

# ARAPAHO AND ROOSEVELT NATIONAL FORESTS

## TRANSPORTATION ALTERNATIVES STUDY

The U.S. Department of Transportation, in collaboration with the U.S. Forest Service (USFS), is currently conducting a multi-year study to improve conditions at three popular recreation sites within the Arapaho and Roosevelt National Forests. The objectives of this project are to:

### Protect Forest Resources

Restore, protect, and enhance sensitive forest resources in recreational areas, limiting visitor use to Wilderness capacity derived from study data and USFS management judgment.

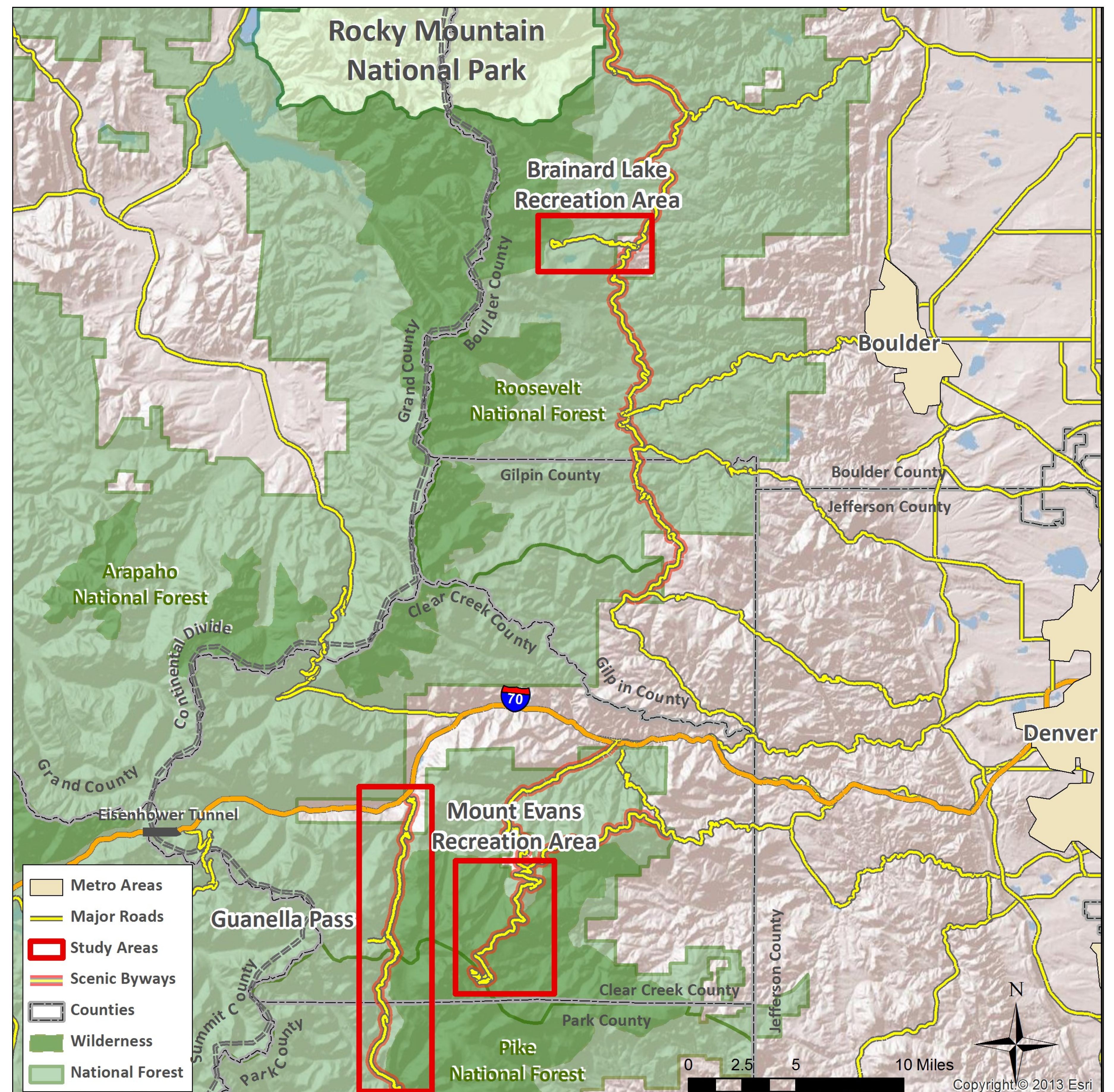
### Improve the Transportation System

Reduce safety risks, traffic congestion, and parking shortages through effective use of alternative transportation systems and visitor use management.

### Preserve the Quality of Visitors' Experiences

Improve visitor information availability to help visitors make trip planning decisions and have outstanding opportunities to experience Wilderness resources.

The goal of this workshop is to identify publicly acceptable, site appropriate, financially feasible short- and long-term transportation solutions to inform USFS investments in these three sites.



