
Winter Park Transit Advisory Committee



Date: August 26th, 2019

Time: 4:00pm

Location: Winter Park Town Hall, Council Chambers

Meeting Goal: Winter 2019-20 Service Decisions

1. Updates/review
 2. Choose winter 2019-20 service options
 3. Public forum
 4. New business
 5. Adjourn
-

Memorandum



To: Transit Advisory Committee &
Winter Park Town Council
From: Michael Koch, Transit Manager
Date: August 26th, 2019
SUBJECT: Winter Service 2019-20

Overview

This memo should act as a tool for the purpose to recommend service for the 2019-2020 winter service season and provide direction for the summer 2020 service season.

Service Alternatives

No service changes are proposed for a majority of the system. The routes that may see minor changes to their schedule, but no changes to service frequency or routing are:

- Green Line/Winter Park Resort
- Orange Line/Kings Crossing
- Blue Line/Hi Country Haus
- Brown Line/Vasquez
- Yellow Line/Beaver Village
- Red Line/Rendezvous

Frequency changes and routing changes are proposed to affect:

- Black Line – Fraser
- Purple Line – Meadowridge Express

A proposal to create a new route servicing Grand Park and Old Town Fraser is included in this memo. Identifying color is “Emerald” and proposed route name is “West Fraser Express”.

Exhibit A reflects the Schedule Calendar for the winter season service.

Proposed Service Changes

Black Line

The proposed change to the Black Line sees the Black Line being moved back to US40 between Winter Park Resort and Fraser. The new routing would see the Black Line stopping at every stop through Downtown Winter Park and its first stop in Fraser would be at the CR804/Safeway stop. The routing would then have the bus travel up Meadowridge Hill and take a left onto Cranmer. There are no proposed stops in Meadowridge on the Black Line, so the bus would proceed to take a left onto the top of Wapiti Drive. The Black Line would then service the stops at Wapiti & Ermine, Fox Run, Lower Wapiti, and Twin Rivers. As the Purple Line would no longer be servicing Downtown Fraser, the Black Line would then service the Eastom Road Southbound stop in front of Ace Hardware, then need to take a right turn onto Fraser Ave to gain access to the Amtrak stop on Railroad Street. The bus would turn left onto Eisenhower after the Amtrak stop, then service the Goranson Station, CR72 & Elk Creek, and Fraser

Valley Center stops before heading back to Winter Park Resort, again, servicing all the stops through Downtown Winter Park. This line is proposed to operate on a 30-minute schedule from the beginning of the winter season through the end of April.

The increase in time and efficiency by putting the Black Line onto US40 allows the bus to service to the US40 corridor and the bus stops on Wapiti in an efficient manner. The re-routing affects many of the concerns that have been voiced by riders regarding transfers at Safeway and having to ride through Downtown Fraser twice. Riders in Fraser would see reduced times sitting on the bus and not be concerned with over-crowding on the Purple Line – or the Black Line. Fraser riders would be the first stops serviced by the Black Line after Safeway and no longer need to make a transfer at Safeway. Riders from Fraser would see decreased times to travel between Fraser and Winter Park Resort. As part of this new routing, and to keep service to the Eastom Southbound stop (located in front of Ace Hardware), the bus would need to take a right turn onto Fraser Avenue off of Zerex. This is a very tight corner for the bus, so snowplowing in this area would need to be impeccable as to not cause damage to the sides of the transit buses. The proposed routing for this alternative is shown in **Figure 1**.

Purple Line

The new routing is proposed to solely serve the Meadowridge and Winter Park Ranch areas (Figure 2). It is proposed that this line would operate express service between those areas and Winter Park Resort. This would all-but eliminate Fraser and Winter Park's financial responsibility to the Purple Line and provide riders in Meadowridge and Winter Park Ranch with a direct ride to Winter Park Resort. The only exceptions would be having the Purple Line stop at the CR804/Safeway stop and the Fraser Valley Center in Fraser and the Main & Vasquez and new Cooper Creek Transit Center in Winter Park. Small contributions from each municipality would be requested to fund service to those stops. Service for the Purple Line is proposed at 60-minute intervals on weekdays and 30-minute intervals on Weekend & Holidays.

