

# Crested Butte Transportation Plan 1998



## **Crested Butte Transportation Plan - Summary 1998**

### **Crested Butte Roundtable Members**

Gary Sprung, Chair, Jim Schmidt, Dan Kearney, Holly Rubinoff, Cathy Steinberger, Mike Miller, Chuck Shaw, Kathy Joyce, Ted Conner, Kay Peterson-Cook, Bob Brotherton, Diana Graves, Diane Markowitz, Bob Gillie, John Hess, Fritz Chappel, Scott Truex

The Colorado Office of Energy Conservation (OEC) offered funding for a valley-wide look at ways to conserve energy through transportation planning and that offer acted as a catalyst for Crested Butte (CB) to begin considering what to do.

### **Problems tackled by the Roundtable include:**

traffic volume, speed and driver behavior, making the pedestrian / vehicle interface safer, public transit, parking, and trails.

### **Roundtable opinions about the problems:**

- Volume:** too much traffic volume in town and  
too much traffic volume passing through town
- Intermodal conflicts:** too many intermodal conflicts, or  
not enough accommodating of various modes,  
conflicts between delivery vehicles and cars, and  
conflicts with pedestrians and cars including bicyclists and cars:
- Public transit:** does not provide enough trips per day,  
does not serve enough months per year,  
there is too much motorized traffic volume, and  
more areas need to be served by public transit;
- Parking:** is inadequate because:  
there is not enough,  
there is not enough turnover,  
it is not properly used; and  
public parking is inadequately promoted.
- Trails:** are inadequate because:  
they fail to connect with key and important places,  
paths are inadequate at times,  
getting to trails is becoming less and less safe, and  
better trails are needed.

### **Some problem details:**

1. Projected increase from an average of 6,500 vehicles per day at the Elk Ave. four-way stop to a low of 19,000 and a high of 27,700 by 2020. Source: UGVT Plan.
2. Today 1,873 housing units exist north of Crested Butte. The low range increase is 1,506. The high range increase is 4,552 for a total of as high as 6,425. CB = 831 units.
3. There are 447,000 Sq. Ft. of commercial in CB. The high range is 1,076,000 Sq. Ft.
4. There are 250,000 Sq. Ft. of commercial in Mt. CB. The high range is 1,383,000 SF.

**The survey found that a majority of Crested Butte residents feel that:**

**Volume/Congestion**

- a doubling of traffic would not be tolerable (81%),
- no increase in traffic would be tolerable (78%),
- there is too much traffic on 6th St. at peak times (62%),
- Elk Ave. is where motorized traffic is the greatest problem (62%),
- there is too much congestion in CB (61%), and
- CB should not increase capacity for cars and trucks (56%).

**Pedestrians and Intermodal conflicts**

- CB should be more pedestrian friendly (89%),
- CB should be more bike friendly (85%),
- people drive too fast (84%),
- CB should encourage walking and biking (84%),
- walking and biking reduce congestion (84%),
- walking and biking are appropriate in streets (78%), and
- there are conflicts between walking and biking with traffic (50%).

**Public Transit**

- Mt. Express service reduces traffic congestion (92%),
- Alpine Express service should be expanded to year-round (87%),
- transit service on Mt. Express is about right (68%), and
- it is a priority to increase service between Mt. CB and Gunnison (63%).

**Parking**

- they are opposed to charging for parking in residential areas in CB (80%),
- they support providing intercept parking for skiers (79%),
- they are opposed to charging for parking throughout CB in winter (77%),
- parking in CB is a problem (70%), and
- it is difficult to find parking in CB (52%).

**Trails**

- it is a high priority for these locations to be connected to a regional trail system:
  1. CB South (62%)
  2. Riverbend (58%)
  3. Mt. Crested Butte (57%)
  4. Lower Loop (52%)
- they disagree that motorized vehicles should be allowed on some trails (60%), and
- trails should be left unpaved (85%).

**A minority of respondents feel that:**

1. traffic is a problem only occasionally (43%) or traffic is not a problem today (15%),
2. walking and biking should be kept off streets (9%),
3. skiing should be allowed in CB (34%) and snowmobiles should be allowed (11%),
4. it is a priority to increase circulator service within CB (34%),
5. parking is abused by day parkers in ski season (39%) while 36% agree it is abused in summer, but 50% agree parking is abused by employees and owners,
6. too many visitors take residential parking all day (47%), and
7. 39% feel wide shoulders on SH 135 are adequate as a trail between CB and CB So.

