



The National Park Service
Department of the Interior

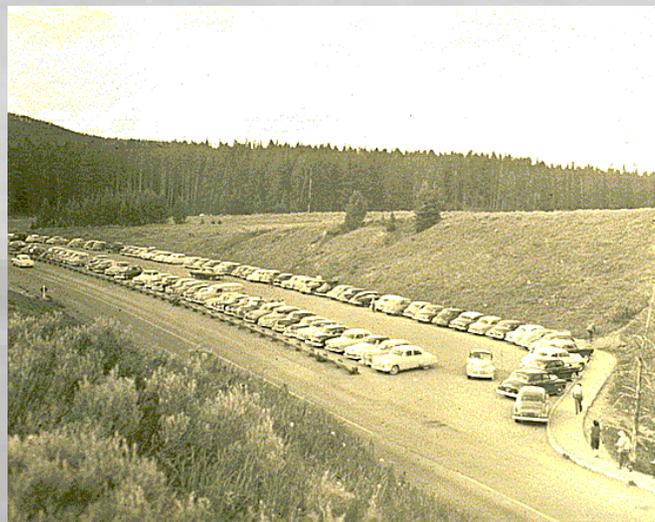
Alternative Transportation Program





The National Park Service Department of the Interior

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Grand Canyon National Park, July 2003

(from [The Arizona Daily Sun](http://photos.azdaily.com))



Alternative Transportation Program

1997 DOT/DOI MoU



Secretary of Transportation Rodney Slater (front left) and Secretary of the Interior Bruce Babbitt (front right) sign the memorandum of understanding for transportation demonstration projects at national parks.

“... to set forth the general terms and conditions for **cooperatively developing and integrating transportation planning** within the Department of the Interior (DOI) (and) ... to **develop a plan for a comprehensive effort to improve public transportation in the National Parks...**”



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Alternative Transportation Program

Mission Statement

Preserve and protect resources while providing safe and enjoyable access to and within the national parks by using sustainable, appropriate and integrated transportation solutions.



Alternative Transportation Program

Objectives of the ATP

Consider non-construction alternatives for more evenly distributing, or re-directing visitors to alternate destinations before designing, constructing, expanding, or upgrading access to, or within, a park.

Look outside park boundaries to create partnerships that support integrated transportation systems and increase funding opportunities.

Utilize a comprehensive and multi-disciplinary approach that is fully consistent with the parks General Management Plan.

Relieve traffic and parking congestion.

Reduce air, noise and visual pollution.

Reduce or eliminate overflow parking along shoulders of park roadways and State or local roads that are adjacent to park boundaries.



Alternative Transportation Program

Objectives of the ATP

Incorporate the principles of energy conservation and sustainability

Respect the carrying capacity of any area served by an ATS

Improve the visitor experience

Protect natural and cultural resources

Promote economic development

Foster strong partnerships

Enhance visitor safety and security

Educate the visiting public as to the benefits of sustainable transportation systems



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Alternative Transportation Program

Approximately 60 Alternative
Transportation Systems Prior to
TEA-21





Alternative Transportation Program

Alternative Transportation Systems Inventory Today:

- 96 National Park Units with some form of Alternative Transportation System (110 systems)
 - 14 systems owned and operated by NPS
 - 58 systems operated by a concessionaire
 - 38 parks supported by local *public transit service*
- 12 parks rely *exclusively* on alternative transportation as the only means of access