This new routing eliminates a transfer for Meadowridge/WP Ranch and Fraser riders. The major drawbacks of this new routing would be increased cost to the County (of which the Town of Winter Park is currently subsidizing a majority of) and a decrease in frequency to the Meadowridge/WP Ranch area during weekdays. While staff has concerns about potential over-crowding on the Purple Line during a few weekdays throughout the year, communities in the area have stated they would be okay with less frequency as long as the bus route was more direct. Representatives on behalf of the majority of units in Meadowridge have stated they would be alright with an increase in HOA contract dues should they be offered service that is more direct to the Resort. This new routing would result in decreased travel times between Meadowridge/WP Ranch and Winter Park Resort while still offering access to Fraser and Downtown Winter Park. Understanding there is an increase in costs to operate this line in an express-like manner everyday throughout the winter season, staff proposes a 20% increase to HOA contract dues so that this new service is covered 50/50 between Meadowridge HOA's and the Town of Winter Park. This increase is simply a proposed amount and has not been discussed or agreed upon with HOA representatives. The proposed routing for this option is shown in **Figure 2**.

Emerald Line

Fraser requested that service to Old Town Fraser be explored and after planning efforts and efficiency changes to other lines were considered it was decided this would be a possibility. This new line would offer express service through Downtown Winter Park (a stop at Main & Vasquez, and at the new Cooper Creek Transit Center would be the only stops in Downtown Winter Park) direct to the Grand Park Community Recreation Center stop. The bus would then continue on to Old Victory Road and service the existing Mountain Willow stop, as well as the stops located at Old Victory and Meadow Trail and Elk

Ranch Road, and Fraser Valley Center. The bus would cross Zerex and provide service to the Safeway Main stop then return to Zerex by way of Holiday Inn Express Stop. The route would continue on Zerex where it would make a left onto Eisenhower and have a stop near the corner of Eisenhower and Railroad Street. The bus would continue forward and make a stop near the front of the Old Church, near the corner of Eisenhower and Norgren. The bus would then continue forward on Eisenhower and make the natural left turn onto Carriage way where it would meet up with County Road 73 where it would take a right. The bus would continue up CR73 to Fraser Valley Parkway and turn left, making its next stop at the Colorado Adventure Park driveway. After departing the Colorado Adventure Park, the bus would turn right onto Elk Ranch Road and continue to a stop located approximately in the middle of the Elk Ranch Cabins development. The bus would then proceed to the intersection of Elk Ranch Road and Old Victory Road where it would provide bi-directional service through the rest of Grand Park, including the Mountain Willow stop. After the bus departed from the Grand Park Community Recreation Center stop, the service would express to Winter Park Resort (with the exception of the Cooper Creek Transit Center).

This new line would offer Fraser residents expedited service between Safeway and Winter Park Resort, without making the multiple stops through Downtown Winter Park. Riders who wished to access all the stops in Downtown Winter Park would be able to transfer to the Black Line at the Fraser Valley Center stop, or transfer to another line at the Cooper Creek Transit Center. The proposed routing is shown in **Figure 3**. A closer view of routing in Fraser is provided in **Figure 4**.

Other Planning Considerations/Night Lift & Summer Service

As part of the recent service planning effort town staff reviewed efficiency of existing routes, submitted service change requests, and feedback from riders.

The proposed dissolution of the Fraser Cirque opens up an extra vehicle in the evenings to meet call-and-ride demand. Instead of operating the Fraser Cirque inefficiently during the evenings between Fraser and the Meadowridge area, this vehicle will no be able to respond to demand response calls. This allows the system to dedicate more resources to night call-and-ride service.

While summer service is not decided at this time, budgeting is done for this service. As such, it was decided that a more efficient way to operate the Summer Black Line service for the upcoming year would be to include a scheduled route through Meadowridge/WP Ranch. As call-and-ride service is quite predictable in the “Fraser Flex Time” during the summer months, a dedicated route through MR/WP Ranch would lower the financial allocation to Fraser and increase the allocation to the County portions of the Summer Black Line reflecting a more accurate depiction of how summer service has been operating. Bi-Directional service through Grand Park for Summer 2020 is reflected in both 2020 budgets.