In most communities of the Country, automobiles have the right-of-way and transportation is designed to accommodate the car. Therefore, residents of CB, visitors and other residents of the valley need to know how the transportation system is designed to work, how to access it and where to leave one's automobile.

8. **Public transit corridor to serve the intercept parking lot.**  
A public transportation system, which could be light rail or buses, should be provided to get from the intercept parking lot to the middle of town and from CB to Mt. CB.
9. **Traffic calming.**  
Continue and expand the traffic calming efforts in CB.
10. **More outlying Post Offices.**  
More outlying Post Offices should reduce vehicle trips to the downtown Post Office and thereby reduce the volume and congestion of traffic downtown.
11. **Expand Mt. Express schedule as warranted.**  
Expand the Mt. Express schedule so there will be fewer motor vehicles in Town.
12. **Down valley public transit.**  
Down valley transit would provide public transit service between the CB South area, Skyland, Riverbend, Avion and the Towns of CB and Mt. CB.
13. **Bikepaths/walking trails.**  
Bike paths designed for commuting, recreational use, and walking will decrease the traffic volume in CB.
14. **Bike storage.**  
The multiple goals of the concept include: shelter, safety for bicycles and storage of bikes for people who live out of town.
15. **Carpools and hitchhiking.**  
Increase carpooling and enhance hitchhiking.
16. **Other land use policies.**  
Policies taken from the Crested Butte Land Use Plan that have broad implications to traffic in town are included here as part of the transportation plan.

## What to do about the transportation problems

- #1. Goal      Protect the quality of life in Crested Butte, town-wide and particularly in residential areas, by minimizing the negative impacts of traffic.
- #2. Goal      Promote a pedestrian oriented community. Encourage multiple uses of the streets and do not impede the movement of bicycles and pedestrians within the Town.
- #3. Goal      Encourage easy access to and throughout Crested Butte with fewer automobile trips.
- #4. Goal      Help maintain the vitality of the Crested Butte business community.
- #5. Goal      Work together with the other local governments of the valley to help accomplish the goals of this transportation plan.

### Recommended Solutions include:

1. **Parking system** should follow the following progression:
  - The existing system with better information about how to access parking,
  - add a circulator bus,
  - add an intercept parking lot,
  - add residential parking restrictions,
  - add time restrictions for parking on Elk Ave.,
  - add parking meters on Elk Ave.
2. **Data Collection.**  
Much of this transportation plan is based on opinions of the public and on projections by the consultants. More information will help make better decisions. Establish carrying capacities for various locations as needed.
3. **In-town circulator bus.**  
Experiment with circulator bus operation as soon as possible. No block should be more than 2 blocks from either the circulator or the CB/Mt.CB shuttle.
4. **Construct affordable housing in Crested Butte and immediate vicinity.**  
If people live in CB then their need for cars to get here each day is eliminated and traffic in CB can be reduced if they ride the circulator bus.
5. **Restrict delivery times.**  
Delivery trucks should be required to be here at certain times of the day, especially during busy summer months, or use the alleys.
6. **Enhanced crosswalks.**  
Summer crosswalks located mid-block and at intersections help pedestrians to safely cross streets.
7. **Modify the way people perceive the interaction of motor vehicles and pedestrians of all types.**

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**I. Crested Butte Transportation Roundtable Members.**

The Town of Crested Butte thanks the following people who contributed many hours discussing and focusing on a community vision for transportation in Crested Butte.

