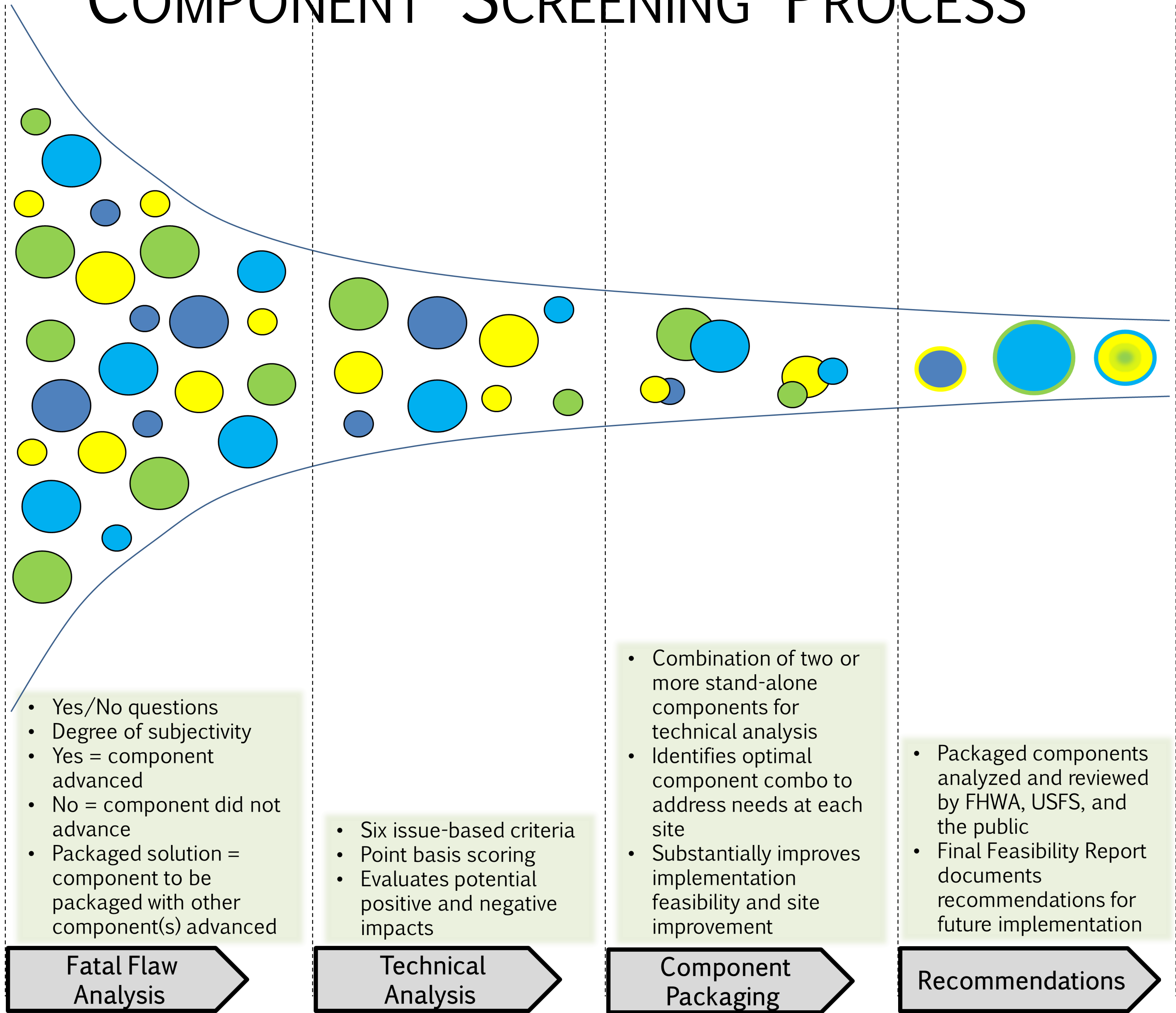
- ITS & Visitor Info

- Parking Management

- Traffic Management

- Visitor Use Management

- Visitor Access for Long-Term Road Closure

- Yes/No questions
- Degree of subjectivity
- Yes = component advanced
- No = component did not advance
- Packaged solution = component to be packaged with other component(s) advanced

- Six issue-based criteria
- Point basis scoring
- Evaluates potential positive and negative impacts

- Combination of two or more stand-alone components for technical analysis
- Identifies optimal component combo to address needs at each site
- Substantially improves implementation feasibility and site improvement

- Packaged components analyzed and reviewed by FHWA, USFS, and the public
- Final Feasibility Report documents recommendations for future implementation

Component

Fatal Flaw Analysis

Technical Analysis

Component Packaging

Recommendations

EVALUATION CRITERIA

Requirement Criteria (Fatal Flaw Analysis):

- . For stand-alone components
- . Used to evaluate most critical aspects
- . Determine whether components meet project's goals
- . If viable for implementation by addressing following questions:
 - ↳ Does the component have the potential to meet the project's purpose and need?
 - ↳ Is the component consistent with the Forest Goals?
 - ↳ Is the component consistent with USFS and other planning efforts in the region?
 - ↳ Is the component currently politically feasible?

