

The recreation scenarios reflect an array of potential futures that an individual or family may experience from a recreation perspective (not including resort recreation scenarios) in the Wasatch Canyons in 2030. There are five scenarios, including a “baseline” scenario that attempts to capture the trends that are occurring today, projected into the future if little or no policy changes are adopted. The “baseline” scenario is driven primarily by population growth along the Wasatch Front and assumes that recreational use, travel and development in the canyons will occur at a steady rate, relative to the population growth of two to three percent, resulting in a nearly doubling of the population by the year 2030. Scenarios A and B are attempts to focus on mitigating environmental, aesthetic and watershed impacts through 2030 using more restrictive recreation management practices. Scenarios C and D attempt to facilitate and manage the expected growth in recreational use, transportation demand and development by improving and expanding developed and dispersed recreation facilities to meet demand. *These scenarios are independent from the resort scenarios.*



Recreation is largely managed by the U. S. Forest Service and is directed by the 2003 Forest Plan. Changes made to the existing Forest Plan would require a separate public process.

### Summary of Recreational Use:

Impacts relative to 2009 Environmental and Aesthetic Experience

	Climbing	Camping	Mountain Biking	Hiking / Jogging	Road Cycling	Resort Use
Scenario A	↓	↓	↓	↓	↑	→
Scenario B	→	→	↓	→	→	→
Baseline	↑	→	↑	↑	↑	↑
Scenario C	↑	↑	↑	↑	↑	↑
Scenario D	↑	↑	↑	↑	↑	↑

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### Baseline: Current Trends Continue

No charge for parking or recreational use in Big and Little Cottonwood Canyons. Winter ski bus service may expand somewhat to meet growing demand, but does not consider transit to trailhead and camping/picnic areas year round. Increased use of canyons for popular recreational uses will lead to greater traffic, parking spillover and potential impacts to the watershed and habitat, placing greater resource demands on the managing partners: Forest Service, Salt Lake City Public Utilities, Salt Lake County and transportation agencies. The baseline scenario would likely result in decreased quality of recreational experience in the canyons, relative to today.

#### Key Points:

- No charge for parking or trail use in Big and Little Cottonwood Canyons
- May include some expansion of Public Transportation system and "Park and Ride" lots

	Recreation/Use/Impacts	Access Points	Cost	Parking	Acres/Miles/Trails/Sites
Winter Backcountry	↓	Unlimited	Free	Resort, FS, town of Alta charge for parking	35,000 acres Some private property added to resorts
Climbing	↑	70	Free	Pave Shoulders. Improve trails leading to climbing areas.	12 Miles of Road Shoulder Parking
Hiking	↑	Utilize Alta limits for Cecret Lake Access	Free	Add managed parking at Alta for Albion Basin	550 Miles
Camping / Picnicking	↑	Add facilities in Emigration and Parley's	Fee for camping and picnic sites	Add parking at new sites	170 sites

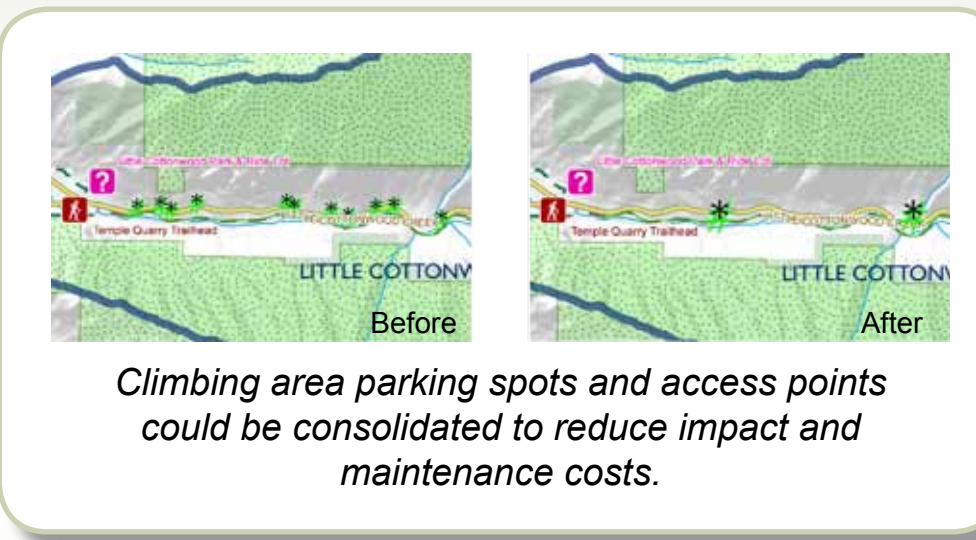
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### Scenario A: Ecological Focus

