
Winter Park Transit Advisory Committee

Date: May 22nd, 2017

Time: 4:00pm

Location: Winter Park Town Hall, Council Chambers



Meeting Goal: Discuss issues, proposed alternatives, and develop a public involvement timeline regarding winter 2017-18 service

- 1) Updates:
 - a. Transit Service RFP
 - i. RFP Addendums
 - ii. Progress & Timeline
 - b. Update on CASTA conference
 - 2) Winter Service Issues & Alternatives Memo
 - a. Review & Discussion
 - b. Identify next steps
 - i. Develop timeline for public involvement and feedback on proposed winter 2017-18 service
 - 3) Public Forum
 - 4) New Business
 - 5) Adjourn
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Memorandum



To: Winter Park Town Council &
Transit Advisory Committee
From: Michael Koch, Transit Manager
Date: May 22nd, 2017
SUBJECT: Winter Service Issues & Alternatives

Overview

The purpose of this memo is to address the issues identified at the previous Transit Advisory Committee meetings and explore the potential alternatives to addressing those issues.

The issues were identified by advisory committee members, based upon feedback they heard from riders and members of the community during the winter 2016-17 season. A list of these issues are:

- The transfer at Safeway between the Purple & Black Lines
- Discontinued service to the stop located on Ski Idlewild Drive
- Potential to expand service down Old Victory Road & the Grand Park community
- Stop location servicing the Grand Park Community Recreation Center
- Service directly into Silverado II property
- Address the cleanliness of the windows on the buses

Issues & Alternatives

In this section, the issues listed above will be outlined in further detail followed by potential alternatives and the details of those alternatives. Staff recommendations are made for each issue, at the end of the list of alternatives. Maps will be provided in a supplementary PowerPoint presentation that will be provided at the upcoming Transit Advisory Committee meeting.

1. Transfer at Safeway

For resource efficiency and to lower the subsidy required to operate service to unincorporated areas serviced by the Purple Line, service was planned to provide 30-minute frequencies to Fraser and MeadowRidge creating a connection with the Black Line at the Safeway Main stop for continued service to Downtown Winter Park and Winter Park Resort. Express service on the Purple Line was operated during the weekends and holidays, creating no need for the line to connect with the Black Line during those times.

A number of residents, guests, and riders from Fraser and MeadowRidge attended TAC meetings over the winter to inform the committee that they were not in favor of this transfer as it was difficult for all riders to make this transfer, particularly riders with small children. There was also feedback regarding the extra time a rider had to be on the bus to travel between origin and destination.

Alternatives

- 1A. Extend the Black Line to provide service through the rest of Fraser, specifically the Wapiti corridor and the Fraser Amtrak station. See map for routing.

Details & Consequences: The Transit Manager has timed out the routing for this option. It adds a total of 11 minutes to the Black Line route. This brings the total running time of the

Black Line up to 51 minutes. This additional cost to expand the line would be the responsibility of Fraser to pay. Table 1 shows the split of the Black Line’s service between jurisdictions now and what the new distribution would look like with this alternative. As a result of choosing this alternative, The Purple Line would exclusively serve the MeadowRidge area. This would result in savings for Fraser, some additional costs would be incurred by Winter Park, and additional costs would be incurred to the MeadowRidge area. Table 2 shows the cost re-allocation for the Purple Line.

Please note that all costs below are based on 30-minute headways and includes bus service until 2:00am. Costs should not be quoted or used as final estimates, as we are in the middle of an RFP process and receiving bids from potential contractors to operate our public transit services after August 2017. These cost estimates also do not include the monthly fixed fee charged by our contractor to maintain all back-of-the-house operations and administration. All estimates in this memo are provided to offer a scale of the “impact of service change.”

Table 1: Alternative 1A Estimated Cost Differences, Black Line

	Existing		2017 Hourly Cost	Alternative		Alternative New Cost*
	Total Mins	% of Total		Total Mins	% of Total	
WP	25	63%	\$ 84,968	25	49%	\$ 66,641.67
Fraser	15	38%	\$ 50,981	26	51%	\$ 69,307.33
Total	40	100%	\$ 135,949	51	100%	\$ 135,949

*Cost estimate based from 2017 budgeted hourly cost.