Budgeting

Exhibit B reflects the costs associated with this service plan. **Exhibit C** reflects costs associated with a no-change service plan. **Exhibit D** shows the budget for 2019 that was reviewed by TAC last year.

Town Staff Recommendation

Town Staff recommends the approval of the above proposed changes. This service plan increases access to the system by an area that has had only limited access to the system previously. Staff feels confident the proposals for change in service increase the efficiency of the system and more effectively services the riders of The Lift.

Figure 1 – Proposed Black Line Routing

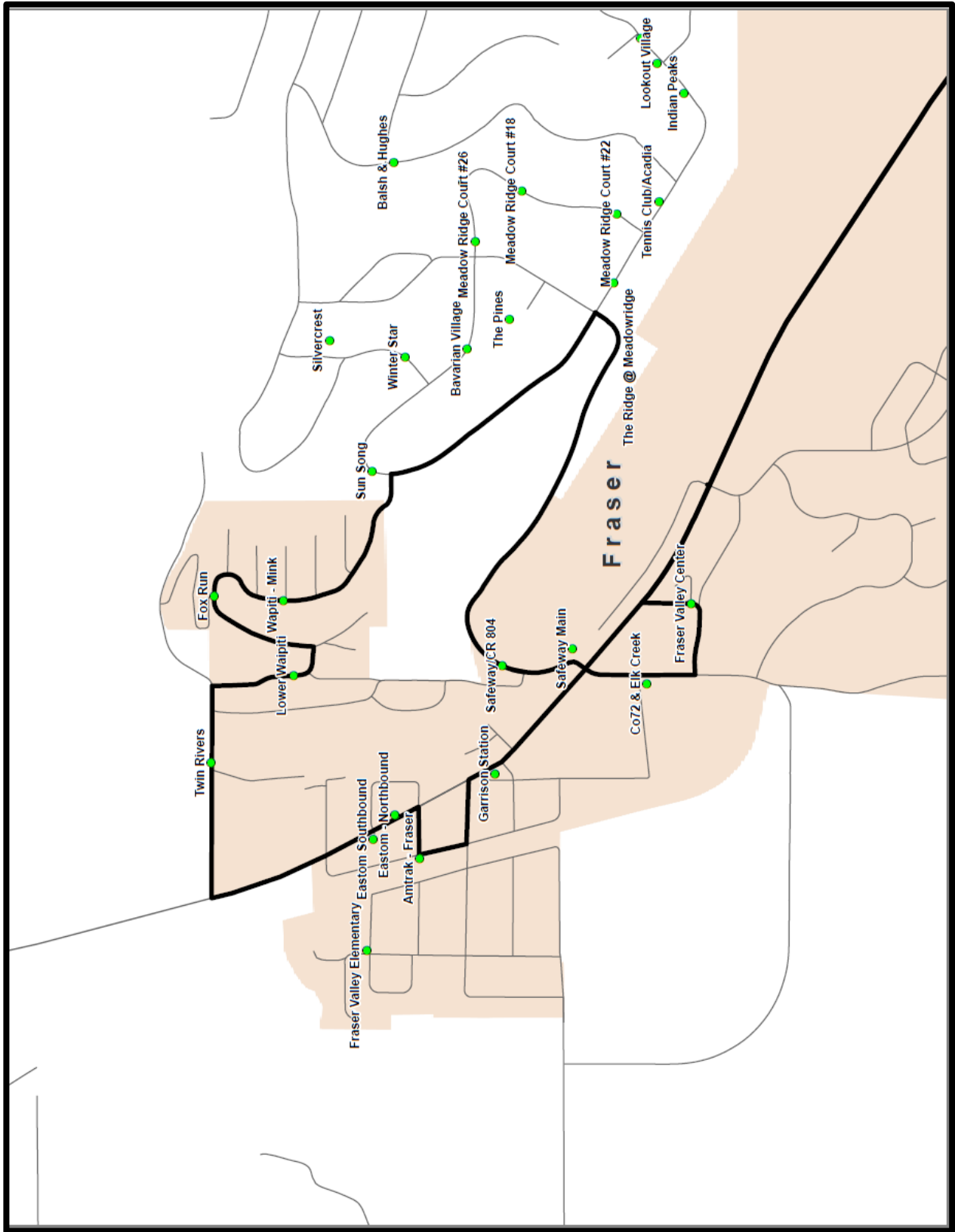


Figure 2 – Proposed Purple Line Routing

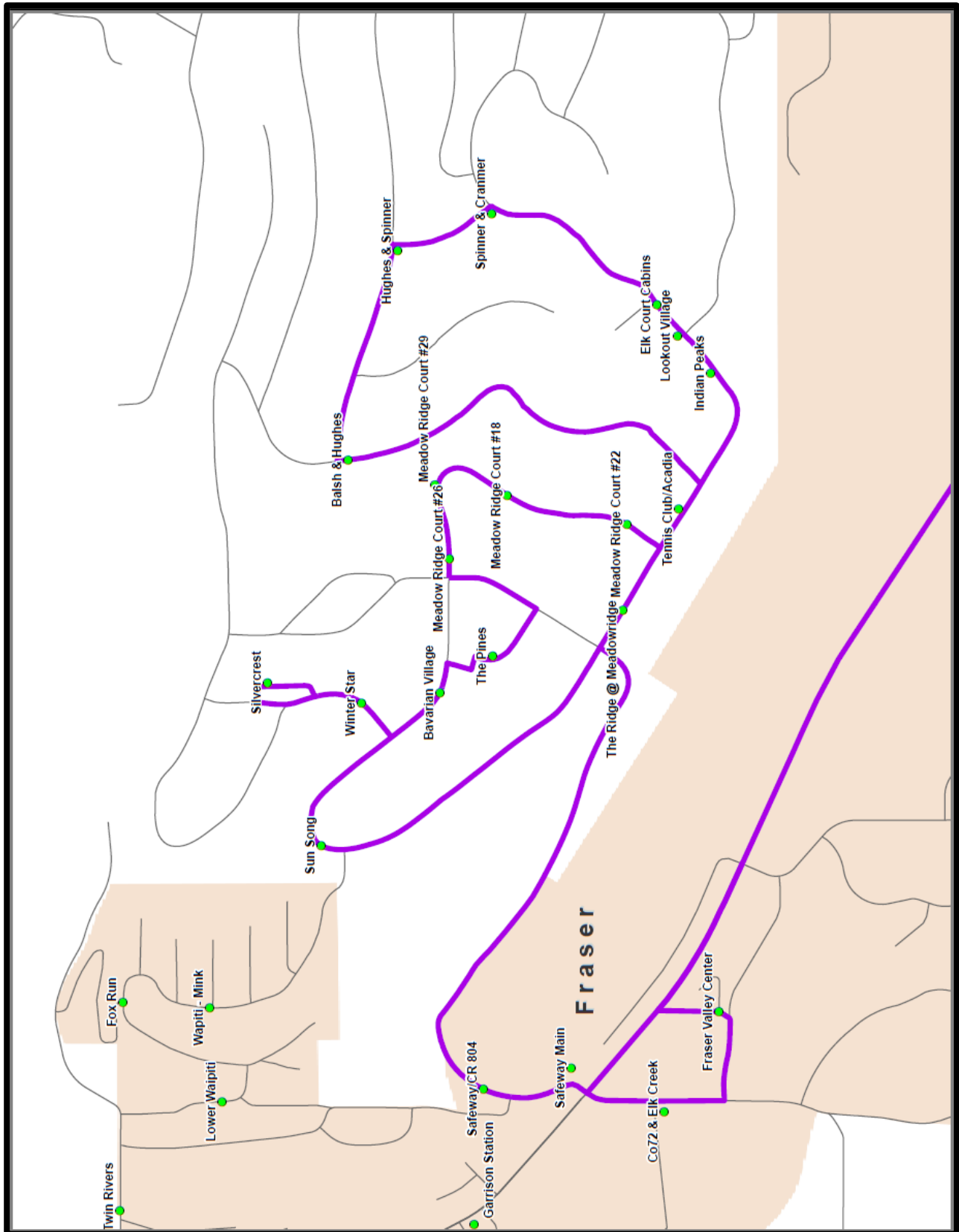


Figure 3 – Proposed Emerald Line

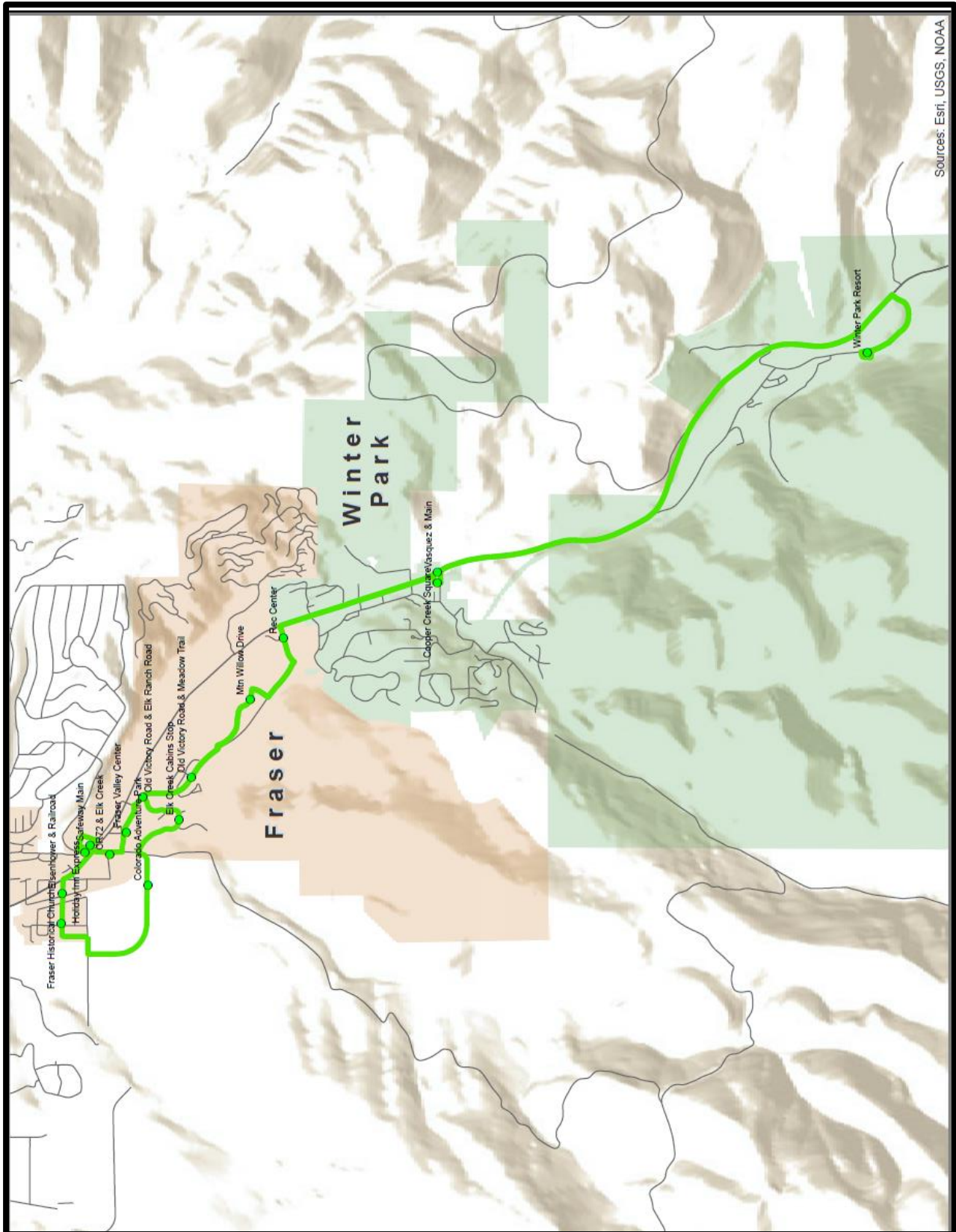


Figure 4 – Proposed Emerald Line Close-up

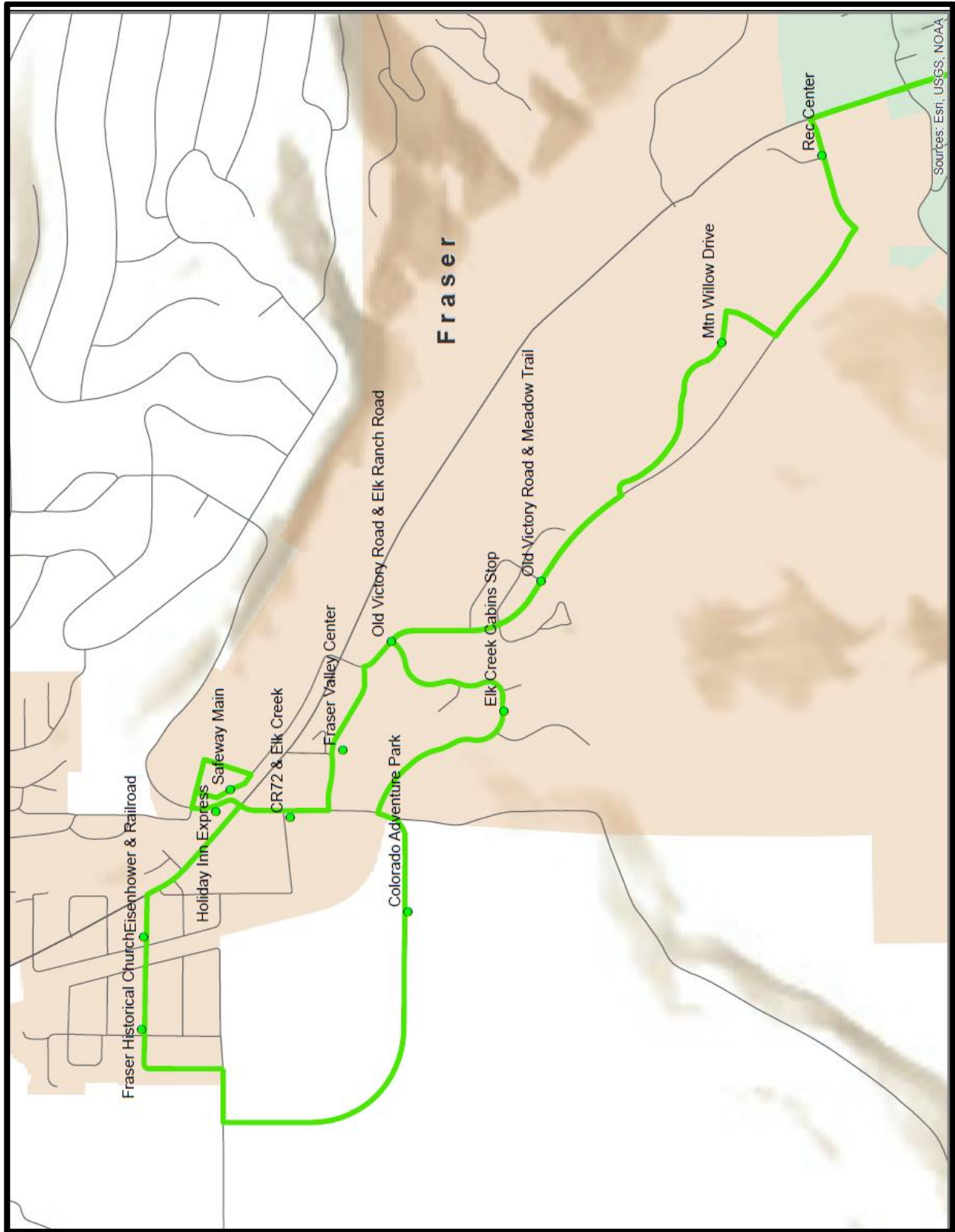


Exhibit A – Schedule Calendar

Schedule Legend
Summer
Weekday
Peak Weekend & Holiday

November						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

December						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

January						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February						
Su	M	Tu	W	Th	F	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

