



## ALTERNATIVES NEWSLETTER

### Future of Transportation

A 2011 report on the park's transportation system identified several challenges that the park will face over the next 20 years. To tackle these issues and to guide long-term transportation management, the planning team developed goals for the following topics:

- Asset Management
- Mobility, Access, & Connectivity
- Visitor Experience
- Resource Protection
- Sustainable Operations

The alternatives described in this newsletter propose different ways to achieve these goals by 2035.

### Share Your Thoughts

Through May 16, submit comments and find periodic project updates on the planning website:

<http://parkplanning.nps.gov/brca>

Check back often and share your thoughts at any time.

### MESSAGE FROM THE SUPERINTENDENT

Dear Friends,

On behalf of the National Park Service (NPS), I am pleased to share with you the range of alternatives the park is considering for improving the transportation system at Bryce Canyon National Park over the next 20 years. This newsletter will introduce you to all of the alternatives, including the NPS preferred alternative, which is our draft plan for both short-term and long-term multimodal transportation improvements. This preferred alternative reflects many of the ideas you shared with us early in this planning process. Now, we invite you to review our strategic proposals for the future and let us know what you think.

To hear more, please join us for a public open house on **Tuesday, April 16** from **5:00 p.m. to 7:00 p.m.** at the park's **visitor center in conference room D**. You will have the opportunity to discuss the alternatives in more depth and provide comments directly to NPS personnel. **Through May 16, you may also submit your comments on the alternatives online** at <http://parkplanning.nps.gov/brca> or mail them in to the park.

I welcome your continued participation in this effort, as together we shape the future management of these significant public lands. If you have questions at any time during this process, please don't hesitate to contact Sarah Haas at [sarah\\_haas@nps.gov](mailto:sarah_haas@nps.gov) or (435) 834-4753.

Sincerely,

Jeff Bradybaugh, Superintendent  
Bryce Canyon National Park



### Common to All Action Alternatives

According to an adaptive management framework over the 20 year scope of this plan, actions that could be implemented under all action alternatives include a proactive monitoring protocol to track conditions and adjust facilities and operations as needed, as well as improved wayfinding and signage, limited parking expansion at the Visitor Center, parking expansion at Sunset Point, reconfiguration of the Lodge parking lot, relocation of the entrance station, RV restrictions in the park, and a possible reservation system (timed park entry for peak periods) if conditions warrant that in the long term.

## BACKGROUND

Bryce Canyon National Park launched an alternative transportation system in 2000 to address congestion within the park and the adjacent community of Bryce Canyon City, as well as to improve the visitor experience and minimize impacts to park resources from transportation infrastructure. With increasing visitation over the past decade, the transit system – and the entire transportation system – is now at or near full capacity during peak visitation periods. In addition, tighter economic conditions put additional strain on traditional methods of managing transportation systems. Therefore, in order to manage current and future congestion, the park requires an updated and integrated plan that will guide park operations for the next 20 years, during a time of anticipated growth in visitation.

## DRAFT ALTERNATIVES CONSIDERED

In order to reasonably accommodate increasing visitation over the next 20 years, the park developed four draft alternatives for managing the transportation system as a whole. Each alternative aims to satisfy the park's transportation goals in different ways. The four draft alternatives considered are:

### Continue Current Approach (No-action Alternative)

The no-action alternative assumes the absence of more specific guidance contained in the forthcoming transportation plan. Under this alternative, the park would continue to maintain, upgrade, and rehabilitate park roads and parking lots much as it does today. The park would continue to restore land disturbed by vehicles and foot traffic. Under this alternative, the park would also make modest upgrades to shuttle services as warranted by visitor demand. The park would make modest improvements to park transportation signs and would continue to disseminate visitor information primarily through the park newspaper and website.