**Town Council**

Gary Sprung, Chairman  
Jim Schmidt

**Business**

Dan Kearney  
Holly Rubinoff

**Neighborhoods**

Cathy Steinberger  
Chuck Shaw -BOZAR  
Kathy Joyce

**Schools/Fire**

Mike Miller

**Marshals**

Ted Conner

**Trails**

Kay Peterson-Cook

**Designers**

Bob Brotherton

**Volunteers**

Diana Graves  
Diane Markowitz

**Staff**

Bob Gillie, Director of Public Works and Building  
John Hess, Director of Planning and Community Development  
Fritz Chappel, Mt. Express Director  
Scott Truex, Mt. Express Director

Cover photo by Tiffany Wardman

## **II. Introduction.**

The "1998 Crested Butte Transportation Plan" was begun in response to the changing quality of life in Crested Butte (CB) due to motorized traffic. Our community is becoming so impacted by motor vehicles that it is difficult to cross Sixth Street during busy times of the year or busy times of the day, the speed of traffic on Whiterock Ave. makes it dangerous for pedestrians and bicyclists, and the general congestion in downtown CB is making it unpleasant for residents and visitors. The community's consciousness of these issues was dramatically raised by the tragic death of a young girl on State Highway 135 in our Town limits in April, 1997.

Near the end of the summer in 1997, the Colorado Office of Energy Conservation (OEC) offered funding for a valley-wide look at ways to conserve energy through transportation planning. That offer acted as a catalyst for CB to begin considering what to do.

In the Fall of 1997 the 17 members of the Crested Butte Transportation Roundtable began meeting to address transportation in CB, again. Roundtable members represent the Town Council, business, neighborhoods, the Marshals, the Fire District, the School District, trail users, designers, volunteers and staff people. This is the third transportation study in the last two decades. In 1980 a Parking and Transportation Report was produced that addressed a community that was beginning to mature. Paving streets, improving public transportation, making it easier for pedestrians to get around town, trails, snow plowing, bridges and parking were some of the issues discussed. In 1991 the Transportation, Alley and Parking (TRAP) Committee revisited many of these issues and added use of commercial alleys, and speed. Since 1991 the CB Town Council has directed Town staff to implement 50% of the TRAP Committee recommendations. The 1998 study addresses many of the same issues and focuses on making CB more pedestrian friendly by addressing the speed of vehicles, congestion today, and traffic volume which is projected to dramatically increase over the next 20 years.

At the same time this plan was created, Charlier and Associates, from Boulder Colorado and Transplan Associates, also of Boulder Colorado, and Hook Engineering, Inc., were conducting studies and making plans for transportation in the upper Gunnison River valley of the County. The contractor was paid by the OEC grant to Gunnison County. Charlier and Associates sub-contracted with Transplan and the data Transplan gathered for the Gothic Road is incorporated in the "Upper Gunnison Valley Transportation Plan" (UGVT Plan). That plan is designed to address the increases in traffic projected between 1998 and 2020 in the whole valley. Recommendations for CB will be made in the UGVT Plan to help alleviate the expected impacts of the projected traffic. This plan is an expansion of the work by these consultants. It was created in cooperation with the UGVT Plan and takes many of the issues into more detail.

Information was made available to the Roundtable members in many forms. The UGVT Plan conducted a survey of County residents. A second survey of CB mailbox holders was conducted at the same time for this plan. The Long Range Planner from Telluride, the Assistant City Manager of and Transportation Director of Aspen were asked to speak

the Assistant City Manager of and Transportation Director of Aspen were asked to speak with the Roundtable about what seems to work and what seems to not work in those communities. Last, the proceedings from 10 of the 17 International Pedestrian Conferences in Boulder were made available to Roundtable members to help find out what has been tried, what works and what does not.

The recommendations in this plan are primarily directed towards the Crested Butte Town Council for implementation over the next 5 years. Some recommendations will not be implemented until much later, but they are described here now, so the community can begin thinking about them and deciding whether, in fact, they should be implemented.

While the Town staff wrote this plan, it was created and directed by the Crested Butte Transportation Roundtable whose members are listed on page 2. Their first meeting was on November 20, 1997 and they met 19 times, approximately every two weeks, until September, 1998 when the Plan was submitted to the Town Council for approval.

Never before has a committee of citizens laid out such a wide ranging transportation plan that will affect all residents and visitors to CB so much. We hope this plan will achieve our stated goals and make Crested Butte a better place to live.

We thank the Colorado Office of Energy Conservation for helping to jump start this effort and for the funding provided to the "Upper Gunnison River Valley Transportation Plan" which provided information for this "1998 Crested Butte Transportation Plan".

### III. Problem Statements

#### Introduction to the Problem Statements:

The major issues the Transportation Roundtable members are focusing on are:

1. traffic volume, speed and driver behavior,
2. making the pedestrian / vehicle interface safer,
3. public transit,
4. parking, and
5. trails.

