



Appendix A Downtown Focus Group Meetings Summary





DOWNTOWN FOCUS GROUP MEETINGS SUMMARY MARCH 1, 2006 AT TOWN HALL - TOWN OF WINTER PARK

The following is a summary of the comments that were received at the Focus Group Meetings held on March 1, 2006 in Winter Park

Pedestrians

- ▶ Pedestrians crossing US 40 are a problem, especially at Vasquez and Cooper Creek, often the crossing is unrecognized by motorists.
- ▶ Visibility of pedestrian crossings is a concern.
- ▶ Safety is a concern due to multiple lanes.
 - Sign congestion is problem - ped crossing signs are lost in background.
 - Speed 35 mph – feedback signs work but still write a lot of tickets for speeding.
 - Maybe 30 mph in core downtown in future from Vasquez to Miller.
 - People will only walk 1 block (short, urban) before jay walking. Subway to 7-11 is a concentration for crossing demand.
- ▶ Need to create more of a pedestrian zone and need more signals to make that work.
- ▶ Big crossing needed at Coldwell Banker.

Signal Warrants

- ▶ Town is doing warrants at Kings Crossing and Rosie's Way (busy at noon/lunch hour with the bank on the east side and the Post Office on the west). Miller will never meet warrants. Getting onto 40 can be a problem for left turns.
- ▶ Summer traffic is only bad during music festival weekends along 40.

US 40

- ▶ US 40 is a Runway. Now that it's widened, can we do angle parking – slow traffic down, lower speed limits for safety.
- ▶ Will the state allow a change of speed limit? How can state dictate to local community?
- ▶ CDOT won't reduce speed limit, their goal is to move traffic.
- ▶ 30 mph or more won't allow angled parking.
- ▶ More crosswalks cause more safety issues.
- ▶ Yellow flashing lights are difficult with two lanes of traffic in each direction.
- ▶ Accentuated lights for pedestrians at crosswalks works!



- ▶ Speed control is the top priority – not necessarily more needed public parking on street.
- ▶ How do we get people to stop for peds? Cars only stop for ped in front of car. Cars in another lane won't stop.
- ▶ Steamboat has more lights, shorter blocks, and 25 mph.
- ▶ Current crosswalk locations need better visibility.
- ▶ Kings Crossing - There's a large monument in the median that blocks visibility for peds and cars. It's part of the transition from 2 lanes to 4. There will be further improvement this summer (FHU project).
- ▶ Four lanes between WP and Fraser is not currently in plans. There will be accel/decel lanes at access points only.
- ▶ Mayor said that past discussions with CDOT had revealed the following. No angle parking when speeds are greater than 30 mph. CDOT is trying to move traffic through town.
- ▶ What other alternatives exist like bridges and tunnels etc. to move pedestrians across US 40 safely? Obvious reasons why not to do it were mentioned.
- ▶ Police currently direct traffic at Old Town & WP Drive S intersections with US 40.

Emergency Service

- ▶ US 40 is backbone.
- ▶ Alternative routes help during emergencies.
- ▶ More signals & slower traffic will slow down emergency responses.
- ▶ Opticom could be important in future with more signals on US 40.
- ▶ Raised crosswalks would be helpful for peds and won't necessarily be a problem for emergency response. Raised crosswalks don't work on highway for semi trucks and snow removal.
- ▶ 25 to 35 mph is acceptable speed as long as the vehicles can keep moving.
- ▶ US 40 is essentially 2 through lanes with 2 full auxiliary lanes.
- ▶ Emergency response needs to be considered in planning.
- ▶ Keep vehicles moving with traffic. They are not going 45 mph and won't go out of lanes to pass.
- ▶ Over time, they have fewer emergency runs. Calls are more intelligent. They don't respond with red lights/sirens to building call, spills, etc. Fast responses are primarily accidents and medical emergencies. They have better information about the nature of the call and the proper response before they leave the station.
- ▶ Traffic calming – no dips, but humps are not a problem because fire truck drivers know where they are and can anticipate them. Look at trafficcalming.com on the Internet.



Pedestrian Crossings

- ▶ Some cars, stops, next lane doesn't stop, very dangerous, doesn't trust cars to stop
- ▶ Pedestrians crossing at night is real dangerous
- ▶ Lots of jay walking – directly across, short blocks help, people won't walk more than 1 block to cross at crosswalk.
- ▶ Has noticed congestion lately and would like something done so it doesn't get worse.

Downtown

- ▶ Needs underground utilities.
- ▶ Hodge-podge of architecture.
- ▶ Better identification of ped crossings – red brick crossings.
- ▶ More signals and street lights downtown to give more chances to cross.
- ▶ Garden islands at each end of town are unsafe (particularly north of Kings Crossing). Can't see cars or peds – sight distance at intersection.
- ▶ Need to better define downtown area for motorists so they know to slow down.
- ▶ Backlit signs are tacky.
- ▶ Define a feeling of downtown more with improvements.

Downtown

- ▶ Need nodes at several points in downtown.
- ▶ 2nd node that works for both transit & development.
- ▶ Need more than gondola to strive for. Gondola may not happen because the Forest Service may have concerns about animal habitat preservation.
- ▶ Focus on getting people between resort & town efficiently.
- ▶ Want to make it safe and convenient to get to Town. Country mile vs urban mile.
- ▶ People need to come to town with money still in their pockets after going thru shops in village.
- ▶ Need to give people a reason to come to downtown.
- ▶ Want to make it safe/convenience for people to get around downtown once they come.



Downtown Issues

- ▶ Signage – It's hard to find where the bus stops are. Signage is still difficult.
- ▶ Need better way finding to get people around. Good signage to tell people where they are, why they are going.
- ▶ Issue of crossing US 40 safely.
- ▶ Putting bus stops at ped-crossings is a problem. Drivers don't know whether people are waiting for a bus or to cross the street. One way to help this problem is to move near side bus stops to far side.
- ▶ Issue of how far will people walk.
 - Residents going to bus stop – ¼ mile.
 - Urban core areas – 500 to 600 feet.
 - Tourists downtown at night can walk farther distances because they have regular shoes.
 - At the WP Village - People who ride bus will walk 1000' to the base.
 - Next time – They will go somewhere else or stay at the Village due to the discouraging factor of distances.

US 40 Utilization

- ▶ HOV lanes – more efficient use of 4 lanes?
- ▶ 30 mph in Granby.
- ▶ go back to 3 lanes, would need to justify to CDOT.
- ▶ Don't tear it up – just change use during certain hours of the day.
- ▶ Management of highway – cones & gates.
- ▶ Would get more parking close to businesses.
- ▶ Calming traffic is basic need.
- ▶ Buses stopping in right lane instead of pullouts.
- ▶ Better enforcement existing speed limits and parking restriction – parking over cross walks.
- ▶ Balance of signing/enforcement.
- ▶ Winter Park wants to be pedestrian friendly ski town – not speed trap like Empire.
- ▶ Smaller, cuter buses on US 40 – every 5 minutes unique.