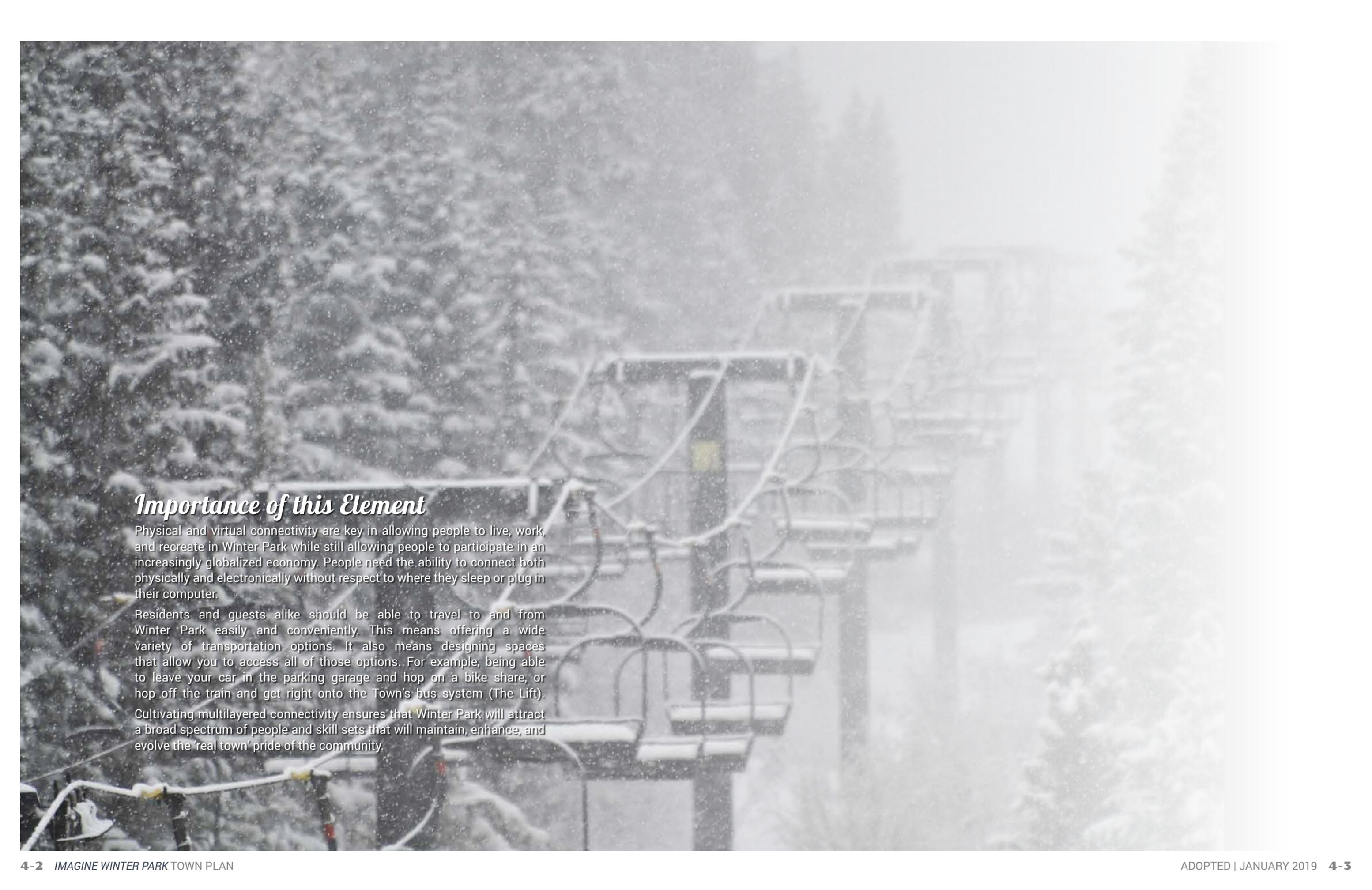




CHAPTER FOUR

# OUR GLOBAL AND LOCAL CONNECTIVITY



### *Importance of this Element*

Physical and virtual connectivity are key in allowing people to live, work, and recreate in Winter Park while still allowing people to participate in an increasingly globalized economy. People need the ability to connect both physically and electronically without respect to where they sleep or plug in their computer.