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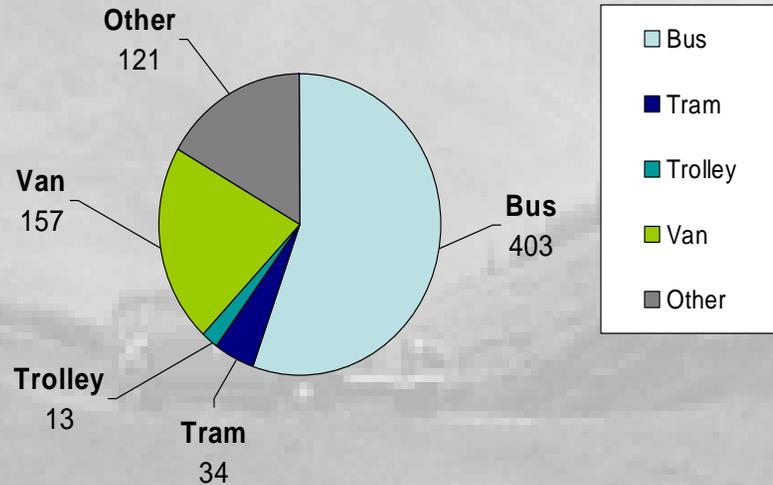
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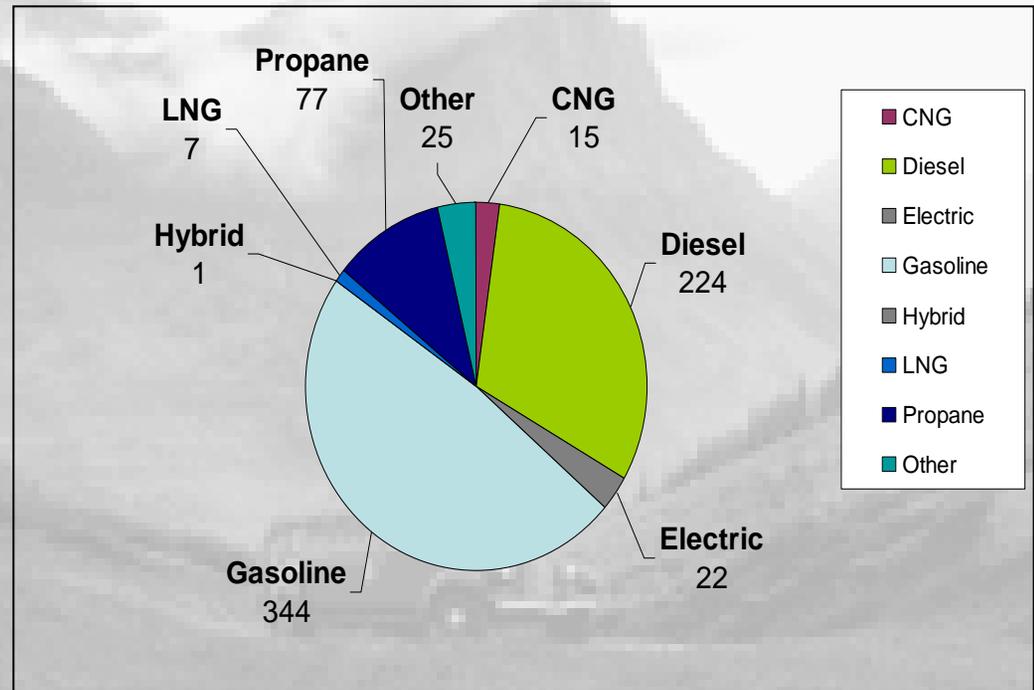


Alternative Transportation Program

Alternative Fuel Vehicles

Since 1998:

- 37 new alternative fuel vehicles
- 7 new gas or diesel vehicles





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Alternative Transportation Program

Partnerships

State & Local Governments

National Park Foundation (Ford Motor Company Fund -
Transportation Scholars, Red Bus, Transportation
Interpreters)