Table 2: Alternative 1A Estimated Cost Differences, Purple Line

Estimated New Cost Allocations									
	Existing Cirque		2017 Hourly Cost	Existing Express		2017 Hourly Cost	Alternative		Alternative New Cost*
	Total Mins	% of Total		Total Mins	% of Total		Total Mins	% of Total	
Fraser	30	50%	\$ 14,739	15	28%	\$ 13,617	15	28%	\$ 37,763.61
MeadowRidge	30	50%	\$ 14,739	13	24%	\$ 11,801	13	24%	\$ 32,728.46
Winter Park		0%	\$ -	26	48%	\$ 23,602.22	26	48%	\$ 65,456.93
Total	60	100%	\$ 29,477	54	52%	\$ 49,020	54	52%	\$ 135,949

*Cost estimate based from 2017 budgeted hourly cost.

1B. Operate the service as it was operated in the 2016-17 season, but interline the buses.

Details & Consequences: This would result in no need for a physical transfer. The costs are not estimated to change, as this alternative does not propose changes to the 2016-17 schedule.

Staff Recommendation

As Alternative 1A substantially increases costs for all jurisdictions and does not increase or expand service, staff recommends Alternative 1B to move forward with the interlining of the buses. This alternative eliminates a physical transfer while maintaining costs and levels of service.

2. Discontinued Service on Ski Idlewild Drive at Sawmill Station & Trailhead Lodges

Service was discontinued at this stop due to the lack of turn-around options available with our updated 40’ ADA accessible fleet vehicles. Ridership has been historically strong from this area of Town, so finding a solution to reinstate service to this stop was seen as a priority. For the winter 2016-17 ski season, riders utilized bus stops at Hideaway Park and Cooper Creek Square.

TAC heard from a number of residents, guests, riders, and HOA's that this discontinued stop was difficult for all riders, particularly riders with small children.

Alternatives

- 2A. Change the routing of the Red Line to turn off Highway 40 at Rendezvous Way to reinstate service to the Ski Idlewild Drive stop and expand service in Fraser, specifically in the Rendezvous neighborhood. See map for routing.

Details & Consequences: This route has been timed out by the Transit Manager and FirstTransit. As the Red Line is currently routed, it takes 29 minutes to run the route. With this new routing, the Red Line will take approximately 39 minutes. One factor influencing this alternative is the amount of time allocated to the Red Line for Fraser will increase. Table 3 below shows the cost re-allocation for the Red Line. Costs were impacted as the route will need 2 buses to provide 30 minute headways instead of one bus, as was done last winter season.

Table 3: Alternative 2A Estimated Cost Differences

	Existing		2017 Hourly Cost	Alternative		Alternative New Cost*
	Total Mins	% of Total		Total Mins	% of Total	
Fraser	8	28%	\$ 10,512	13	33%	\$ 24,880
Winter Park	21	72%	\$ 27,593	26	67%	\$ 49,761
Total	29	100%	\$ 38,105	39	100%	\$ 74,641

*Cost estimate based from 2017 budgeted hourly cost.

- 2B. Work with local developer to explore options on creating a turn-around near the old Idlewild Lodge area and reinstate the stop on the Blue Route.

Details & Consequences: This stop could be added to the route it was originally a part of, although timing was previously an issue on this route as were capacity concerns. Costs related to the routing on the Blue Line are not seen as being significantly affected. Costs related to design/build of the turnaround are not known.

- 2C. Extend the discontinuation of service to this stop.

Details & Consequences: There would be no cost allocation differences. Riders would be required to walk across Hideaway Park to access the bus system. With the creation of the "Hideaway Park Southbound" stop, in front of McDonald's, riders would be less confused about where to catch the bus to the Resort.

Staff Recommendation

As previously stated, ridership in this location has been historically very strong, so there is no question to the benefit of reinstating service to this stop. Alternatives 2A & 2B both provide this reinstated service and while Alt 2B is the least expensive of the two, there are more variables involved that would pull into question when the turnaround could be designed and built and if it could be accomplished prior to the beginning of the ski season. This may also cause the historic timing and capacity issues we've seen on the Blue Line in the past. Staff recommends Alternative 2A to expand service to new areas while reinstating service along Ski Idlewild Drive.

3. Service along Old Victory Road & Grand Park community

Service was provided to the Grand Park community last ski season through a call-and-ride option while the Purple Line/Fraser Cirque was operating (note: this was not available when the Purple Line/Fraser Cirque Express was operating).

Town staff has heard from residents and guests in the Grand Park community that they desire regularly scheduled service through their community.