Residents and guests alike should be able to travel to and from Winter Park easily and conveniently. This means offering a wide variety of transportation options. It also means designing spaces that allow you to access all of those options. For example, being able to leave your car in the parking garage and hop on a bike share, or hop off the train and get right onto the Town's bus system (The Lift).

Cultivating multilayered connectivity ensures that Winter Park will attract a broad spectrum of people and skill sets that will maintain, enhance, and evolve the 'real town' pride of the community.

# Our Local and Global Connectivity FRAMEWORK MAP



## LEGEND

- |                            |                               |                               |                              |   |
|----------------------------|-------------------------------|-------------------------------|------------------------------|---|
| TOWN BOUNDARY              | EXISTING TRAILS               | PROPOSED RIVER WALK           | PROPOSED PEDESTRIAN CROSSING | VASQUEZ NODE OPPORTUNITY AREA           |
| RIVER/ CREEKS              | EXISTING TRAILHEADS           | PRIMARY PEDESTRIAN CORE       | ENHANCED PEDESTRIAN CROSSING | LIVE/WORK + CO-WORKING OPPORTUNITY AREA |
| EXISTING PARKS/ OPEN SPACE | PROPOSED TRAILHEADS           | SECONDARY PEDESTRIAN WALKSHED | PROPOSED TRANSIT CENTER      | PROPOSED TOWN WIFI ZONE                 |
| USFS PROTECTED LANDS       | TRAILHEAD ACCESS ENHANCEMENTS | PROPOSED ROUNDABOUT           | PROPOSED GONDOLA STATION     | WINTER PARK EXPRESS STATION             |

# Winter Park Resort Base & Old Town CONNECTIVITY FRAMEWORK MAP



## LEGEND

- |                      |                     |  |                              |                                  |
|----------------------|---------------------|--|------------------------------|----------------------------------|
| TOWN BOUNDARY        | EXISTING TRAILS     | PROPOSED FRASER RIVER TRAIL EXTENSION                | PROPOSED SKI-BACK CONNECTION | PROPOSED PEDESTRIAN ENHANCEMENTS |
| RIVER/ CREEKS        | EXISTING TRAILHEADS | PROPOSED TRAIL CONNECTION TO SUMMIT OF BERTHOUD PASS | PROPOSED TRANSIT CENTER      | PROPOSED ROUNDABOUT              |
| USFS PROTECTED LANDS | PROPOSED TRAILHEADS |  | PROPOSED GONDOLA STATION     |                                  |



**Our Global  
and Local  
Connectivity**

# VISION

**Winter Park is a community linked with majestic physical attributes, connected with state of the art technology, integrated with safe walkable places and diverse transportation linkages, and characterized by seamless connectivity to both the natural and technological environment.**



# PRINCIPLES

## **[MOVING PEOPLE]**

A community of easy, fast, and efficient mobility options that make transit the first choice of visitors and locals alike.

## **[REGIONAL CONNECTIONS]**

A mountain base camp that makes it possible to get around without the need for a private vehicle.

## **[PEDESTRIAN SCALE]**

A comfortable, safe, and aesthetically pleasing urban environment that is walkable and bikeable in all seasons.

## **[ADVANCED TECHNOLOGY]**

A physically and functionally connected community that transforms Winter Park from a 'destination' to a 'hub' for recreation, commerce, and innovation locally, regionally, nationally, and for the larger global marketplace.

