

TRAILHEAD PARKING ALTERNATIVES

Trailhead Parking Alternatives – Total Parking Spaces from S.R. 209/S.R. 210 to Snowbird Entry 1 by Trailhead Alternative

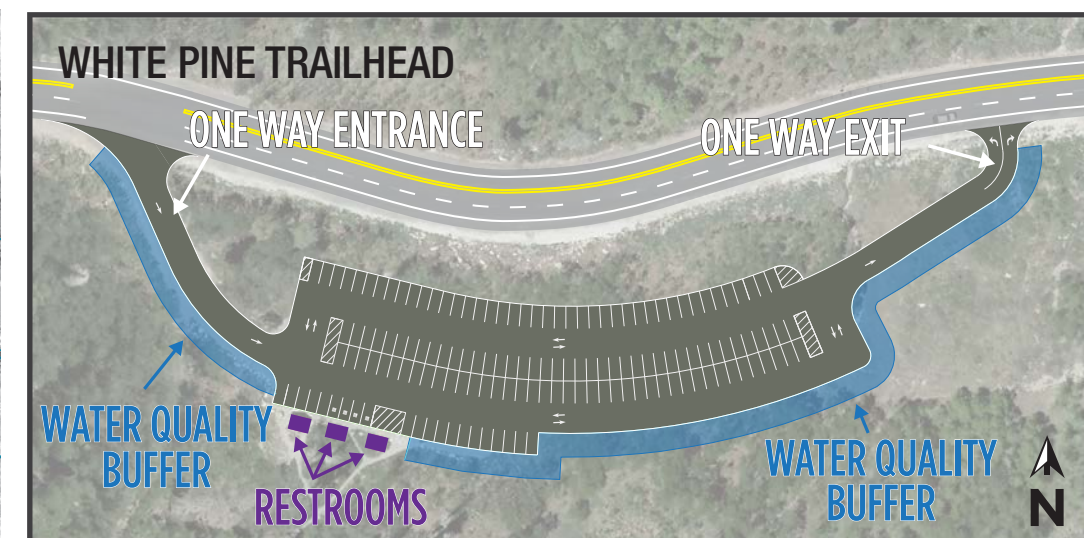
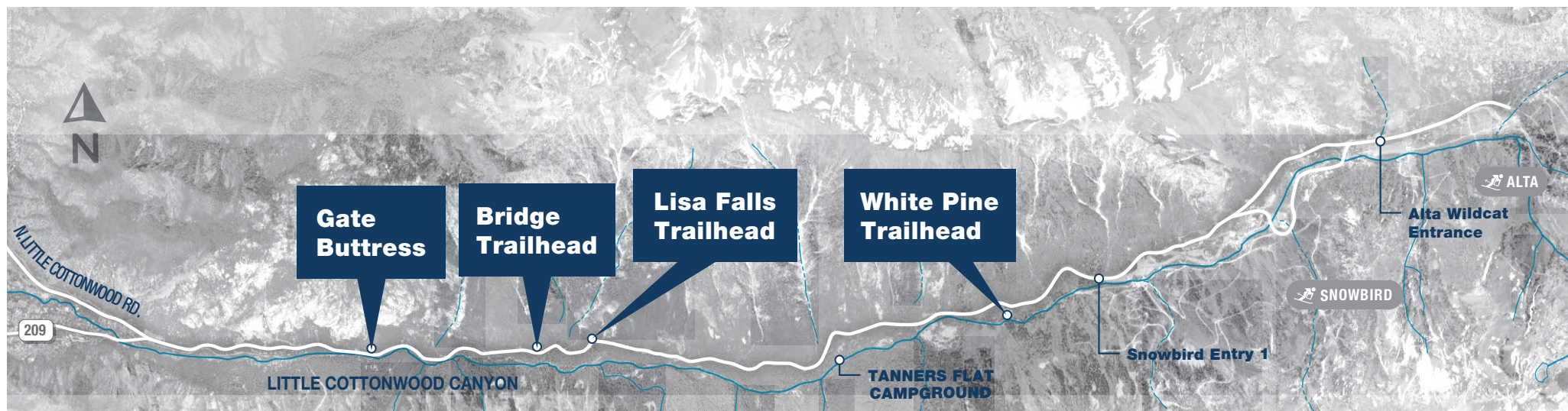
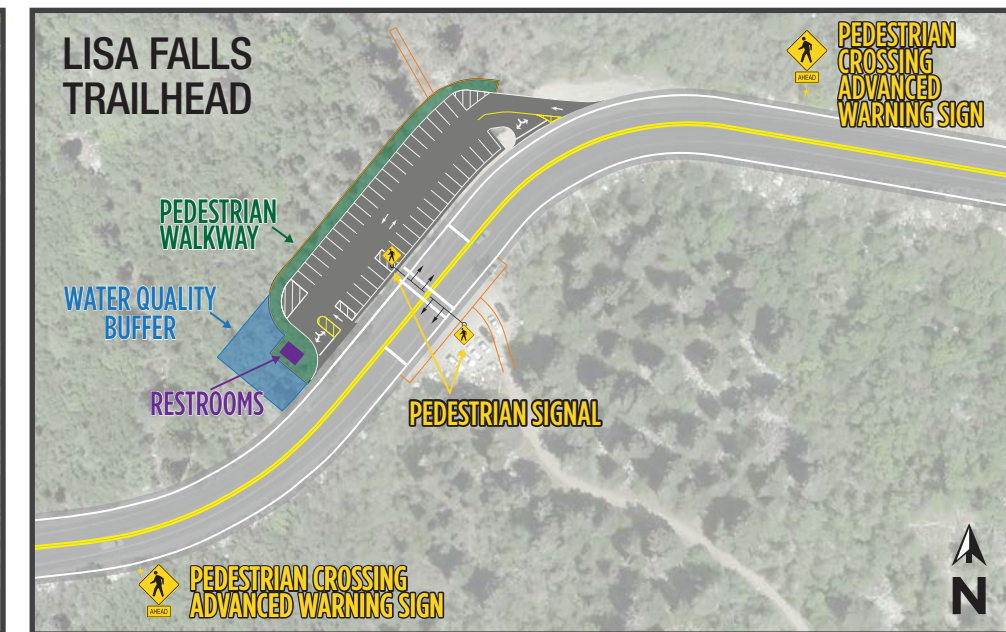