If we express these issues as problem statements then...**the problem with transportation in and around Crested Butte is that:**

1. There is too much traffic volume:
  - in town and
  - passing through town:
2. There are too many intermodal conflicts or not enough accommodating of various modes:
  - conflicts between delivery vehicles and cars, and
  - conflicts with pedestrians and cars including bicyclists and cars:
3. Public transit:
  - does not provide enough trips per day,
  - does not serve enough months per year,
  - there is too much motorized traffic volume, and
  - more areas need to be served by public transit;
4. Parking is inadequate because there is:
  - not enough,
  - not enough turnover,
  - it is not properly used; and
  - public parking is inadequately promoted.
5. Trails are inadequate because:
  - fail to connect with key and important places,
  - paths are inadequate at times,
  - getting to trails is becoming less and less safe, and
  - better trails are needed.

In addition, there are inherent problems that must also be considered. They include:

1. If solutions are implemented that make these problem statements go away, then transportation as an issue in and around CB will be resolved. But, addressing transportation issues is like dealing with a big beach ball or big bowl of Jell-O. Pushing on one side affects all the other sides.
2. In the future, all of these problems will become more intense as more subdivisions are built out and more tourists visit.
3. Effective solutions may require major shifts in the habits of some people and enforcement.

The following pages describe in more detail the transportation problems in Crested Butte and its vicinity and the opinions of residents about these issues.

## The trouble with transportation in Crested Butte (CB) is:

### A. Volume

Our quality of life is beginning to be negatively impacted by the volume of traffic in CB and will be even more affected if the projected volumes over the next 20 years materialize. The draft Upper Gunnison River Valley Transportation Plan (UGVT Plan), Trends and Conditions Report projects an increase from an average of 6,500 vehicles per day at the four-way stop to a low of 19,000 and a high of 27,700 by 2020. That report does not discuss the source of traffic in Crested Butte but we assume there are three sources:

- destination traffic, either workers coming from down valley into CB or visitors to CB and the vicinity,
- intra town traffic, those who live in CB and drive around CB, or those who drive from their homes in CB to points outside CB, and
- pass-through traffic.

We do not know the percentages of each type of traffic in CB but we feel it is essential to know these numbers, and therefore the biggest part of this problem, when developing strategies to reduce volume and its effect(s) on residents of the town.

Resident opinions about and examples of problems caused by traffic volume include the following:

1. Americans love their cars.
2. There are 3 focal points of traffic volume, Elk Ave., 6th St. and around the school.
3. 62% of all survey respondents and 61% of CB respondents agree or strongly agree that there is too much congestion in CB at this time, in 1998, but 43% feel traffic is a problem only occasionally. The volume of vehicles on all other streets is rising and gets too high on some streets like Whiterock Ave. in the summer. Car volume, combined with driver behavior throughout town, makes the streets unsafe for children, adults and pets.
4. There are times when the traffic volume on Sixth Street makes it difficult to cross at places. Although only 21% of CB respondents feel 6th St. is where motorized traffic is the greatest problem, when asked about particular times, many more respondents felt 6th St. has too much traffic. 66% agree or strongly agree there is too much traffic during Free Ski. 57% of CB respondents agree or strongly agree there is too much traffic on 6th St. in the summer and during the ski season. 62% feel there is too much traffic on 6th at peak times.
5. If the draft "Trends and Conditions Report" of the UGVT Plan projection that average daily traffic at the four-way-stop will increase from 6,500 in 1998 to as high as 27,700 in 2020 is correct, then this means the average increase each year will be about 963 more vehicles per day. If traffic were evenly spread throughout the 24 hour day, then today there is an average of 271 vehicles per hour. It is projected that this number will increase to 1,154 vehicles per hour in 2020. These projections were based on land use development approvals including subdivisions, the ski area, employment

projections, and behavior responses in the resident survey calibrated to observed traffic counts in the summer of 1997. Traffic associated with any Amax mine development, any future development approvals, commercial development in town and paving of either Cottonwood or Kebler Passes was not included. Traffic at the four-way-stop at 6th St. and Elk Ave. is high now and will, therefore, be much worse.