## **[SMART PARKING]**

A town that acknowledges the importance of balancing parking needs with other active modes of transportation and the desire to be a sustainable, livable community.

## **Vasquez Node**

The Vasquez Node is a unique opportunity to promote density, activity, and movement at the Town's southern gateway to Main Street. This area includes existing, planned, and future development two blocks east and west of Main Street along Vasquez Road and one block north of Vasquez Road. Encouraging street level retail and dining creates an active ground floor, mirrors adjacent development, and produces a critical mass of shopping and entertainment. Requiring building heights of four stories, with variety of housing options for residents and visitors, allows for year round viability and helps to meet attainable housing goals. Expanded sidewalks and other pedestrian improvements, such as indoor and outdoor gathering spaces, forms an aesthetic identity and fosters a longer stay. A hub of local and regional transit options, ride share drop off, and bicycle and ski trails make this node a center of movement.

*See Framework Maps for the location of the opportunity area.*



# 1.

## [MOVING PEOPLE]

A COMMUNITY OF EASY, FAST, AND EFFICIENT MOBILITY OPTIONS THAT MAKE TRANSIT THE FIRST CHOICE OF VISITORS AND LOCALS ALIKE.

Creating a truly comprehensive and multi-modal transit system requires providing sufficient coverage, frequency, and choice to address an array of travel goals and destinations. A successful system centralizes and simplifies options.

It acknowledges that the way someone arrives at a destination may not be how they return home, and that same person may choose different modes of travel throughout the week.

## Strategies

**CO STRATEGY 1.1:** Identify the feasibility of a centralized transit center in conjunction with the existing Vasquez Road public parking garage or other centralized and appropriate location. The transit center should accommodate all existing modes (i.e. The Lift, Greyhound, Bustang, local/ regional shuttles, rental car facilities, and bikeshare facilities).

**CO STRATEGY 1.2:** Provide enhanced connections between the Resort and Downtown such as a ski back trail, a direct gondola, and circulator bus routes.

**CO STRATEGY 1.3:** Enhance facilities at the Winter Park Resort Transit Center to serve as a secondary transit hub. As the base area redevelops, evaluate options to consolidate or better connect the existing three transit areas (base of Cabriole, Balcony House/Zephyr Mountain Lodge area, rail platform) into a single seamless transit hub.

**CO STRATEGY 1.4:** Ensure the Resort Transit Center includes easy pick-up/drop-off capability allowing both resort guests and non-resort guests to make regional connections.

**CO STRATEGY 1.5:** Initiate a comprehensive signage program to provide intuitive wayfinding throughout Town.

**CO STRATEGY 1.6:** Work with existing transportation partners to enhance and increase our ability to serve both residents and guests.

**CO STRATEGY 1.7:** Ensure Winter Park is poised to take advantage of new trends in transportation and transit.

## Bikeshare

Bikeshare is one of the most well known types of shared mobility solutions. Bikeshare can be particularly challenging in a small community like Winter Park, with significant topography. However, multiple models create many options:

### **Kiosk System (Tech on Station).**

This system houses the checkout and locking mechanism in the bicycle docking station. Bikes must be borrowed from and returned to established locations. Moving bikes to where they are needed, and making sure docks are not overloaded or empty can be a challenge. Example: Denver B-Cycle

**Tech-on-Bike.** In this type of system, users locate, pay for, and unlock bikes using a smartphone-based app. Some systems require users to start and end trips at a designated location, while the newest systems are completely dockless (bikes can be parked anywhere around the community). These systems are often seen on college or corporate campuses, or in smaller communities. 'Street clutter' is sometimes seen as a problem as bikes can be haphazardly left in the public realm. Examples: Longmont Zagster, LimeBike.

**Bike Library.** In this model, bikes are stored and checked out from one or more staffed locations. These systems can often offer a range of bicycle types and sizes. Examples: Golden Bike Library, Fort Collins Bike Library.

