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Could get worse, not better.

VAIL HOMEOWNERS ASSOCIATION

Visioning Report – Part 3

February 22, 2018

VHA efforts are aimed at balancing investment in economic and environmental sustainability. The funding of well-timed transportation improvements will benefit economic growth by keeping pace with expectations for changes in demand, technology and standards of public safety. VHA estimates that the cost to replace, expand or build new Town public parking structures is likely beyond Town of Vail's financial capabilities. Consequently, other more feasible solutions should be pursued.

Public Parking and Traffic Congestion: Investment in transportation infrastructure improvements is one of the single largest determinants of how well Vail handles its future development. VHA advocates corrective measures to public safety shortcomings in the Town's transportation and parking network. In keeping with VHA's public advocacy, town officials asserted, at the VHA Annual Meeting in late December, that Frontage Road parking was not desirable.

Since then, the [Town's Transportation Task Force](#) has taken up discussion of implementing a summer parking fee for its public parking structures. If a fee were to be changed as a means of better utilizing available parking

spaces, what would be the impact on parking on the Frontage Roads? Under consideration, for some time, is a private sector proposal to develop an online parking reservation system for private parking lots. The proposal is in the formative states. Priority should be placed on removing any public regulatory barriers to implementing such a system.

The costly replacement and/or expansion of the Town owned existing public parking structures does not appear to be a priority at the present time. Instead, greater emphasis is being placed on expanding bus service both in and out of Town. Discussions are underway between the Town and Eagle County about the need for expanded service and commuter park and ride facilities along bus routes. Vail, the biggest generator of Eagle County tax receipts, could move the discussion forward by urging the County Commissioners to reallocate tax revenues to cover increased costs of expanded bus service and the acquisition of park and ride lots. County officials are mulling over the prospect of placing a transportation related tax increase on the fall ballot.

- In conjunction with the proposed Gold Peak race course expansion, VHA urged that consideration should be given to the amount of available public parking in the TOV. The current [2007 Vail Mountain Development Plan](#) is based on the assumption of 900 more parking spaces than actually exist.. VHA suggests that until additional off-street parking is provided there should be a proportional reduction in the on-mountain occupancy of 19,900. A proactive solution, suggested by VHA to VRI, would be to adapt the Ever Vail site, in west Lionshead, to a surface parking lot, served by an up mountain lift and local/regional bus stop, until such time as the planned redevelopment of the site occurs. [The amount of parking created could eliminate parking from the Frontage Roads 96% of the time that it now occurs annually.](#)
- The TOV, in an effort to reduce parking demand during the summer season, experimented with increasing the frequency of bus service throughout the community. This in response to a VHA assessment that removing parking on the Frontage Roads was necessary to eliminate a pressing public safety traffic hazard. [The result over the summer season](#) saw an estimated 35% rise in bus ridership; there was an average daily drop in the demand for parking in the Town's two major parking structures, but the reduced demand was insufficient to offset parking on the frontage roads which actually increased by over 20%. Consideration of additional incentives and disincentives to get people out of their cars and onto public transportation are still necessary. Expanding the frequency and coverage of regional bus service is currently under study. As conditions warrant, "demand pricing" for public parking, both summer and winter, may become an unavoidable option.
- [VHA analysis of the TOV budgeting considerations](#) concluded that replacing and expanding the [Town public parking structures has not been adequately addressed](#). The magnitude and timing of these potentially significant expenditures need to be given serious consideration in setting the TOV's short and long term spending priorities. VHA recommends, because of rapidly evolving technology and expanding service demands, the TOV initiate consultation with leading edge national and international experts to assist in setting out a long range pathway to guide major transportation investment decisions.
- VHA believes that greater emphasis should be placed on increasing regional bus service for commuting workers and guests as a means of stabilizing the demand for public parking and workforce housing within Vail. Longer term solutions that take advantage of unused rail tracks and right of ways to locate park and ride facilities along the Eagle County I-70 corridor should be pursued.
- VHA and property owner complaints, in 2017, caused a late summer enforcement clampdown on illegal and unsafe [Frontage Road parking in the Booth Creek neighborhood](#) for visitors seeking to access the nearby Booth Creek trailhead.
- [The TOV adopted a Traffic Impact Fee to fund \\$95 million in traffic circulation improvements](#) to the

Frontage Road. VHA cautioned that tying funding to increases in development density, an estimated 2000 additional residential units and ½ million square feet of commercial development, would exacerbate the community's short and long term public transportation needs as well as, likely, further compounding the congestion and negative effects from increased urbanization.

- VHA sponsored the presentation of a study exploring an approach to [reduce the environmental impact and footprint of Interstate 70 through the entire community](#). The study also addressed methods to incorporate local and regional mass transportation service through dedicated travel lanes, a train/bus and park & ride station at Dowd Junction.



Can Vail Be Better Than This? - Tuesday - February 20th 2018 9:34AM

- On-street truck deliveries: Increased tourism adds to the congestion caused by [on-street truck deliveries throughout Vail Village](#). VHA believes that the TOV needs to put greater emphasis on using the existing network of off-street distribution terminals serving Vail Village by investing in technology that would enhance the servicing of local businesses from these terminals.

We trust that the Vail Homeowners Association engages with the issues you believe are important to sustaining the value of your investment in the Vail community. If not, please let us know.

We speak up and speak out when we see the need to inform and motivate constructive actions. Our efforts are aimed to assist the community in taking advantage of the opportunities and challenges needing to be addressed. We see a greater willingness for the community to join together to face unforeseen and long standing challenges.

On behalf of the VHA Board of Directors, we would like to urge you to support the efforts of the Vail Homeowners Association. Thank you for the support you have given us, and we look forward to continuing our mutually supportive relationship to make Vail the very best that it can be.

Community Service Links:

[Ski and Snowboard Safety](#)

Please provide us with Community links that you find useful.

VHA [Membership](#):

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