Attempts to mitigate the impacts to the ecology and watersheds (particularly the Tri-Canyons: Millcreek, Big and Little Cottonwoods) by requiring permits for some climbing, backcountry skiing and mountain biking and capping the number of permits to try and reduce the growth rate of increased users and associated environmental and transportation impacts by 2030, relative to current trends and annual population growth of two to three percent. Parking would be limited to trailhead areas and the Forest Service may collect a per vehicle fee to pay for facilities maintenance improvements and law enforcement (beyond the current Mill Creek per vehicle fee). Managing and distributing permits may require a visitor center and administrative resources, some of the costs of which may be offset by charging for permits/licenses. These measures may be necessary for visitors to retain the quality of experience that is enjoyed today.

#### Implementation Strategies:

- Require individual permits or licenses for various backcountry and developed recreational uses
- May cap the number of permits/licenses to reduce/slow the growth of users
- Implement a per vehicle parking fee at trailheads or along roadways
- May close certain areas to public access for habitat restoration
- May require the construction of a visitor center to administer/distribute permits, licenses and educational materials



	Recreation/Use/Impacts	Access Points	Cost to Visitor	Parking	Acres/Miles/Trails/Sites
Winter Backcountry	↓	20	Permit	No Parking Zones 1.3 Miles	35,000 acres Acquire 5,000+ acres for watershed protection
Climbing	↓	25	Permit/Guide	Unpaved Grit Mill Parking	4 miles
Hiking	↓	Consolidate Trailheads	\$6/week	Parking at Trailheads Only	500 Miles (-50 miles) Close some trails for restoration
Camping / Picnicking	↓	Close sites near streams to resort vegetation	Increase fees for camping	Parking at Trailheads only	125 sites

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### Scenario B: Environmental Tourism Focus

Scenario B would attempt to provide the greatest amount of environmental protection without purposefully trying to reduce the number of visitors by 2030. Some strategies could include charging for parking at trailheads and along roadways and providing better public transportation access to popular recreational access points year-round. These strategies may lead to some reductions in private vehicles and recreational use (relative to expected growth trends) because of the parking fee and public transportation expansion. Enforcement of parking and other regulations would require increased law enforcement and administrative resources, which could be paid for in part by the user fees. These measures may allow for visitors to enjoy an experience in the canyons somewhat similar to the experience they enjoy today, but with increased number of people and more public transportation use.

#### Implementation Strategies:

- Implement a per vehicle parking fee at trailheads or along roadways
- May close certain areas to public access for habitat restoration
- May require the construction of a visitor center to administer/distribute permits, licenses and educational materials
- Expanded public transportation system to provide access to popular recreation access points



	Recreation/Use/Impacts	Access Points	Cost to Visitor	Parking	Acres/Miles/Trails/Sites
Winter Backcountry	↓	25	\$6/week	No Parking Zones 3 Miles	35,000 acres Acquire property for restoration
Climbing	→	20	\$6/week	Unpaved Grit Mill Parking	6 miles
Hiking	→	Consolidate Trailheads	\$6/week	Paved Shoulders	550 Miles
Camping / Picnicking	→	Charge per vehicle fee	\$6/week	Parking at trailheads only	146 sites