Source: <https://www.zagster.com/blog/the-different-types-of-bike-sharing-programs>, Colorado Statewide Comprehensive Outdoor Recreation Plan, 2013, Colorado Parks and Wildlife Policy and Planning Section

# 2.

## [REGIONAL CONNECTIONS]

A MOUNTAIN BASE CAMP THAT MAKES IT POSSIBLE TO GET AROUND WITHOUT THE NEED FOR A PRIVATE VEHICLE.

Transportation options across the state and nation are rapidly changing. From additional rail opportunities to self-driving cars, new technologies are transforming the way people get around. Autonomous and connected vehicles will affect how public rights-of-way are planned, parking is accommodated, and infrastructure improvements are designed.

The opening of the commuter rail from Denver International Airport to Union Station and the return of

the Winter Park Express (Ski Train) uniquely positions Winter Park as the only mountain community in the state where visitors can fly in, catch the train, and arrive for a mountain vacation. This gives Winter Park an unbeatable foundation for a new level of mobility for both visitors and locals. Easy access to regional amenities such as Rocky Mountain National Park, Snow Mountain Ranch, and local golf courses are crucial to providing the experience people desire.

## Strategies

**CO STRATEGY 2.1:** Coordinate with Amtrak and the Town of Fraser to ensure connectivity from the Fraser Station to local and regional transportation options.

**CO STRATEGY 2.2:** Work with Amtrak and the Winter Park Express (Ski Train) to expand service, and to implement pass systems for frequent riders.

**CO STRATEGY 2.3:** Collaborate with the Colorado Department of Transportation and other partners to increase transportation options such as Bustang or regional air service.

**CO STRATEGY 2.4:** Explore regional transportation options and connections such as light rail, BRT, or expanded bus service between Winter Park, Granby, and other locations within the region.

**CO STRATEGY 2.5:** Provide transportation options to regional destinations (e.g. YMCA, Devil's Thumb, Rocky Mountain National Park) through offerings such as rental car service, carshare, or Resort pickup.

**CO STRATEGY 2.6:** Examine the need for requirements for passenger drop-off and loading zones within new development to accommodate transportation options such as resort shuttles, microtransit, and autonomous vehicles (AV).

**CO STRATEGY 2.7:** Explore opportunities to create regional backcountry motorized connections. See *OR Strategy 3.6*.



## Enhanced Crosswalks

**HAWK Signal.** Originally named as an acronym for High-Intensity Activated crossWalk beacon, this, and other similar overhead traffic control devices may also be referred to as Pedestrian Hybrid Beacons (PHB). These devices were developed to address pedestrian crossings of wide and high-speed roadways, where pedestrian volumes are not high enough to warrant a full traffic signal.

**Pedestrian Activated Warning Lights.** Like PHB's, this type of pedestrian device is dark until activated by the pedestrian. Examples include RRFB and LED Border Signs. As of December 2017, the FHWA has terminated interim approval of the RRFB, due to patent issues. RRFB's have been shown to be highly effective; existing installations can stay in place but new installations are not permitted until the FHWA reinstates approval.

**In-Road Warning Lights.** These lights are installed flush with the roadway surface, and provide an additional level of driver awareness of crosswalks. First generation lights experienced issues with moisture and longevity; current options appear to have improved performance in snowy and winter conditions.

# 3.

## [PEDESTRIAN SCALE]

### A COMFORTABLE, SAFE, AND AESTHETICALLY PLEASING URBAN ENVIRONMENT THAT IS WALKABLE AND BIKEABLE IN ALL SEASONS.

A successful pedestrian and cyclist environment provides a human-scaled atmosphere with elements such as landscaping and art. US Highway 40 creates a challenging downtown environment with its wide traffic lanes, high speeds, and large expanses of parking. As a state highway, it must fulfill critical regional functions in moving people, goods, and services. However, as Winter Park's Main Street it sets the character and feel of the community.