Technical Criteria (Technical Analysis):

- . **Protection of Forest Resources**
 - . Resources and wilderness protection
 - . Noise and Air Quality impact
 - . Visual, Wildlife, and Natural resource impact
- . **Visitor Experience**
 - . Effect on visitor experience
- . **Transportation Safety & Operations**
 - . Degree to which components improve overall safety
- . **Cost Effectiveness**
 - . Total capital cost
 - . Lifecycle cost
 - . Matching funds availability
- . **Displacement of Existing Users**
 - . Potential social and economic impacts to adjacent communities
- . **Implementation Feasibility**
 - . Organizational capacity of Forest Service or other partners to oversee implementation

Component		Requirement Criteria			
Site #	Component Name	Does the component have the potential to meet the project's purpose and need?	Is the component consistent with the Forest Goals?	Is the component consistent with USFS and other planning efforts in the region?	Is the component currently politically feasible?
	Transit				
1	. Hiker shuttle from Georgetown to GP				
2	. Hiker shuttle from Guanella Pass Rd to GP				
3	. Interpretive tour from Georgetown on GP Rd.				
4	. Interpretive tour from Denver on GP Rd.				
	Site design improvements				
5	. Expand size of parking lots at GP				
6	. Reduce size of parking lots at GP				
7	. Widen road shoulders for roadside parking				
	ITS & Visitor Information				
8	. Variable Message signs				
9	. Highway advisory radio				
10	. CDOT 511, ARNF Website, Social Media, Apps				
	Parking management				
11	. Dedicated traffic & parking management team				
12	. Mandatory parking offsite when parking lots full				
13	. Paid parking				
14	. Signs/barriers to prevent roadside parking				
	Visitor Use Management				
15	. Amenity fee during peak periods				
16	. Day use permit system and quota for Wilderness				

Criteria	Response Range	Elements to Consider
Protection of Forest Resources	4 - 0 *	Does the component maintain use below the Wilderness threshold?
		To what extent does the component location or geographic scope of component benefits correspond to areas with Wilderness capacity needs?
		Potential noise or air quality impact
		Potential visual impact
		Potential impact to wildlife
Visitor Experience	0 - 4	Potential impact to other natural resources (vegetation, soil, water)
		To what extent does the component provide benefits to visitors' experience of the paramount use?
Transportation Safety & Operations	0 - 4	To what extent does the component improve safety?
		To what extent does the component location or geographic scope of component benefits correspond to areas with transportation capacity needs?
Cost Effectiveness	< \$100,000 (4) \$100,000 - \$250,000 (3) \$250,001 - 500,000 (2) \$500,001 - \$1,000,000 (1) > \$1,000,000 (0)	Total capital cost
		O&M costs: operations and maintenance, vehicle replacement, liability and insurance, administration, utilities
		Are matching funds available?
Displacement of Existing Users	4 - 0 *	To what extent does the component benefit the paramount user group to the detriment of others?
		Potential social impact to adjacent communities
		Potential economic impact to adjacent communities
Implementation Feasibility	0 - 4	To what extent do the USFS or other willing partners have the organizational capacity to oversee implementation?
		Are necessary permits (or other administrative hurdles) not needed, obtained, in the process of being obtained, or will be obtainable within a reasonable time period?
		NEPA class of action?
		To what extent is the component publicly acceptable?

COMPONENT PACKAGING

Needs Driven Approach

- . Components packaged based on site-specific needs identified during primary data collection
 - Active traffic & parking management
 - Additional trip planning & visitor information
 - Visitor use management
- . Transit & non-Transit approaches
 - Transit scenarios developed and analyzed for cost and operational attributes
 - Non-transit components developed to provide short-term solutions to address need
- . Grouped by component type
 - Transit
 - Site design improvements
 - ITS/visitor information
 - Parking management
 - Traffic management
 - Visitor use management
 - Visitor access



Example Packaged Solutions*

- . Guanella Pass
 - ITS & signs/barriers to prevent roadside parking
 - Active parking management & wilderness quota
 - Hiker shuttle from Georgetown & active parking management
- . Mt. Evans
 - Shuttle from Echo Lake & active parking management
 - Active parking management with day use quota
- . Brainard Lake
 - ITS, active parking management & onsite signs/barriers to prevent roadside parking
 - Shuttle from Gateway lot to trailheads & active parking management

** Note: These examples were developed for discussion purposes and are open for interpretation and modification*