6. CB is impacted by down valley traffic when workers and users of our facilities drive to CB to use facilities and work here. Most of them have no alternative but to drive here.
7. 60% of all respondents and 62% of the CB respondents felt Elk Ave. is where motorized traffic is the greatest problem. Elk Ave. becomes so congested at times that drivers begin using residential streets to avoid Elk Ave. Residential areas are degraded by the increased traffic.
8. Between 70% and 77% of CB respondents agree or strongly agree there is too much traffic on Elk Ave. at peak times, in the summer or during ski season.
9. Many people drive to the Post Office. Therefore, the Post Office contributes to the traffic volume on Elk Ave. It is probably the single biggest traffic attraction on Elk Ave. but we do not know how much the Post Office generates compared to each of the other businesses on Elk Ave. The Post Office is a boon to downtown businesses during off seasons when it attracts people to downtown who might not otherwise be downtown. Wherever the Post Office is located, it will attract high volumes of traffic. Although we encourage pedestrian traffic downtown, the Post Office creates a conflict between cars crossing the sidewalk to access the Post Office parking lot and people using that side walk.
10. East bound traffic turning into the Post Office parking lot often brings traffic to a halt as drivers wait for an opportunity to make the turn across west bound traffic and the sidewalk.
11. Only during summer do more than 50% of CB respondents feel Whiterock Ave. has too much traffic. Although only 9% of CB respondents felt "Whiterock Ave. in CB" is where motorized traffic is the greatest problem, Whiterock Ave. traffic volumes are affected by drivers from Treasury Hill subdivision, Trapper's Crossing subdivision, the old townsite of Irwin, drivers going over Kebler Pass and by Mountain Express buses which are as frequent as every 7 1/2 minutes.
12. 81% of CB respondents strongly disagree that a doubling of traffic would be tolerable. 3% of CB respondents agree that a doubling of traffic would be tolerable while 78% agree or strongly agree that no increase in traffic would be tolerable.
13. Only 15% of CB respondents agree or strongly agree that traffic is not a problem today.
14. 56% of CB respondents oppose or strongly oppose and only 21% support increased capacity for cars and trucks.

## B. Pedestrian / Vehicle Interface

For many people, the quality of life in CB is strongly linked to the ability of pedestrians and bicyclists to use the streets and have much more importance there than pedestrians in most other communities. Yet mixing people, children, bicycles and dogs with automobiles and trucks can create safety problems for the pedestrians and pedestrian safety is also very important. This quality of life is beginning to be negatively impacted by the volume, speed and behavior of drivers and will be worse if the projected volumes over the next 20 years materialize. Despite the raised pedestrian importance on our streets, the Roundtable feels pedestrians and bicyclists do not have adequate importance in the use of town streets and motorized vehicles receive too much importance on town streets. When traffic volumes reach certain points, separation of cars and trucks from pedestrians will be necessary as they are separated on Elk Ave. and 6th St. now. Once separated, speeds tend to increase.

15. CB resident opinions taken from the transportation survey and examples of problems caused by the vehicular predominance on town streets include the following: While 50% agree or strongly agree there are conflicts between walking and biking with traffic, only 19% feel there are conflicts between walking and biking. 86% of CB respondents feel traffic causes safety problems. 84% of CB respondents feel people drive too fast while only 4% feel people drive too slowly. If we do nothing, traffic is projected to increase. As traffic increases, conflicts with bicycles and pedestrians will increase.
16. 89% agree or strongly agree the town should be more pedestrian friendly while only 16% feel that way about cars. While CB is generally a bicycle friendly place, there is much more that could be done to make the community more bicycle friendly. 85% agree or strongly agree the town should be more bike friendly.
17. How to make streets safer for pedestrians is also an issue. 78% agree or strongly agree that walking and biking are appropriate in streets. Only 9% of respondents agree or strongly agree that walking and biking should be kept off streets.
18. 84% agree or strongly agree the Town should encourage walking and biking. 84% agree or strongly agree that walking and biking reduce congestion.
19. Bicycles travel erratically and too fast on Elk Ave. contributing to making the bicycle/pedestrian/motorist interface a problem and bicycles seldom stop for stop signs.
20. Because traffic volume is so high, sidewalks along busy streets have become more important but some sidewalks along busy streets, such as those along 6th St., are inadequate because they have standing water on them and because they are not continuous.
21. Cars don't stop at crosswalks for pedestrians. Because snow covers them, crosswalks cannot be seen during winter. Some pedestrian facilities such as crosswalks are inadequately lighted and signed.