National Parks and Conservation Association

Transportation Research Board & Affiliates

Transportation Associations



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Partnerships

Volpe National Transportation Systems
Center

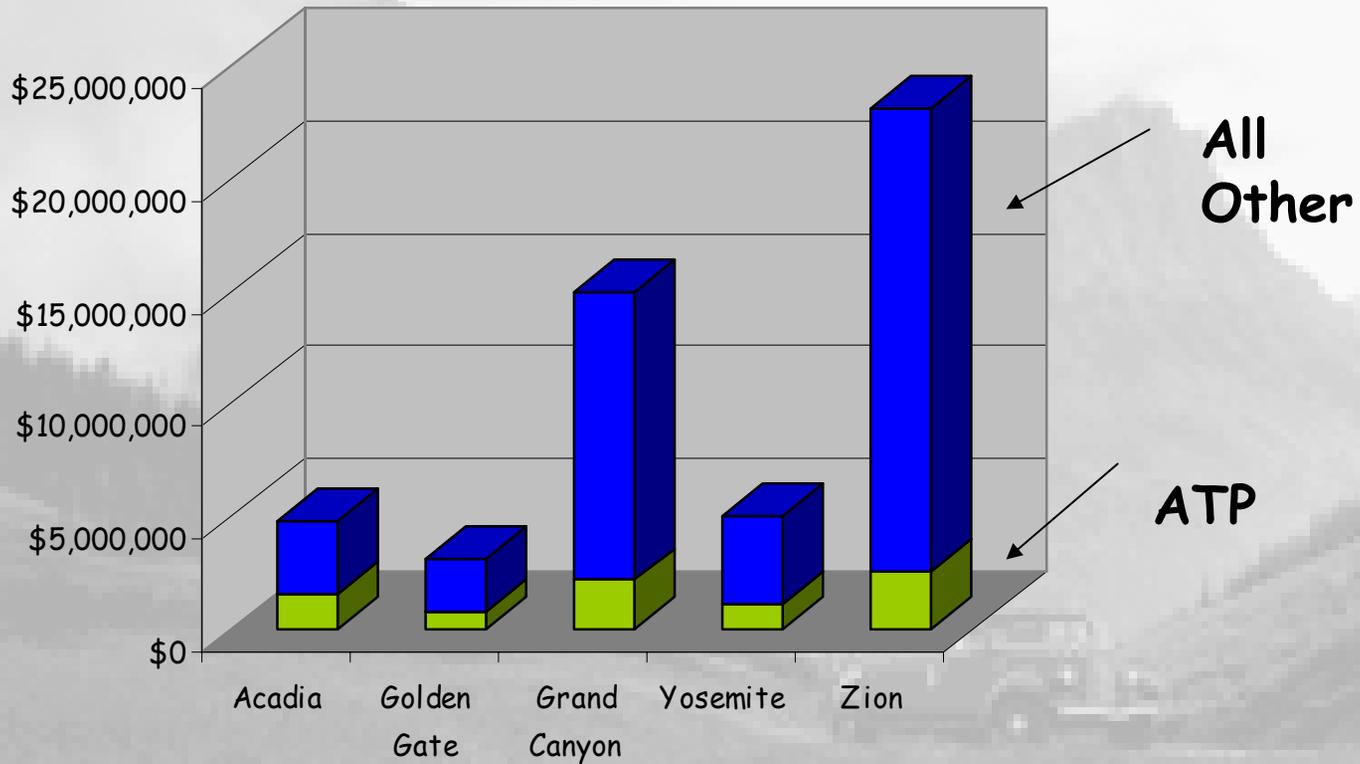
Denver Service Center Transportation
Business Group

Federal Highway & Federal Transit



Alternative Transportation Program

ATP Funding & All Other Sources of Funding





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ATP Core Accomplishments

Allocated nearly \$71million in federal transportation funds to more than 200 planning and implementation projects

Conducted a national vehicle design conference

NPS guides to seeking TEA funds

Worked with the NPF and Ford Motor Company Proud Partners Program to coordinate transportation scholars and interpreters in parks and rehabilitate 34 Glacier red buses