# BRAINARD LAKE REC. AREA

The Brainard Lake Recreation Area (BLRA) provides opportunities for hiking, fishing, picnicking, camping, viewing scenery, birding, cross-country skiing, and snowshoeing. The majority of BLRA summer visitors are destined for hiking trails in the Indian Peaks Wilderness (IPW) via parking lots at the Mitchell Lake and Long Lake Trailheads. While visitor use is highest in the summer, a significant amount of recreational use occurs in the winter, and the Gateway Trailhead Parking Lot is open year-round.



## ISSUES

The desired conditions for the Indian Peaks Wilderness (IPW) are threatened by intensive and increasing visitation. The small lots at the IPW trailheads help reduce crowding, but limit convenient access to the IPW.

Designated parking at trailheads accessing the IPW fill quickly during peak season.

- . Underuse of the Gateway Trailhead Lot due to distance from IPW
- . Lack of safe, enjoyable pedestrian connections from parking to IPW trailheads
- . Congestion and delays at the entrance station
- . Parking shortages

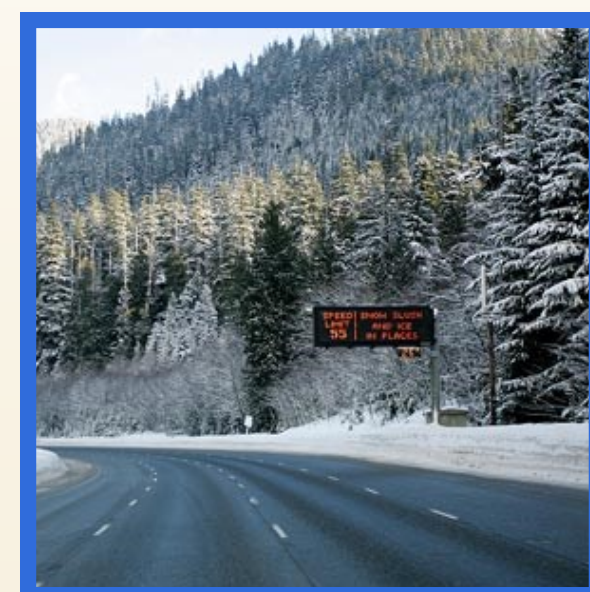


## ALTERNATIVE TRANSPORTATION CONCEPTS

The following is an initial list of strategies that could be implemented in various combinations:



Off-site parking and Hiker Shuttle



Variable message signs, online/mobile trip planning



Permit/reservation system for Wilderness use



Variable entrance fee based on congestion

# MOUNT EVANS REC. AREA

The Mount Evans Road, part of the Mount Evans Scenic Byway, is the highest paved road in North America, winding 14 miles from the welcome station to the summit parking lot at 14,130 feet. It provides seasonal access to the Mount Evans Recreation Area, where visitor use is concentrated along the Byway itself.



## ISSUES

There is a lack of advanced traveler information to help visitors to the Mount Evans Recreation Area plan their trip to avoid congested times and locations. At peak periods, parking demand at lots and scenic pull-outs frequently exceeds parking supply.

- . Congestion and delays at the entrance station
- . Unendorsed parking along the roadside that causes resource, safety, and scenic quality issues; and requires parking staff
- . Parking shortages
- . Safety hazards for cyclists and motorists



## ALTERNATIVE TRANSPORTATION CONCEPTS

The following is an initial list of strategies that could be implemented in various combinations:



Kiosks, queue bypass lanes and express lanes



Off-site parking and Hiker Shuttle



Variable message signs, online/mobile trip planning



Permit/reservation system for Wilderness use



Variable entrance fee based on congestion

# GUANELLA PASS

The Guanella Pass (GP) Scenic Byway provides opportunities for scenic driving, year-round access to backcountry recreational opportunities, and a number of recreation sites and facilities situated along the road, including developed campgrounds, picnic areas, trailhead parking, and vista points. The vast majority of GP summer visitors are destined for the Mount Bierstadt Trail, one of the most popular hiking trails in the region. Rapid population growth occurring along Colorado's Front Range has contributed to substantially increased traffic volumes accessing GP, and is expected to continue over the next two decades.



## ISSUES

There is a lack of advanced traveler information to help visitors to Guanella Pass plan their trip to avoid congested times and locations. At peak periods, parking demand frequently exceeds parking supply.

The summit area provides access to the Mount Evans Wilderness, the desired conditions for which are threatened by intensive and increasing visitation.

- . Congestion and delays in Georgetown
- . Parking shortages
- . Unendorsed parking along the roadside that causes resource, safety, and scenic quality issues
- . Crowding on the Mt. Bierstadt trail and summit



## ALTERNATIVE TRANSPORTATION CONCEPTS

The following is an initial list of strategies that could be implemented in various combinations:



Off-site parking and Hiker Shuttle



Variable message signs, online/mobile trip planning



Permit/reservation system for Wilderness use



Variable entrance fee based on congestion