22. The Town has created many more crosswalks this summer and has placed planters near them to help define them. At night, the crosswalks are difficult to see.
23. While 34% of CB respondents feel skiing should be allowed in CB, only 11% feel snowmobiles should be allowed.
24. Ice and snow make bicycle and pedestrian solutions difficult in CB.

### **C. Public Transit**

Public transit is used on a limited basis in the upper East River valley to transport people and occasional bicycles between CB and Mt. Crested Butte (Mt. CB) and for some transportation within those towns. Other parts of the County are served in winter season the mornings and late afternoons by Alpine Express for nominal fees. Other parts of the County are not served during off seasons or during the summer visitor season when motorized vehicles are the biggest problem. Until public transit provides service throughout the day and throughout the year to all parts of the upper East River valley, cars will be the major transportation mode and they will continue to create the problems listed in A and B above.

CB resident opinions taken from the transportation survey and examples of problems concerning public transit include the following:

25. Public transit does not run after midnight yet it is needed by some people until 2:00 a.m. but only 43% support this concept.
26. 68% feel transit service on Mt. Express is about right.
27. 92% agree or strongly agree that Mt. Express service reduces traffic congestion.
28. Public transit does not adequately serve CB as a circulator because:
  - it does not loop back to the west end after going to the east end without switching buses,
  - many blocks are more than two blocks from the route,
  - it only runs during summer and winter so cars are necessary during off season months and if people own cars, many will use the car instead throughout the year.
29. Public transit does not adequately serve subdivisions,
  - not frequent enough,
  - does not serve interior of subdivisions,
  - does not serve south of CB,
30. Current large buses are generally more noisy, have more exhaust, and more air pollution, than cars on a per vehicle basis but not on a "per person moved" basis.
31. 16% of CB respondents agree or strongly agree that Alpine Express service is about right and 50% disagree or strongly disagree. Only 7% of "All Other" respondents agree or strongly agree that Alpine Express service is about right and 62% disagree or strongly disagree.

32. 74% of all respondents feel transit service on Alpine Express should run more frequently.
33. 52% of all respondents feel Alpine Express should run more buses to Gunnison during morning hours and 63% feel more buses should run to the upper valley in the evening hours. 84% of all respondents feel Alpine Express transit service reduces traffic congestion and 87% feel Alpine Express service should be expanded to year-round.
34. 58% of Mt.CB respondents feel it is a priority to increase transit between CB and Mt.CB, and 37% of all respondents feel it is a priority. On the other hand, 68% of all respondents feel it is a priority to increase service between Mt.CB and Gunnison with 63% of CB respondents agreeing or strongly agreeing.
35. Only 34% of CB respondents feel it is a priority to increase circulator service within CB, while 80% of all respondents feel it is a priority to increase service to nearby subdivisions.

#### **D. Parking**

Parking is a problem throughout town. The issue of parking is really the issue of access to the downtown businesses, the ski area, the post office, to recreation facilities, the Center for the Arts, movies, parks, ballfields, etc. Parking is related to traffic volume because people drive from parking space A to parking space B and contribute to volume when they are moving. The Roundtable is addressing the issues of parking with an eye toward how each parking solution affects volume.

Crested Butte resident opinions taken from the transportation survey and examples of problems concerning parking include the following:

36. There are only a few days each year when Elk Ave. and the parking lots are full. This number of days will increase as traffic volume increases.
37. CB has become the parking lot for events in Mt.CB.
38. The Elk Ave./Sixth Street four-way-stop parking lot is the primary parking lot for Elk Ave. which is the primary income generator for the town but it works much better as a winter season-long park-n-ride facility for employees and tourists going to Mt.CB.
39. Spill-over park-n-ride parking for the Elk Ave./Sixth Street four-way-stop parking lot occurs on all the public rights-of-way surrounding Block 53 and beyond. This dramatically affects quality of life for residents of this area throughout Free Ski and special events in Mt.CB.
40. Elk Avenue business owners feel parking is the most important issue for them but the issue needs definition.
41. Promises by home builders to plow alleys and driveways for parking are seldom implemented, meaning actual parking for such units is on the street or in neighboring yards.
42. We have empty parking lots 150 feet from Elk Ave. but not enough parking for downtown.
43. The largest parking lot in town is located at the busiest intersection in town and the lot usually empties out when traffic at the intersection is busiest.