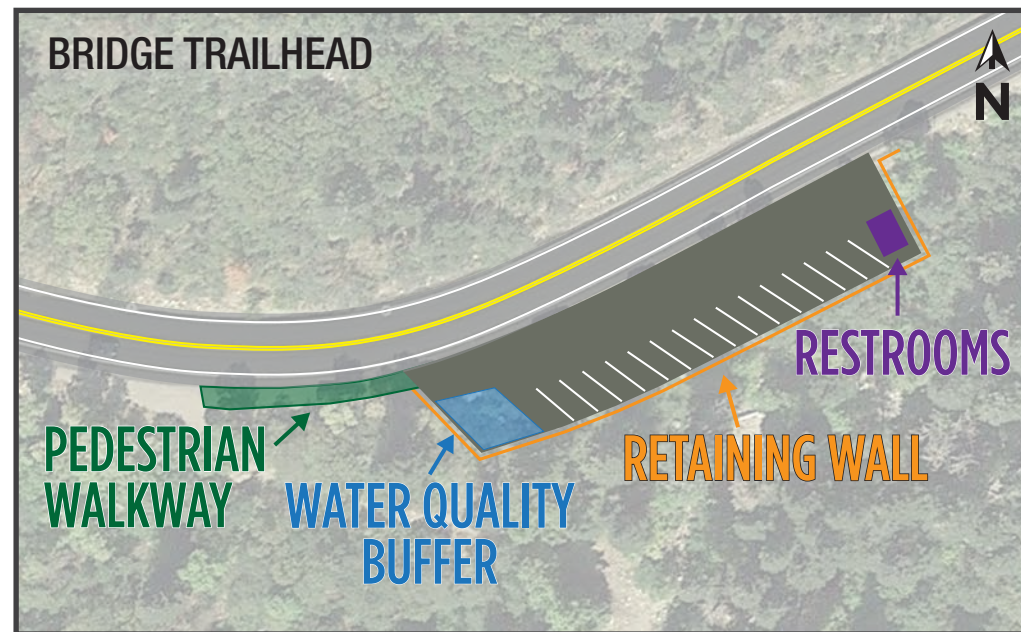
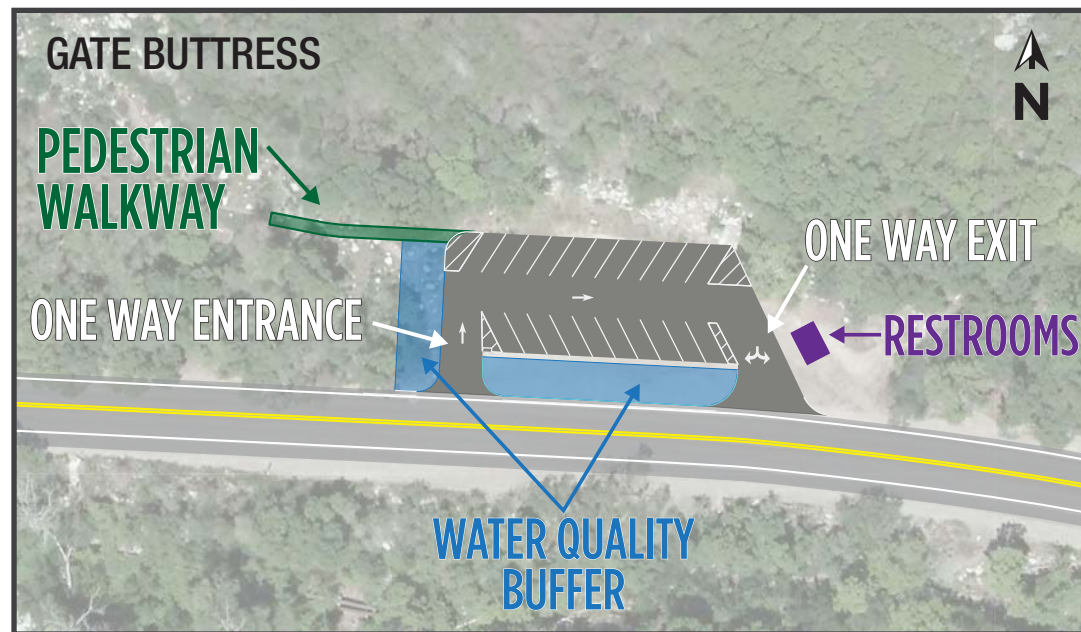
Parking Area	Number of Parking Spaces			
	Existing Parking	Improve Trailhead Alternatives		No Improvement to Trailhead Alternative
		Alternative A	Alternative B	Alternative C
Roadside parking	429	290	0	0
Gate Buttress Trailhead	30 (informal dirt lot)	21	21	30 (informal dirt lot)
Bridge Trailhead	Not applicable (roadside parking only)	15	15	0
Lisa Falls Trailhead	17 (north and south dirt pullouts)	41	41	17 (north and south dirt pullouts)
White Pine Trailhead	52	144	144	52
Total parking spaces	528	511	221	99

