



7.0 TRANSPORTATION AND MOBILITY PLAN

Several alternatives and proposed improvements have been developed to provide the Town of Winter Park with the information needed to make decisions and plan for the future with regard to transportation and mobility. Through transportation modeling, downtown planning, the consideration of the need for more comprehensive transit, and the possible construction of a gondola in the future, the following transportation plan has been developed:

A. Roadway Improvements

As roadway improvements (see **Figures 5.1** and **5.2**) are considered and/or constructed, phasing for these improvements needs to fit within the development of the community. Some of the proposed roadway improvements include widening US 40, construction of the Fraser Valley Parkway, and the development of a roadway grid system in downtown Winter Park. The widening of US 40 to four lanes from County Road 72 to the north city limits of Winter Park primarily depends on the buildout of the Grand Park and Rendezvous developments. By 2020, this segment of US 40 is anticipated to be over capacity based on the transportation model. The improvements to US 40 could most appropriately be funded through the regional planning and funding process or with the help of the Colorado Department of Transportation.

B. Transit System

Currently, the Lift bus service consists of eight routes that are named by color. In addition, other transit services include employee shuttles to Granby and a shuttle between Winter Park and Mary Jane. US 40 is the backbone and most of the routes overlap along at least some portion in getting to the Resort. The eight Lift routes operate in the Winter Park and Fraser area from 7:30 a.m. to 5 p.m. In addition, they operate a demand response van (ADA accessible) from 8a.m. to 5p.m. In the evenings four fixed routes are operated using all ADA accessible vehicles. The Lift only operates in the winter, with a lower level of service in the first month of the season than in the main winter season. A Summer Fun bus operates in the summer, provided by the resort.

Three alternatives have been developed based on feedback received at the November 16, 2006, at the open house meeting, and comparisons to other transit systems at nearby resorts. The Visitor Focused Transit Service Alternative focuses on visitor travel in the winter season. If only the winter visitor movements are considered, a winter-only service is acceptable. Options are to include summer service (Memorial Day to Labor Day) or to contract for specialized services in the County.

The Community Focused Transit Service Alternative takes more of a community transportation focus for the Fraser Valley, with an emphasis on serving employee transportation needs. For this alternative year-round service will be needed. Employment service might be a mix of commuter bus service and vanpool services. Over time, the importance of employment transportation is likely to grow unless significant employee housing is provided within the Fraser Valley.



The County-Wide Focused Transit Service Alternative extends both the employment and specialized service transportation in the County to destinations to include Hot Sulphur Springs or Kremmling. Providing direct service to individuals with disabilities or seniors who live in other portions of Grand County or supporting the efforts of the Council on Aging provides good value for the region. This type of transit service is already operating in much of the County. This support would include regional specialized services (even if one day a week or less often) for people who need to access medical or other services outside their community. This is something that it can be difficult for a senior center or volunteer drivers to accomplish but provides significant benefits to County residents. **Figure 7.1** shows a summary of how the proposed transit system may look in the Winter Park / Fraser area.

Summary of Key Points

- ▶ Peak demand will drive capital costs, a significant component of the start-up costs. Decisions on other services (night, summer, spring and fall, and regional services) can be made based on the marginal costs of these services. Several factors may soften peak demands: transition to more destination skiers, carrying more employees on the transit system, and carrying more night-time visitors to town.
- ▶ Providing effective employee services will support employees living outside the core visitor area and more dense development in the downtown core area.
- ▶ Long-term plans are recommended to be based on year-round service and the levels of service that will be required just before the third base, the Gondola, opens. If a gondola from downtown is constructed, service levels can be reduced (due to shorter trips and more people walking to the Gondola base) by reducing the fleet size. Older vehicles will not need to be replaced.
- ▶ Quality matters in resort communities:
 - Vehicles
 - Driver training (safety, customer service, etc.)
 - Reliability and on-time service
- ▶ Funding the desired level of transit service will require a variety of sources. Identifying a dedicated local fund source is critical. It will be the primary source of funds.
- ▶ It is important to access federal funds available for transit services for both operating and capital costs. The fleet and facility costs will be significant, in addition to the ongoing operating costs of service.
- ▶ The primary costs of the system should be borne by those benefiting from and using the system.



Figure 7.1

Year-Round Transit Services

Winter

- ▶ Routes serve most neighborhoods
- ▶ Night service is provided
- ▶ Commuter service: four morning and four evening trips, operating daily