44. Too many local residents, employees, and business owners park on Elk Ave. all day.
45. If we propose parking restrictions on Elk Ave., then we must also do them on adjacent residential streets. If we do not, then residential streets will receive the parking formerly on Elk Ave.
46. 52% of CB respondents and 59% of all respondents agree or strongly agree that it is difficult to find parking in CB. The survey stated that 70% of CB respondents and 68% of all respondents disagree or strongly disagree that parking in CB is not a problem.
47. Respondents feel there is enough parking along streets and in public lots but twice as many (44% compared to 20%) agree there is not enough parking in public lots. Only 35% of CB respondents and 46% of all respondents agree or strongly agree there is not enough parking along streets. But, 42% of CB respondents and 54% of all respondents agree or strongly agree that there is not enough parking in public lots in CB. Only 7% of CB respondents and 6% of all respondents feel there is too much parking in CB and only 26% agree that parking is not a problem.
48. While only 39% of CB respondents agree parking is abused by day parkers in ski season and only 36% agree parking is abused by day parkers in summer, 50% agree parking is abused by employees and owners.
  - 25% feel parking is abused by day parkers in the summer,
  - 24% feel parking is abused by employers and owners,
  - 37% feel parking is abused by day parkers in ski season, but
  - 47% feel too many visitors take residential parking all day.
49. 80% of CB respondents oppose or strongly oppose charging for parking in residential areas in CB. 77% oppose or strongly oppose charging for parking throughout CB in winter.
50. Only 7% oppose or strongly oppose and 79% support or strongly support providing intercept parking for skiers.
51. The main public parking lot at the Elk Ave./Sixth Street four-way-stop is across the most busy street from where we want people to go after they park. During winter months, the Elk Ave./Sixth Street four-way-stop parking lot can be overflowing while uptown parking is empty or less than full.
52. We encourage pedestrians at the Post Office but the adjacent parking lot also encourages drivers to cross the sidewalk where we most attract people.

### **E. Trails**

Trails for mountain biking are well established in the Upper East River valley but trails for commuting to work, to get from one developed area to another, or to get from town to the mountain biking trails, are not as well established. If trails were connected to these destinations, motor vehicle traffic volume could be reduced.

53. Bicycle riders used to be able to ride from town to trails. Now high volumes and high speeds of traffic on roads make riding to trails less enjoyable and sometimes dangerous for bike riders.

54. CB respondents feel the following locations should be connected to a regional trail system:

	<b>High Priority</b>	<b>Priority</b>
• CB South	62%	21%
• Riverbend	58%	26%
• Mt. Crested Butte	57%	32%
• lower loop	52%	19%
• Riverland	49%	22%
• Skyland	45%	32%
• Kebler Pass	37%	21%
• Slate River area	37%	17%
• Brush Creek area	36%	16%
• Washington Gulch area	33%	17%
• Cement Creek area	33%	12%

Note: The Trail to Riverbend is complete but could be a better trail. The trail to Mt. CB is nearly complete but needs to be connected to CB.

- 55. 60% of CB respondents disagree or strongly disagree that motorized vehicles should be allowed on some trails and only 25% agree or strongly agree.
- 56. 85% of CB respondents feel trails should be left unpaved.
- 57. Only 39% of CB respondents feel wider shoulders on HWY 135 would be adequate as a trail between CB and CB south. Trails are not safe because they are not separate from highways. Highway shoulders are not trails.

#### **IV. Solutions - What to do about the transportation problems.**

- #1. Goal** Protect the quality of life in Crested Butte, town-wide and particularly in residential areas, by minimizing the negative impacts of traffic.
- #2. Goal** Promote a pedestrian oriented community. Encourage multiple uses of the streets and do not impede the movement of bicycles and pedestrians within the Town.
- #3. Goal** Encourage easy access to and throughout Crested Butte with fewer automobile trips.
- #4. Goal** Help maintain the vitality of the Crested Butte business community.
- #5. Goal** Work together with the other local governments of the valley to help accomplish the goals of this transportation plan.