The key to balancing Main Street's regional and local roles is to humanize it by decreasing scale and adding interest. Many of the urban design features that provide a pleasant aesthetic experience also provide functional traffic calming benefits, and increased safety for pedestrians and cyclists.

Winter Park's pedestrian priorities focus on creating a continuous, comfortable walking environment. The Town Plan focuses on promoting walking and cycling through functional urban design and land use improvements within the US 40/Main Street corridor.

## Strategies

**CO STRATEGY 3.1:** Use policies and incentives to prioritize and direct new, mixed use development within the Vasquez Road Node.

**CO STRATEGY 3.2:** Work with developers to create a continuous, human-scale street frontage along Main Street.

**CO STRATEGY 3.3:** Work with developers and utility providers to integrate non-buildable areas within easements into the public realm (e.g. public plazas, parklets, or dining areas).

**CO STRATEGY 3.4:** Encourage Main Street access from cross streets and from Lions Gate Drive.

**CO STRATEGY 3.5:** Work with Main Street property owners to reduce visual impacts and physical conflicts created by vehicular access points (i.e. curb cuts).

**CO STRATEGY 3.6:** Work with Main Street property owners to direct parking to the rear of the parcel to eliminate the visual impact of off-street parking.

**CO STRATEGY 3.7:** Enhance existing pedestrian crossings to increase pedestrian safety and visibility as well as motorist compliance.

**CO STRATEGY 3.8:** Introduce new mid-block pedestrian crossings at locations with demonstrated need.

**CO STRATEGY 3.9:** Pursue the introduction of roundabouts on Main Street at the north and south ends of Town to act as a traffic-calming measure and an opportunity for an aesthetic gateway treatment.

**CO STRATEGY 3.10:** Introduce street trees along Main Street in order to soften the visual impact of the existing roadway width and off-street parking.

**CO STRATEGY 3.11:** Provide a bicycle system that offers both recreational and in-town connectivity and accommodates all levels of riders.