### Greatest Parking Supply

In addition to maintaining the existing transportation system, this alternative would be implemented in phases, with initial strategies focusing on infrastructure expansion, including enlarging parking lots at locations that are currently over capacity. This alternative has more emphasis on capital projects and does not, therefore, include travel demand strategies or shuttle improvements in the short term. Based upon monitoring and potential increases in demand, the park would consider enhancing shuttle operations and facilities in the long term.

### Many Visitor Choices

In addition to maintaining the existing transportation system, the park would reduce overall demands on the transportation network by promoting a shift from auto-based trips to alternative transportation modes, such as an expanded park shuttle system, cycling and walking, as well as shifting visitor demand to time periods outside of congested periods. Multimodal hubs would be developed at key locations to ensure visitors driving to the park can efficiently transfer to these other modes via highly visible and accessible shuttle plazas and multimodal paths. The park would also actively market, promote and expand the shuttle service as well as provide enhanced bicycle and pedestrian facilities, such as multi-use paths, and bike rental services.

### Highest Visitor Demand Management

In addition to maintaining the existing transportation system, the park would most actively manage travel demand by mandating that all visitors during peak periods of the day or the peak season access the Bryce Amphitheater via an expanded park shuttle or via new bicycle and pedestrian facilities. Private vehicle access would be permitted during non-peak periods only, with exceptions. For instance, tour buses would be permitted to circulate through the Amphitheater area, and permitted campers would be required to park private vehicles at reserved campsites. Also under this alternative, multimodal hubs with expanded parking would be developed at more locations throughout the park to facilitate convenient vehicle parking and efficient access to the expanded shuttle system and bicycle and pedestrian facilities.



### What do you think about the preferred alternative?

We incorporated the ideas you shared during the public scoping phase of this process. Tell us how well we did.

Please see the below to discover what happens next, after you share your comments:

🔧 Analyze public comments.

🔧 Prepare Multimodal Transportation Plan and Environmental Assessment (EA).

🔧 30-day public review of plan and EA.

🔧 Analyze public comments.

🔧 Prepare and sign final decision document.

🔧 Notify public of decision.

🔧 Start incremental implementation of the plan.

## SELECTING A PREFERRED ALTERNATIVE

Through a structured group decision-making process, NPS staff and partners selected the preferred alternative from a range of draft alternatives developed earlier in the planning process. Potential impacts to the human and natural environment were considered, as well as how well each alternative satisfied the goals of the plan. A major factor in this decision-making process was also the value each potential investment would provide the park and the public. Using these criteria, the planning team chose the alternative that best supports the NPS mission, the purpose and significance of Bryce Canyon National Park, and the goals of this transportation plan.

## THE PREFERRED ALTERNATIVE: ADAPTIVE TRAVEL MANAGEMENT

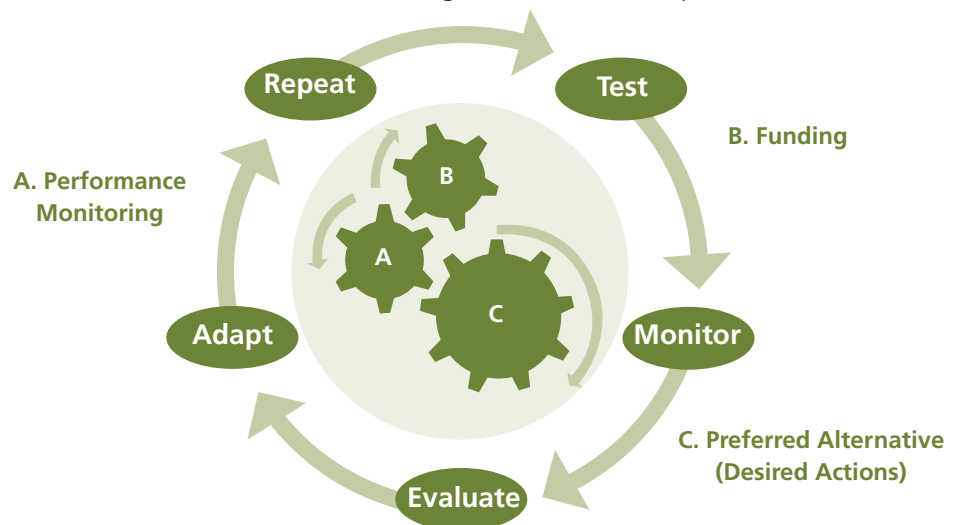
Through an adaptive management approach over a 20-year time frame, the park would reduce overall demands on the transportation network by promoting a shift from auto-based trips to alternative modes of transportation. This strategy would include:

- enhancing travel information for visitors,
- shifting visitor demand to time periods outside of congested periods,
- expanding the park shuttle system, and
- improving cycling and walking options and amenities.

To carry out this strategy, the park would attempt to implement relatively low-build and low-cost improvements first, such as operational, educational and partnership strategies that aim to shift visitor demand and visitor use patterns and promote alternative modes of transportation. Depending on the success of these strategies, park management would then consider options to expand infrastructure, such as new or improved parking lots, shuttle facilities, and other physical improvements. Multimodal transportation hubs would potentially be enhanced or developed to facilitate easy transfer between driving, riding the shuttle, walking and/or biking.

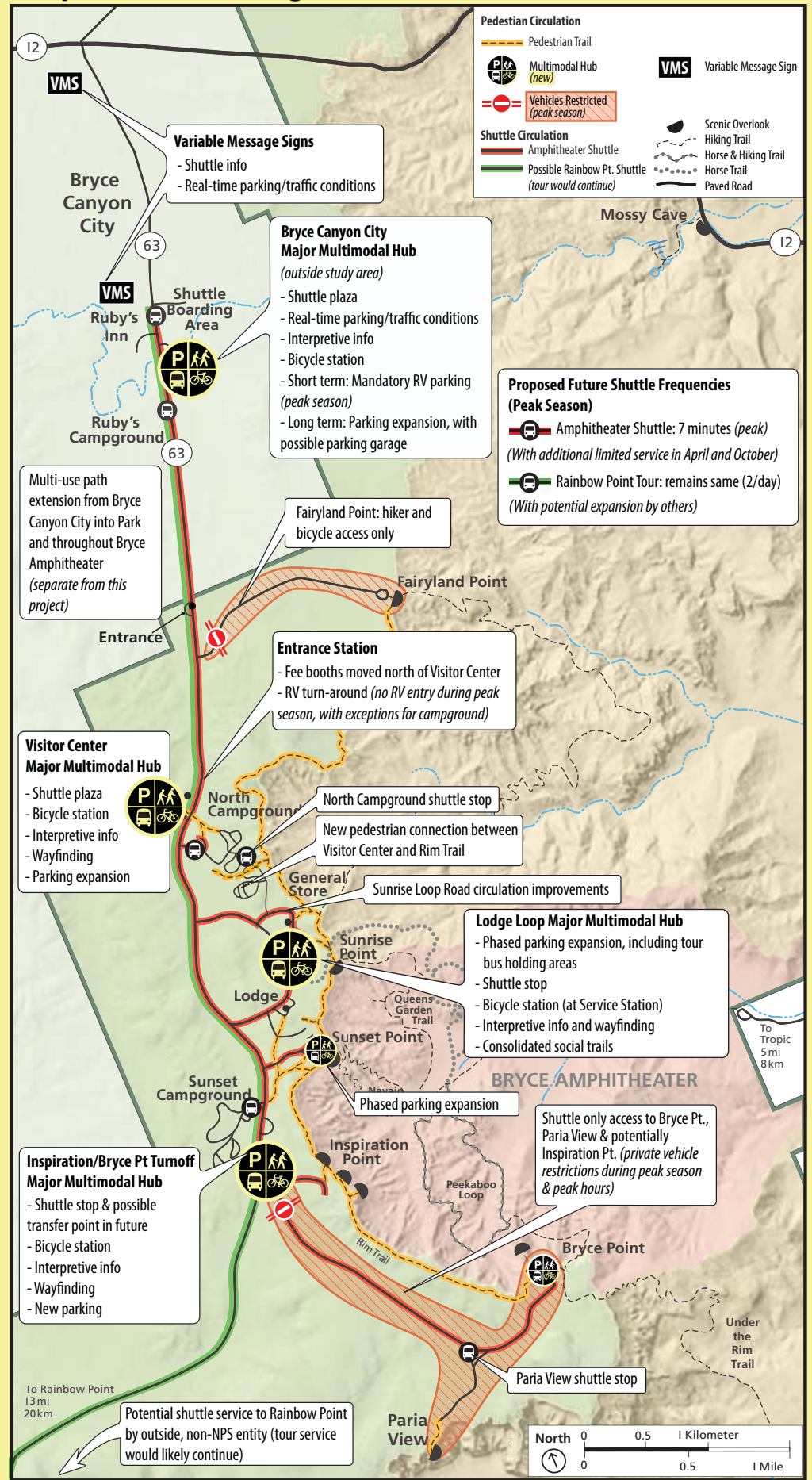
However, the Preferred Alternative emphasizes a flexible, adaptive management approach to meet the goals of the plan. Therefore, each transportation improvement would be implemented in phases over time, based on available funding as well as close observation and monitoring. Performance measures would be established to track the success of incremental changes and to help park managers determine which strategies should be implemented, adjusted, or discarded entirely. Based on how well certain improvements help manage demand, some elements of the preferred alternative may never be needed.