Selected Alternative

Roadside Parking Restriction Alternatives

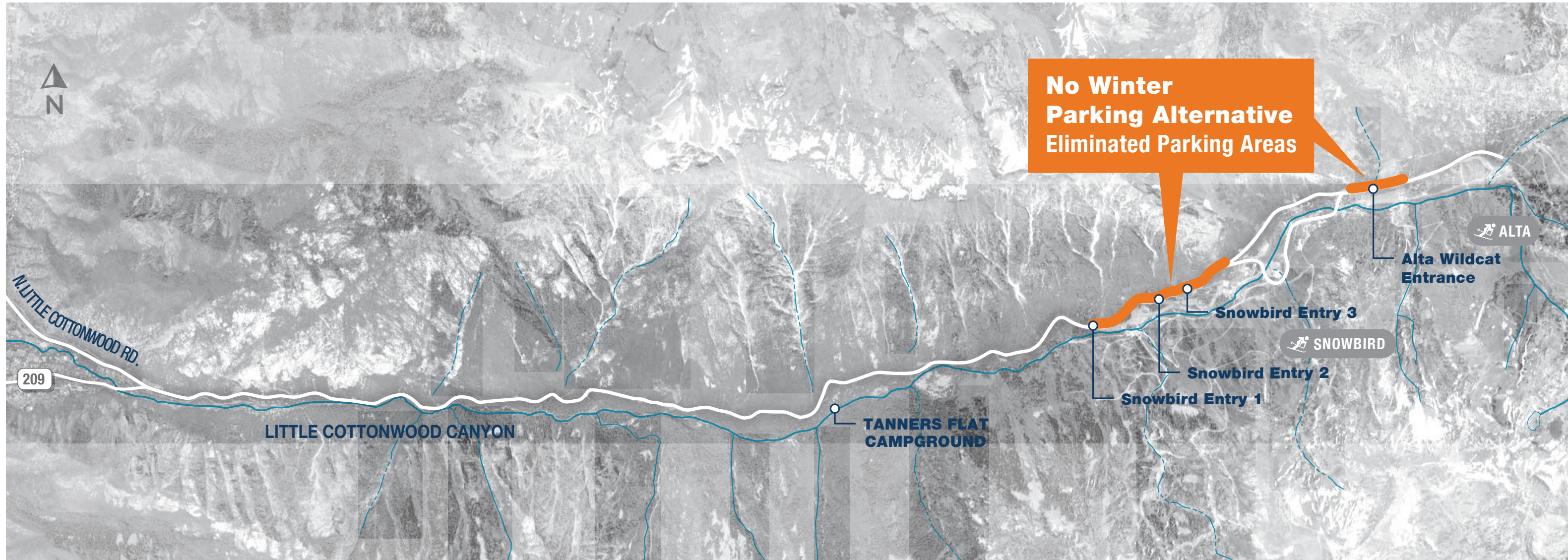
Alternative	Description
Alternative A	Eliminate roadside parking within ¼ mile of each trailhead below Snowbird Entry 1 with trailhead improvements.
Alternative B	Eliminate all roadside parking below Snowbird Entry 1 with trailhead improvements.
Alternative C	Eliminate all roadside parking below Snowbird Entry 1 without trailhead improvements.

The Cog Rail Alternative at Gate Buttress and Lisa Falls will relocate trailhead improvements farther away from the road, toward the mountain-side, to make space for the cog rail tracks.



NO WINTER PARKING ALTERNATIVE

With the No Winter Parking Alternative, about 230 roadside parking spots would be eliminated during the winter near the ski resorts. The map below shows the locations where new no-parking areas would be located. Roadside parking is currently used during winter peak days when the main ski area parking lots are at capacity. With the action alternatives, there would be sufficient parking in the valley to accommodate users.



ROADSIDE PARKING IMPACTS

- Reduces mobility on S.R. 210 near trailheads and at ski areas
- Loss of shoulder area for cyclists and pedestrians forces them into the roadway travel lane and creates a safety concern
- Creation of informal trailheads that contribute to erosion, mineral soil loss, the spread of invasive weeds, degradation of the watershed, and loss of native vegetation in the canyon
- Damage to the pavement along the roadway edge, which causes increased soil erosion, runoff into nearby streams, and degradation of the watershed