

Preliminary Scope of Work

Project Proposal

Planning Phase – Mobility and Accessibility Strategy

Estimated Cost: \$400,000

The Town will prepare a **Mobility and Accessibility Strategy** that builds on existing Comprehensive Plan targets, including improved trail and visitor hub connectivity for all forms of transit, including Off-Highway Vehicles to operationalize the new Complete Streets and Regional Mobility Policy and guide tangible, near-term improvements in Grand Lake’s multimodal network. This effort will not only align with but **go beyond Colorado’s state-level mobility and climate policies**—such as the Colorado Department of Transportation’s (CDOT) Complete Streets Policy Directive and the Colorado Energy Office’s electrification goals—by piloting scalable, rural-specific approaches that can inform future statewide practices.

The planning effort will:

- **Complete Streets and Regional Mobility Policy** task will include the development of a policy that integrates various transportation corridors and nodes, such that Off-Highway Vehicles, automobiles, pedestrians, and bicycles coordinate in a more functional manner, with minimal impacts to infrastructure, including trails, trailheads, parking, boardwalks, sidewalks, and roads.
- **Assess and enhance multimodal access** to regional bus routes and inter-city shuttles connecting Grand Lake with Granby, Fraser, and Winter Park, identifying opportunities for coordinated schedules, shared stops, and joint branding. This approach expands upon CDOT’s Bustang Outrider network by introducing a **localized microtransit layer** that demonstrates how small mountain communities can bridge the “last 10 miles” gap often unaddressed in state programs.
- **Develop first-/last-mile strategies** for visitors and residents exiting passenger rail or bus services, focusing on safe, convenient, and climate-friendly connections through local shuttles, carshare, bike/e-bike rentals, and improved pedestrian corridors. These strategies will go beyond the Colorado Department of Local Affairs’ (DOLA) existing rural transit toolkits by embedding tourism mobility and recreation access—elements typically outside state transportation frameworks.
- **Develop an integrated regional mobility strategy** linking Grand Lake, Rocky Mountain National Park, the Columbine Lake community, and the Shadow Mountain unincorporated area. This will include potential partnerships with the Grand Lake Recreation District and other extra-municipal entities to align trail, transit, and recreation access. The initiative will model how **multi-jurisdictional partnerships** can extend beyond statutory town limits—an innovation not yet fully explored under current state policy.
- **Conduct a comprehensive ADA accessibility audit** of the Town’s sidewalks, crossings, and transit facilities to guide universal access improvements, setting a

higher local standard than the minimum ADA compliance frameworks used in state projects.

- **Evaluate future development patterns and create Transportation Demand Management (TDM) strategies** ensuring new developments support shared mobility, trail access, and reduced parking demand. This will advance beyond Colorado’s Greenhouse Gas (GHG) Rule implementation by integrating **land-use-based emission reduction strategies** in a small-town and tourism context.
- **Engage the community through workshops, mapping activities, and surveys** to identify key needs for residents, workers, and visitors who rely on non-automobile travel. Grand Lake’s approach will go beyond the outreach practices typically used in state planning efforts by incorporating **seasonal worker perspectives and tourism-based travel behaviors**.
- **Identify priority demonstration sites for tactical urbanism pilot projects** to test low-cost improvements such as temporary curb extensions, parklets, shuttle stop upgrades, and pedestrian safety measures—advancing the “test before you build” approach encouraged under Colorado’s Main Streets program to a regional, multimodal scale.

The plan will conclude with a **Phased Implementation Strategy** detailing cost estimates, funding sources, partnerships, and operations plans for shuttle and shared mobility systems. The framework will serve as a **replicable model for other rural gateway communities** statewide and across the Mountain West.

Implementation Phase – Pilot Mobility Network & Demonstration Projects **Estimated Cost: \$540,000**

Building upon the planning work, the implementation phase will launch visible, measurable improvements that expand access, safety, and connectivity throughout Grand Lake and the broader region.

Implementation activities will include:

1. **Implementation Outreach and Promotional Strategy – \$350,000**
 - Develop a promotional strategy that includes a logo, website, and outreach materials to
 - Establish and implement wayfinding and signage for key transportation nodes.
2. **Tactical Urbanism Demonstration Projects – \$40,000**
 - Implement temporary, low-cost mobility pilots such as pop-up crosswalks, protected bike lanes, wayfinding murals, and modular seating at shuttle stops.
 - Use demonstrations to test design concepts before permanent investment.
 - Engage residents and visitors through volunteer-based implementation events.
3. **Shared Bike and E-Bike Network – \$100,000**
 - Establish a public bike and e-bike share system with docking stations at key mobility hubs, lodging areas, and shuttle stops.

- Integrate payment and information systems with shuttle service for seamless multimodal trips.
 - Provide adaptive bikes for users with disabilities, positioning Grand Lake as a **statewide leader in inclusive micromobility access**.
4. **Monitoring, Evaluation, and Expansion Strategy – \$50,000**
- Collect data on shuttle ridership, bike share use, and mode shift impacts to **inform statewide benchmarking** for small community mobility programs.
 - Evaluate performance and refine future service plans.