The following graphic illustrates how the park would implement the preferred alternative in stages over time, based on available funding and the results of performance monitoring.





## Adaptive Travel Management Alternative (PREFERRED)



# COMPARING THE ALTERNATIVES

Alternative	Parking Expansion	Major Multimodal Transportation Hubs (New/Expanded)	Private Vehicle Circulation	Shuttle Circulation	Pedestrian & Bicycle Circulation	Visitor Information
<b>Continue Current Approach</b>	No new spaces	No new construction	No major changes	Only minor improvements as needed	No major changes	Only minor improvements (wayfinding, signs + printed + online)
<b>Greatest Parking Supply</b>	600+ new spaces	No new construction	Peak season restrictions for RVs (except in campground)	Only minor improvements as needed	No major changes	Wayfinding/ Sign Plan + Printed + Online
<b>Many Visitor Choices</b>	100+ new spaces	Visitor Center Hub + Inspiration/ Bryce Point Turnoff Hub	Same as above	Expanded Voluntary Bryce Amphitheater Shuttle + Expanded Shuttle to Rainbow Point	Marketing + bike rentals + additional amenities + maps	Wayfinding/ Sign Plan + Real-time Information + Mobile Technology + Marketing
<b>Highest Visitor Demand Management</b>	400+ new spaces	Visitor Center Hub + Inspiration/ Bryce Point Turnoff Hub	Peak season restrictions for RVs (except in campground) + private cars in Main Amphitheater (shuttle only)	Mandatory Bryce Amphitheater Shuttle (Peak Season) + Expanded Shuttle to Rainbow Point	Same as above	Same as above
<b>PREFERRED ALTERNATIVE: Adaptive Travel Management</b>	400+ new spaces (phased in over time if needed)	Visitor Center Hub + Inspiration/ Bryce Point Turnoff Hub + Lodge/Sunrise Loop	Peak season restrictions for RVs (except in campground) + private cars on roads to Fairyland Pt. (bike/walk only) and to Bryce Pt. (shuttle only)	Expanded Voluntary Bryce Amphitheater Shuttle (phased over time if needed) + Possibility of Expanded Rainbow Point Shuttle by non-NPS Entity	Same as above	Same as above