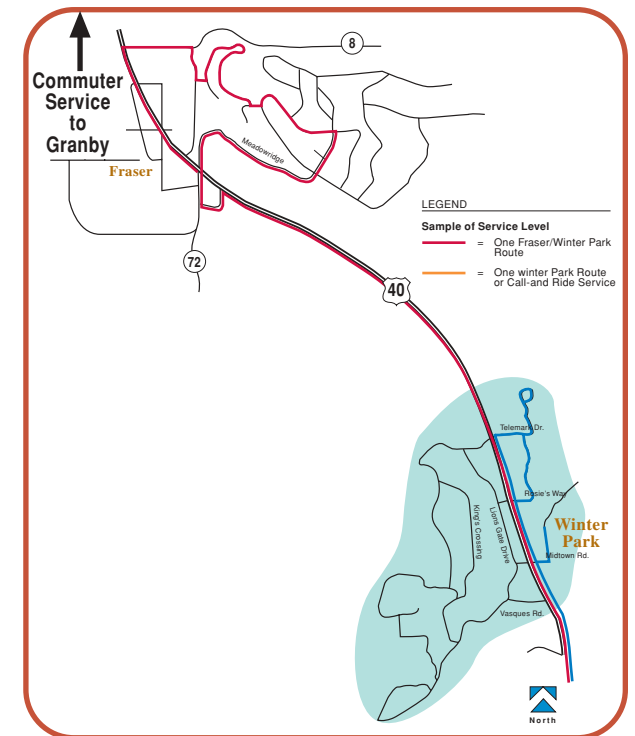
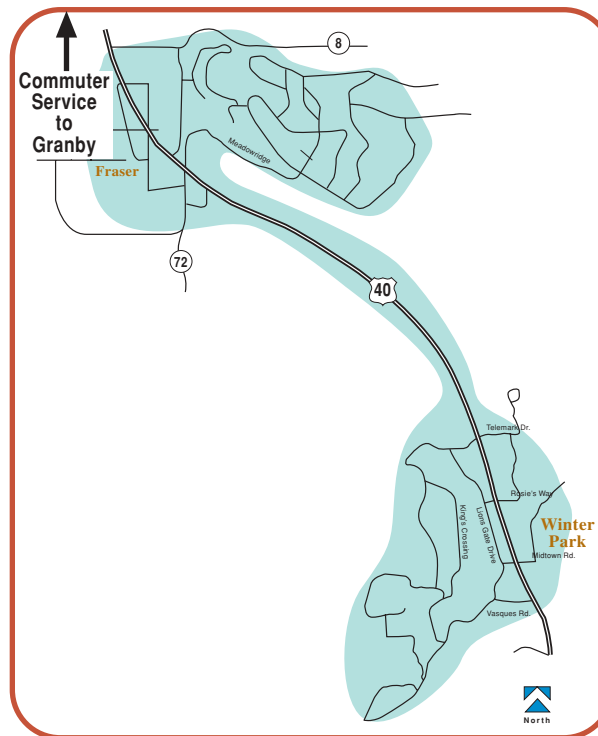
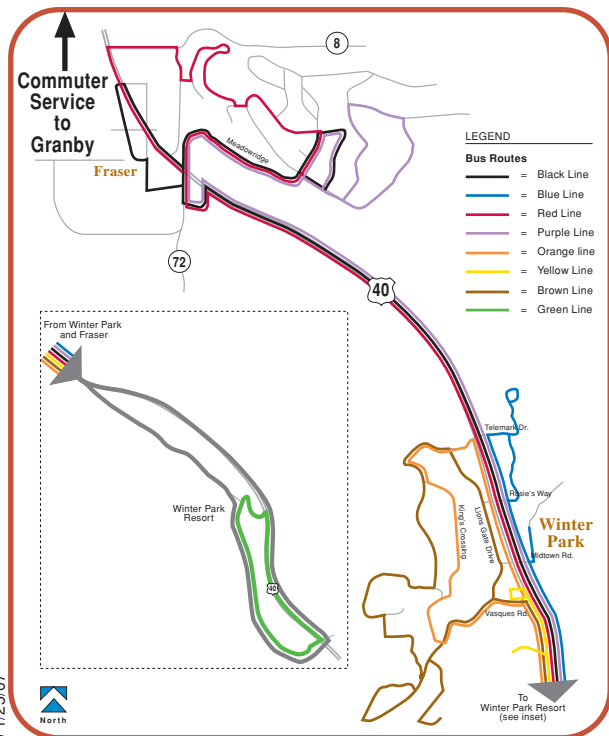
Shoulder Seasons – Spring & Fall

- ▶ One call-and-ride vehicle serving Fraser and Winter Park
- ▶ Operates from 7AM to 7PM
- ▶ Commuter service: two morning and two evening trips, no Sunday service

Summer

- ▶ Two fixed routes in Winter Park and Fraser, or one fixed route and one call-and-ride vehicles
- ▶ Operates hourly from 7AM to 7PM until there is enough demand for evening service
- ▶ Commuter service: two morning and two evening trips, no Sunday service

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- ▶ Common sources of funding in resort communities are sales taxes (including taxes on lift tickets), real estate transfer taxes, and lodging taxes.
- ▶ Most resort communities do not charge fares to visitors or for local services in the resort communities. Many do, however, charge fares for regional services.

C. Downtown Winter Park

The development of the downtown subarea plan addresses the urban design issues and opportunities related to downtown. This includes a consideration of circulation systems at a finer scale, as well as the land uses that may thrive there. Recommendations for improvements integrate urban design concepts that will enhance livability and promote economic development while also improving circulation. The following summarizes the proposed roadway improvements and connections needed to develop a downtown grid pattern. These include:

- ▶ Widen Lions Gate Drive and construct curb and gutter to provide on-street parking.
- ▶ Close the at-grade railroad crossing at Kings Crossing which will be replaced by a grade separated crossing to the north.
- ▶ Construct an extension of Miller Road to Ski Idlewild Road to the east of Main Street.
- ▶ Construct an extension of Wanderers Way to Lions Gate Drive on the west side of Main Street.
- ▶ Construct an extension of Ski Idlewild Road from Midtown Road to Vasquez Road.
- ▶ Construct an extension of Vasquez Road to Ski Idlewild Road on the east side of Main Street.
- ▶ Construction of a future connection to the Beavers development on the east side of the Fraser River.

D. Gondola

The Master Plan for the Winter Park Ski Resort has included the development of a gondola connection into Town for many years now. In fact, some years ago, the Resort purchased 3 acres of land adjacent to City Hall to accommodate the bottom terminal of this lift and the staging facilities necessary when it is eventually constructed. As envisioned in the past, the construction of this connection into the ski area would be a long term solution for the business levels exceeding the capacity of the Mary Jane and Winter Park base areas.

Based on the Valley visit projections, the base area capacity could be exceeded on the highest day 2020. It also shows that the base area capacity could be exceeded on 5 days per season by 2020. This level of activity could be the “trigger” which initiates the construction of the gondola.