**CO STRATEGY 3.12:** Create multiple bicycle connections to Main Street businesses.

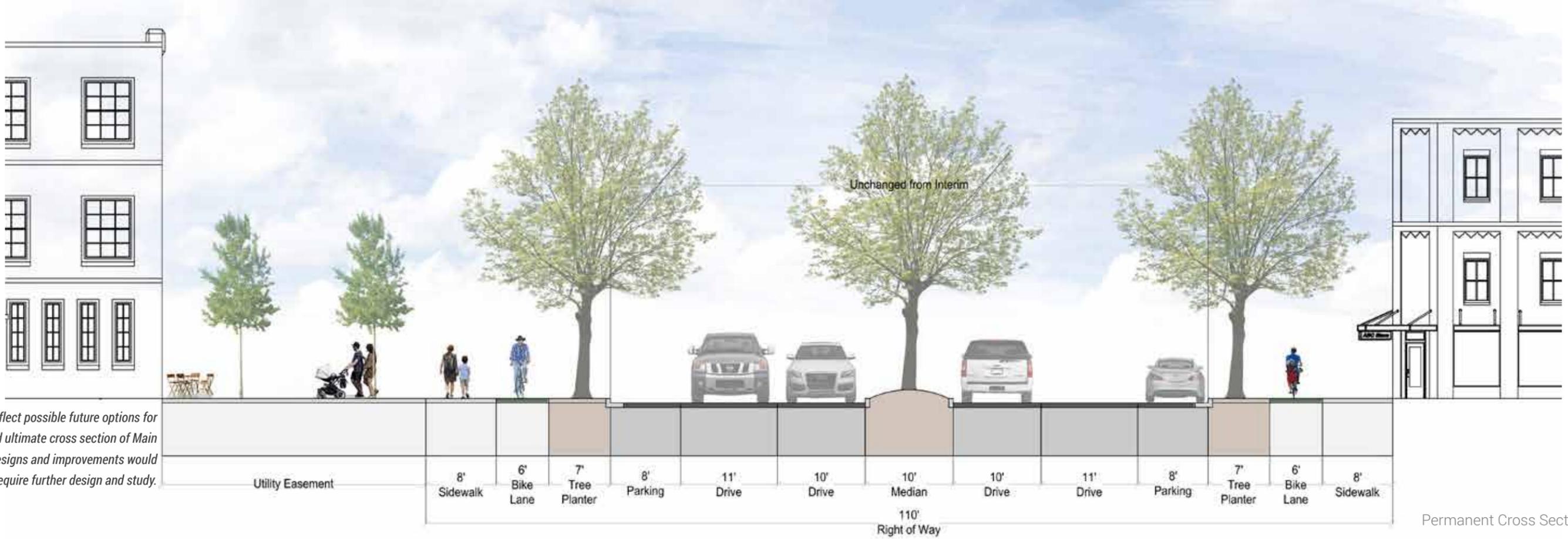
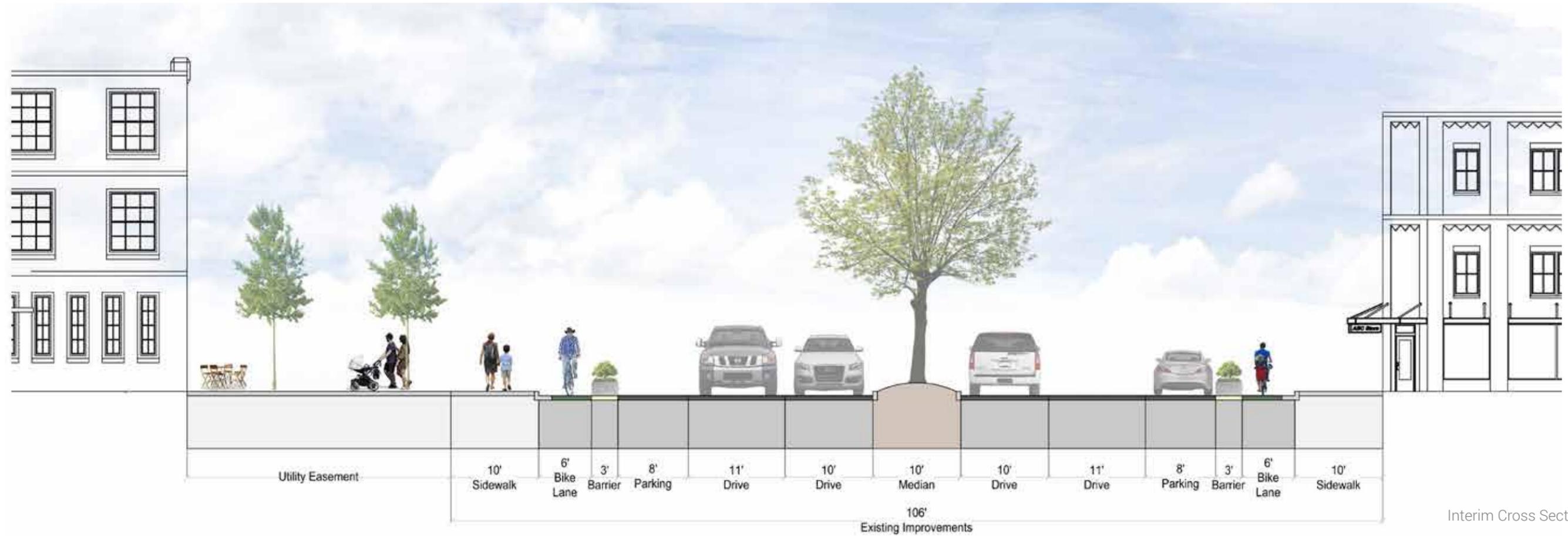
**CO STRATEGY 3.13:** Complete the Fraser River Trail to ensure it functions as the primary north-south bicycle corridor.