Alternatives

3A. Re-route the Black Line down Old Victory Road

Details & Consequences: The Transit Manager has timed out this route and included two stop locations in the Grand Park community as part of the analysis. The condition of Old Victory Road is not in the best condition to be operating our large transit buses on. Re-routing the bus for this alternative added an additional 6 minutes to the Fraser portion of the Black Line. Depending on what other decisions are made by TAC on other issues mentioned above, this extra time may not be available to add to the Black Line. Cost allocation differences would be minimal. See map for alternative routing and stop locations.

Staff Recommendation

While this alternative presents an opportunity to expand service to a new area at a relatively low cost, staff would like to see the condition of Old Victory Road improved before implementing any new service along that corridor. The Black Line is the transit system's "spine line", so operating that line down a dirt road is not advisable. Until the road is further improved, providing service to Grand Park on a call-and-ride basis is the best option for the time being. Staff recommends revisiting this alternative at a later date when the road is developed further.

4. Stop location providing service to the Grand Park Community Recreation Center

The existing stop is located over 800 feet away from the recreation center, with no sidewalk access, and requires riders to walk through a parking lot that is not consistently plowed down to the asphalt in the winter. The distance and winter conditions make access difficult, especially for the elderly and disabled, and requires walking within the lane of traffic to access the recreation center. The stop is not located directly in front of the recreation center because the turning radius is too tight for our 40' buses and does not make good sense from a scheduling perspective.

Alternatives

4A. Relocate the stop servicing the recreation center to a location that is within 300 feet of the recreation center entrance.

Details & Consequences: A stop located physically closer to the entrance of the recreation center would create quick and easy access to a community amenity and create easier access for the young, elderly, and disabled. Safety precautions should be considered, as should bus access. Depending on the location of the new site, service planning efficiencies could be implemented as well. Costs for the relocation of this site are unknown.

Staff Recommendation

On-going negotiations between Winter Park and Fraser continue to find a suitable location. As this is an amenity to all residents and guests of the area, sharing costs associated with developing a new stop location would not be inappropriate. Staff recommends Fraser and Winter Park continue working together and aim to identify and develop a new stop location as soon as possible.

5. Service directly into Silverado II

Service on the Orange Line historically has driven directly on to the Silverado II property, however, due to the dimension of our new fleet, a new stop location was created directly in front of the property on King’s Crossing Road.

Town staff and TAC heard from Silverado II residents, guests, and management that the movement of this stop made it difficult for riders to navigate to the new location as there is an uphill slope to the stop and there have been issues with mud and dust during times of inclement weather.

Alternatives

5A. Keep the new stop location on King’s Crossing Road

Details & Consequences: Keeping the public transit bus system’s assets off private property, when possible, is good practice. Costs related to making improvements to the stop are not known. Keeping the stop located on the public road keeps times efficient and access equal and impartial

5B. Reinstate service to the original location

Details & Consequences: The Orange Line receives good ridership from Silverado II and the property is making improvements to their driveway to accommodate all kinds of transit buses. No costs would be incurred by the Town to relocate this stop closer to the front door of Silverado II.

Staff Recommendation

The distance from the front door of Silverado II to the new location is under 300 feet. The Blue Line operates on private property as does the Green Line. For both of those lines, locating a stop off of those prospective private properties would result in walking distances greater than 700 feet and/or unsafe stop location areas. We also use private property on the Blue Line provide service to other parts of Winter Park and to turn the bus around. There is no need for a turn-around on the Orange Line where Silverado II is located. Staff recommends Alternative 5A on the grounds that keeping public assets off private property is good practice and that walking a distance of <300 feet does not constitute the stop being ‘inaccessible’ and that minimal improvements could be made to the stop to address the mud and dust issues. Our ADA paratransit door-to-door service is available to those riders who are unable to access the new stop location.

6. Address the cleanliness of the windows on the buses

As this was the first year a true transit style bus was operated in the area, some unforeseen issues were brought up. One of these issues was the amount of dirt and mud that got on the sides of the buses – most noticeably on the windows. The amount of dirt and mud made it difficult, if not impossible, to see how the windows for riders, leading to riders being confused about where they were on their route and gave the

system a general unkempt look. Some action was taken by drivers to wipe down the windows, but the issue was not resolved.

Staff Recommendation

There are no alternatives for this issue for the time being as we are currently in the middle of an RFP process for our Contracted Public Transportation Services. Bidders have been asked to provide staffing levels in their proposals, including maintenance and cleaning staff. First Transit has mentioned that they plan on hiring extra help in the winter to address the cleanliness issue of the buses, both inside and out, particularly to address the cleanliness issue of the windows.