Developed the ATP FY 2002-2006 Strategic Plan



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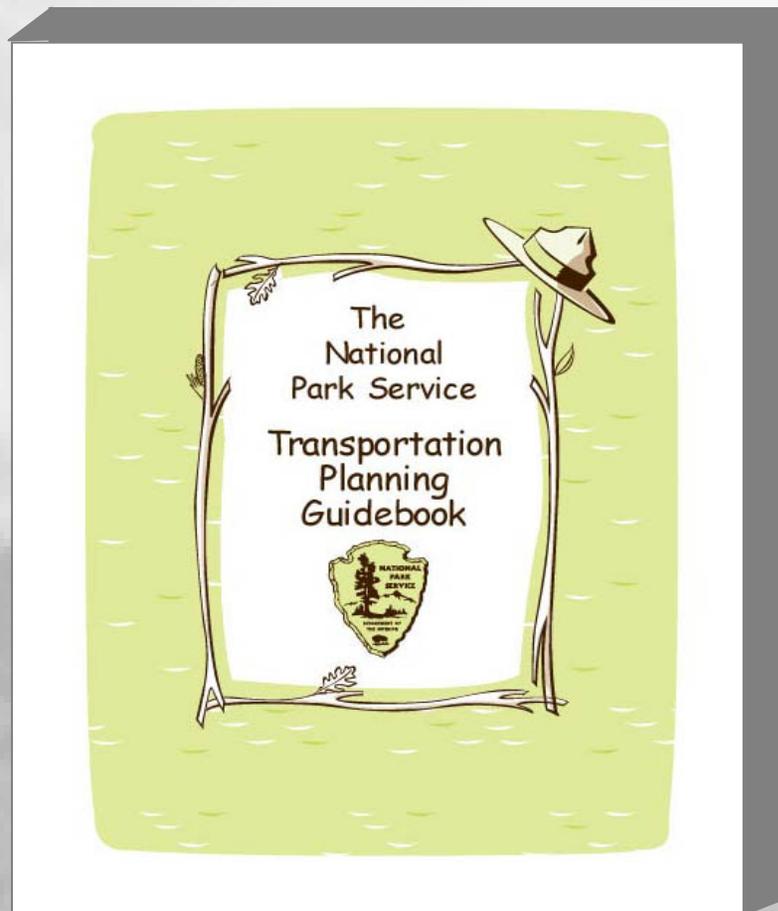
Transportation Assistance Group

Formed a multi-federal agency,
transportation assistance group (TAG) and
assisted more than 60 parks with planning



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Field Support

Reference Manuals & Policy Guidance

Enhancements & Scenic Byways Guides

Scope of Work Generator

Landscape Architects Manual

Design Guidelines Website

NPS Transportation Intra-net website

ATP Training

Planning Guidebook & Fact Sheets



Field Support (cont.)

Air & Noise Modeling

Consistent Visitor Surveys

Consistent Transportation WEB Sites

Financial Plans

Lessons Learned

Accomplishments Report

Data Collection



Alternative Transportation Program

Accomplishment Report



"This system provides a fundamentally different way for visitors to see and enjoy the park and allows us to meet our objectives of protecting the park's resources while providing a quality visitor experience. It also marks the culmination of an ongoing partnership between the park, the Town of Springdale, including the private business community, and our Congressional delegation."

Former Zion National Park Superintendent Dan Falvey at the May 2000 opening of the Zion shuttle bus system

National Park Service
Accomplishments in Alternative Transportation



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U.S. Department of the Interior



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Questions?

Send to Lou_DeLorme@NPS.gov



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Park Facility Management

National Park Service
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THE FUNDAMENTAL PURPOSE of the National Park System is resource preservation. Visitors can experience and learn about their natural and cultural heritage in parks. Most visitors arrive by private auto and, in some cases, this has begun to threaten the very resources parks were created to protect.



Congestion in many national parks causes lengthy traffic delays and noise and air pollution that substantially detract from the visitor's experience and overall resource protection. Recognizing that more park roads and more parking lots are not the solution, the introduction of visitor transit systems help to alleviate traffic problems and make parks more accessible. Park roads and visitor transit systems are intended to enhance visitor experience while protecting park resources. Transportation

www.nps.gov/transportation/

In setting this essential undisturbed pace. Consequently, park roads are designed with extreme care and sensitivity with respect to the terrain and environment through which they pass -- they are laid lightly on the land. There are currently over 8,055 miles of roads and parkways, 1,252 bridges, 60 tunnels and extensive parking facilities. To solve the growing congestion problem throughout the Service, there are 63 visitor transit systems in 50 parks that vary in size ranging from single vehicle vans to bus fleets.