

Vail Transit Center Expansion

- 2024 Design w/ \$1.5M Matching Grant
- Accommodate 15-20 Taxi/Shuttle/Uber
- Accommodate 18-20 Bus Bays: Vail Transit +3 Bus bays, EVTA +4-7 Bus Bays, Bustang/Charter +2 Bus Bays



[Concepts for Vail Transit Center at Vail Village](#) including a middle I-70 station for the State-run bus system.

Letters to Vail

Vail Homeowners Association Planning for Redevelopment of Vail Transit Center is Underway March 14, 2025

The [Town of Vail \(TOV\) recently announced it will fund \\$12.5 million in needed repairs for the Lionshead and Vail Village Parking Structures](#). This is in lieu of the \$200 million to \$300 million estimated cost to replace the aging structures. Currently, the TOV does not have sufficient bonding capacity to finance replacement of the two structures. It is, however, ramping up advanced planning for the Vail Village Parking Structure by setting in motion a design process for the expansion of the Transportation Center at the west end of the structure.

The Town's expansion can be viewed, in part, as a response to the [2024 Vail Resorts \(VR\) and United States Forest Service \(USFS\) Master Development Plan \(MDP\)](#) and the [TOV 2012 amended master plan for Vail Village](#). The MDP indicates that VR's intention is to invest in new or expanded lift capacity to handle an additional 4000 visitors/day on Vail Mountain. Lift capacity increases will take place at base areas at Golden Peak, Vail Village, Lionshead and its newest portal, West Lionshead, which is now in the planning stage.

The proposed lift expansions at Vail Village and Golden Peak will have impacts beyond the Vail Village Transit Center. Planning for the Vail Village Transit Center offers the opportunity to consider the effects on Vail's transit network to include Lionshead, West Lionshead, Cascade Village and, in the future, the West Vail Commercial Center. The TOV, VR and property owners can jointly prepare a coordinated plan for the Town and the Mountain.

Under the plan, the Vail Village Transit Center remains the primary transportation hub for the Vail community. It could funnel increased pedestrian and car traffic through Vail Village and Golden Peak residential neighborhoods.

The [Trans Montane lift proposed in the MDP](#), which does not currently exist, locates the base area in the midst of homes on Mill Creek Circle on Vail Resorts' ABC parking lot. The ABC lot lies within Tract E, a covenant-

protected open space that serves as a buffer between private residences and commercial uses. The Tract E open space protective covenant issue has been a battleground for years.

For Transit Center design, the TOV has retained [4240 Architecture](#), a well-respected consulting firm that has prior Vail experience with the planning and design of the Lionshead Parking Structure Transit and Welcome Center in 2012. The firm’s letter of qualification cites several challenges and constraints to a successful design for the Vail Village Transportation Center. Among them are the unknown financial and construction timelines for new lifts and upgrades accompanying development at VR’s base areas.

[According to the consultant’s letter of qualification](#), the Vail Village Transportation Center project will address all aspects of design for a transit hub and enhanced transportation facilities in addition to alternative solutions that may achieve the goal. The design project will assess facility needs, including opportunities for appropriate public amenities, commercial space expansion, all modes of transportation that may be encompassed in a transit hub, including bus service from multiple carriers, shuttle services, taxis, supply deliveries, bike share/storage, general skier/pedestrian drop-off and pick-up, short term parking and pedestrian/vehicular flows.

The size of the current site is a limiting factor, necessitating expansion onto Federal and State right-of-ways. The Transportation Center design will anticipate the future by providing for an I-70 rail and regional bus station to include facilities for handling automated deliveries. These features are consistent with the TOV’s long-term goal of covering portions of I-70. VHA is concerned that the design will change the character of the landscape berms that mask the appearance of the parking structure which is intended to soften the urban appearance of Vail Village.

VHA [invites letters of interest](#) to assist in its membership and reader development efforts.

VHA is a member and reader-supported non-profit funded by voluntary annual dues and contributions of its paid subscribers and readers. Many members are part-time resident property owners from Vail’s founding generation, their children and succeeding generations of first-time owners who have discovered the intangible qualities that Vail brings to their lives. As Vail grows, traditional assumptions of political activism have become more complicated and costly.

Memberships and contributions fuel the *VHA Reports, Letters to Vail* and help VHA respond to important issues, expand its reach and ensure transparency. VHA is thankful for the support and participation of the Vail community. We pledge to remain at the forefront of advocating for the mutual interests of full and part-time residents and property owners.

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