March						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

April						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Schedule Legend	
Limited	
Full	

May						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

June						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

July						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

August						
Su	M	Tu	W	Th	F	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Sept						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Oct						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Exhibit B – Proposed Operating Budget

		Fraser	WP	Grand County	Granby
Hourly + Fixed Fee					
		\$ 575,251.26	\$ 1,239,191.98	\$ 306,593.76	\$ 54,597.22
Fuel Cost Allocation					
		\$ 68,745.62	\$ 148,090.11	\$ 36,639.60	\$ 6,524.66
Ops + Fuel	sub TOTAL	\$ 643,996.89	\$ 1,387,282.10	\$ 343,233.36	\$ 61,121.88
Mgmt fees debit		\$ 64,399.69			\$ 6,112.19
sub TOTAL		\$ 708,396.57	\$ 1,387,282.10	\$ 343,233.36	\$ 67,234.07
HOA Contribution				\$ (122,696.92)	
Mgmt fees credit			\$ (70,511.88)		
Operating Grant	\$ 186,945.00	\$ (49,429.42)	\$ (132,824.22)		\$ (4,691.36)
TOTAL		\$ 658,967.15	\$ 1,183,946.00	\$ 220,536.44	\$ 62,542.71
System SubTotal	\$ 2,435,634.23				
System TOTAL	\$ 2,125,992.31				

Exhibit C – Operating Budget with no changes

		Fraser	WP	Grand County	Granby
Hourly + Fixed Fee					
		\$ 576,590.94	\$ 1,230,777.17	\$ 226,777.60	\$ 55,631.30
Fuel Cost Allocation					
		\$ 66,218.46	\$ 141,348.34	\$ 26,044.23	\$ 6,388.96
Ops + Fuel	sub TOTAL	\$ 642,809.40	\$ 1,372,125.51	\$ 252,821.83	\$ 62,020.26
Mgmt fees debit		\$ 64,280.94			\$ 6,202.03
sub TOTAL		\$ 707,090.34	\$ 1,372,125.51	\$ 252,821.83	\$ 68,222.29
HOA Contribution				\$ (107,359.81)	
Mgmt fees credit			\$ (70,482.97)		
Operating Grant	\$ 186,945.00	\$ (51,580.05)	\$ (130,388.35)		\$ (4,976.60)
TOTAL		\$ 655,510.30	\$ 1,171,254.19	\$ 145,462.02	\$ 63,245.68
System SubTotal	\$ 2,400,259.97				
System TOTAL	\$ 2,035,472.19				

Exhibit D – 2019 Operating Budget

		Fraser	WP	Grand County	Granby
Hourly + Fixed Fee		\$ 545,829.83	\$ 1,265,900.51	\$ 227,822.27	\$ 55,235.89
Fuel Cost Allocation		\$ 62,535.74	\$ 145,034.27	\$ 26,101.61	\$ 6,328.38
Ops + Fuel	sub TOTAL	\$ 608,365.57	\$ 1,410,934.78	\$ 253,923.87	\$ 61,564.26
Mgmt fees debit		\$ 60,836.56			\$ 6,156.43
	sub TOTAL	\$ 669,202.13	\$ 1,410,934.78	\$ 253,923.87	\$ 67,720.69
HOA Contribution				\$ (102,247.44)	
Mgmt fees credit			\$ (66,992.98)		
Operating Grant	\$ 169,950.00	\$ (44,283.12)	\$ (121,185.59)		\$ (4,481.28)
TOTAL		\$ 624,919.00	\$ 1,222,756.21	\$ 151,676.43	\$ 63,239.41
System SubTotal	\$ 2,401,781.48				
System TOTAL	\$ 2,062,591.05				