**CO STRATEGY 3.14:** Focus on improving motorist awareness and mutual share-the-road behavior on all north-south roadways through signage and appropriate roadway widths.

**CO STRATEGY 3.15:** Improve pedestrian connectivity and experience in and around the Resort.

**CO STRATEGY 3.16:** Explore roadway changes such as narrowed drive lanes, consolidated driveways, curb bulb-outs at intersections, street trees, and median refuges to balance road functions.

**CO STRATEGY 3.17:** Expand the core area of downtown by creating a street grid east and west of Main Street.



These renderings reflect possible future options for both an interim and ultimate cross section of Main Street. Actual designs and improvements would require further design and study.

# 4.

## [ADVANCED TECHNOLOGY]

A PHYSICALLY AND FUNCTIONALLY CONNECTED COMMUNITY THAT TRANSFORMS WINTER PARK FROM A 'DESTINATION' TO A 'HUB' FOR RECREATION, COMMERCE, AND INNOVATION LOCALLY, REGIONALLY, NATIONALLY, AND FOR THE LARGER GLOBAL MARKETPLACE.

With recent changes in technology and tech-oriented businesses, people are able to work from virtually anywhere. Increasingly, businesses are choosing where to locate based on amenities, access to the outdoors, and community culture. Improving internet connection is a necessary action to provide what has become

a required utility to support a diverse year-round economy. Winter Park must be prepared to take advantage of emerging technologies such as electric vehicles, autonomous vehicles, drone technology, the Internet of Things, artificial intelligence, and the sharing economy.

### *Strategies*

**CO STRATEGY 4.1:** Support investment in town-wide technology infrastructure.

**CO STRATEGY 4.2:** Cultivate an environment that attracts and supports entrepreneurs and innovators.

**CO STRATEGY 4.3:** Facilitate incubator spaces for small businesses and start-ups.

**CO STRATEGY 4.4:** Pursue the possibility of providing town-wide Wi-Fi.

**CO STRATEGY 4.5:** Support the inclusion of publicly accessible electric vehicle (EV) charging stations in new developments, as well as at existing Town parking facilities and the Resort.



# 5.

## [SMART PARKING]

A TOWN THAT ACKNOWLEDGES THE IMPORTANCE OF BALANCING PARKING NEEDS WITH OTHER ACTIVE MODES OF TRANSPORTATION AND THE DESIRE TO BE A SUSTAINABLE, LIVABLE COMMUNITY.

Parking deserves more attention than it typically gets due to its influence on the character, form, function, and flow of our community. Providing too much parking can result in underutilized lots, while not enough parking can negatively impact the vitality of an area. More importantly, parking needs to be balanced with new development

that supports active modes of transportation (e.g., walking, biking, transit, and carpooling), integrates a complete streets approach, and values high quality public design. The Town's plan can help achieve this balance by recognizing and utilizing innovative parking strategies and approaches.