Legend ↓ = Decrease → = No Change ↑ = Increase

### Scenario C: Dispersed Recreation Focus

Scenario C focuses on improving and expanding facilities for popular backcountry/dispersed recreational uses like hiking, mountain biking, climbing, etc. Strategies to implement this scenario include improving roadway shoulders, expanding trailhead facilities and improving parking areas; building new trails for popular climbing areas. This scenario would likely lead to increased number of backcountry users above the baseline scenario. Public transportation would have to be expanded year-round to popular areas to accommodate projected growth. Parking management would entail designated parking zones for climbing and other uses. However, parking outside of those zones would be discouraged through ticketing. This would be different than the current free-for-all where all road shoulders are available for parking. Facilities improvements, increased number of visitors and requisite law enforcement would require substantial increase in funding beyond today's levels. Without user fees in place, Scenario C may see a decreased level of facilities maintenance and law enforcement relative to demand, negatively impacting the recreational experience (relative to today), but maintaining the accessibility that is currently enjoyed today.

#### Implementation Strategies:

- May include expanded year-round public transportation service to popular access points
- Would include improvements to popular backcountry recreation areas, such as climbing areas and mountain bike trails
- Could include expansion or improvements of existing trailhead facilities
- Would not charge parking fee, but may enforce no-parking zones along some portions of major roadways



	Recreation/Use/Impacts	Access Points	Cost to Visitor	Parking	Acres/Miles/Trails/Sites
Winter Backcountry	↑	25	Free	No Parking Zones	40,000 acres Acquire 5,000+ acres for recreation
Climbing	↑	45	Free	Paved Shoulders Grit Mill Parking. Consolidate Trails.	6 Miles
Hiking	↑	Improve trailheads and parking areas	Free	Paved	550 Miles
Camping / Picnicking	↑	Improve existing facilities	Fee for camping and picnic sites	Paved shoulders and no parking zones	146 Sites

Legend ↓ = Decrease → = No Change ↑ = Increase

### Scenario D: Developed Recreation Focus

This scenario prioritizes picnicking, camping and year-round resort uses. These activities may have a greater impact on the "natural" experience, but because they're focused in targeted areas, fewer people may be distributed throughout sensitive habitat areas, relative to the Baseline and Scenario C. The priority in this scenario would be to accommodate groups and individuals who like to use the picnic sites, camp sites, sightseeing pull-offs and developed resort areas. Scenario D could be complemented by public transportation (buses, shuttle or rail) and may include aerial tramways that connect resorts to facilitate travel between the developed resort areas. A tramway could affect the backcountry skiing experience due to aesthetic impacts. In addition resort expansion may lead to some loss of terrain for back country winter use. Due to population growth, the popularity of picnicking, camping and resort use and the lack of economic disincentives for private vehicle use, Scenario D would most likely see an increase in traffic and crowding of parking areas and developed recreation sites, relative to the Baseline Scenario. Law enforcement and facilities maintenance may decrease without user fees/fee increases. Visitor experience would probably be of a lesser quality than today, particularly during peak times during the summer weekends.

#### Implementation Strategies:

- Would not charge parking fee, but may enforce no-parking zones along some portions of major roadways
- May include some improvements or expansion of camping/picnic areas
- May include some pull-outs for sightseeing or scenic photography
- Allows for some resort improvements to meet growing demand for alpine skiing
- Allows for improvements at resorts to facilitate year-round use of trails for mountain biking, hiking and outdoor enjoyment



	Recreation/Use/Impacts	Access Points	Cost to Visitor	Parking	Acres/Miles/Trails/Sites
Winter Backcountry	↓	Unlimited	\$6/week	Resort, FS, town of Alta charge for parking	35,000 acres Up to 5,000 acres lost to resort expansion
Climbing	↑	70	Free	Pave Shoulders. Improve trails leading to climbing areas.	12 Miles
Hiking	↑	Utilize Alta limits for Cecret Lake Access	Free	Add managed parking at Alta for Albion Basin	550 Miles
Camping / Picnicking	↑	Add facilities in Emigration and Parley's	Fee for camping and picnic sites	Add parking at sites	170 sites

Legend ↓ = Decrease → = No Change ↑ = Increase