## *Strategies*

**CO STRATEGY 5.1:** Emphasize a District Parking approach based on increased use of existing public parking structures.

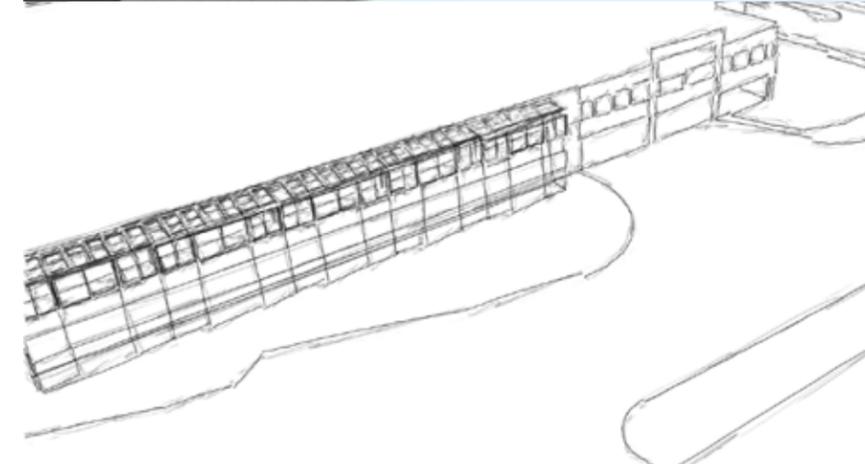
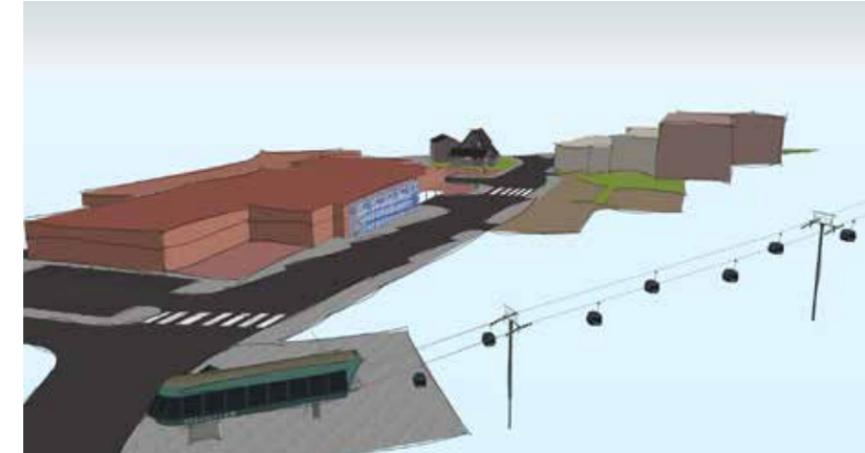
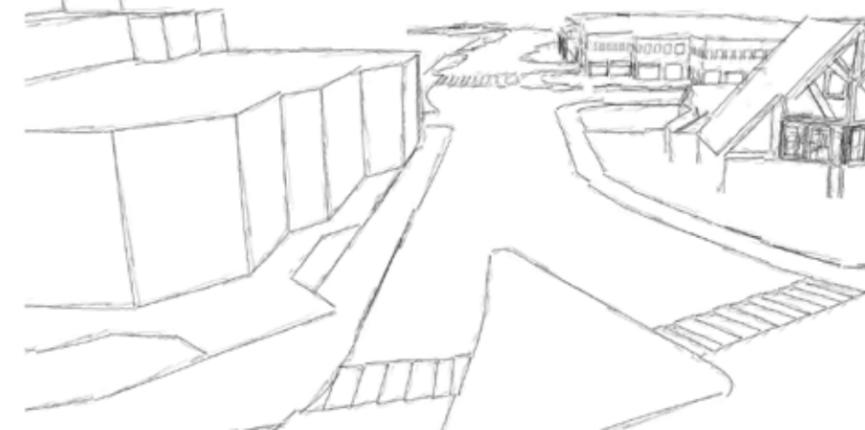
**CO STRATEGY 5.2:** Commission a formal parking study and parking management plan utilizing Travel Demand Management (TDM) strategies.

**CO STRATEGY 5.3:** Integrate shared parking into the code as an allowable option where appropriate.

**CO STRATEGY 5.4:** Consider zoning code updates to support smart parking strategies such as maximum parking requirements (foregoing minimum requirements), flexibility in providing parking off-site, and incentives for shared parking.

**CO STRATEGY 5.5:** Examine the use of paid parking along Main Street to ensure efficient and effective utilization of limited spaces.

**CO STRATEGY 5.6:** Use wayfinding elements to help direct people to underutilized parking facilities.





*This rendering reflects possible future options for a centralized transit hub.  
Actual design and improvements would require further design and study.*