The Crested Butte Roundtable has recommended 17 action steps to be taken to improve transportation in CB. The major focus of the action steps is to:

1. Create an integrated parking plan, with an intercept parking lot at its core, to intercept employees and visitors. To make the parking lot work both incentives, such as easy access to town, and disincentives, such as parking limits, will be necessary. A transit corridor should also be identified for the future to connect the parking facility with the Town.
2. Continue collecting data and improve data collection to help define the issues and appropriate solutions.
3. Create a circulator bus around town to allow people to have a choice of whether to drive or ride the bus.
4. Restrict delivery times.
5. Enhance pedestrian facilities such as crosswalks, traffic calming, trails and bicycle storage.
6. Expand Mountain Express and down valley transit service.
7. Implement land use policies that decrease traffic and decrease costs to existing residents.
8. Educate residents and visitors about how our transportation system works.
9. Create affordable housing in CB and Mt. CB.

The following action steps are recommended to improve transportation in CB.

#### **Notes to the reader:**

- Short term means within the next 5 years.
- Long term means after the next 5 years.
- Costs are estimates. Further studies should be done to refine costs prior to implementation.

## **Action Steps**

### **1. Parking system.**

#### **Short and Long Term**

**Create a parking system that provides adequate parking, helps to decrease the volume of traffic, and provides both carrots and sticks to help make the system work.**

Eventually CB will not be able to accommodate all those who want to park in Town. In anticipation of that eventuality, the CB Transportation Roundtable recognizes that a comprehensive parking plan will be needed that provides parking for all those who need it and provides ways to get into town and around town without using automobiles. Such a system will most likely require major changes in driver behavior as discussed below. The comprehensive parking plan will require many different components that must work together for an effective system and to create an environment that can help separate people from their vehicles.

The system, described in more detail on the following pages, will most likely follow the progression listed below and its implementation may be within five years or over 20 years:

1. The existing system with better information about how to access parking.
2. The existing system with the better information about parking and a circulator bus.
3. An intercept parking lot with the circulator bus without parking restrictions.
4. An intercept parking lot with the circulator bus and residential parking restrictions.
5. An intercept parking lot with the circulator bus, residential parking restrictions, and time restrictions for parking on Elk Ave.
6. An intercept parking lot with the circulator bus, residential parking restrictions, and paid parking on Elk Ave.

The most important factors in the plan will be parking for downtown, residential parking, where cars will park, and how people will get from their parked cars to their destination and return. The parking system should encourage visitors to park without driving throughout town to find a space, and it should encourage residents to leave their cars at home.

#### **a. Parking information.**

It seems as though the mentality of "whoever parks closest wins" is the driving force along Elk Ave. Employees and business owners tend to take the majority of parking spaces on Elk Ave. While the Fire House lot and 1st Street lot are vacant or little used during the day. By encouraging these people to park in these lots, more parking would be available downtown and access to Elk Ave. business would be easier. Congestion would be minimized because fewer cars would be on Elk Ave. An education system to help people understand when to park off Elk Ave., and why, is needed.

#### **b. Circulator bus.**

A circulator bus should reduce the need for automobile trips through town and will reduce the need for parking. The existing CB/Mt. CB shuttle should continue. The circulator bus route should be designed so that no home or destination is more than two blocks from

either the circulator bus or the CB/Mt.CB shuttle and it should regularly serve the intercept lot. Ideally, the circulator should make continuous trips that take the shortest time possible. Therefore, to serve all homes within two blocks and maintain minimum times, a bridge across Coal Creek at Gothic Ave. could be constructed. Due to the localized concern about increased traffic wherever the bridge is located, we recommend that the bridge be one lane, be one way or be gated so that only pedestrians and bicyclists and circulator buses can use the bridge. A second circulator bus may be necessary to serve the intercept parking lot because one circuit of town takes 10 minutes plus stops for passengers. If the circulator goes to the intercept lot, then it will only circulate town and the parking lot once each half hour, at the most frequent, which may not be often enough for maximum usage.

Only 34% of the survey respondents felt that a circulator bus should be a priority. Another 35% were undecided. This means that a good circulator bus program could result in significant usage. A poor program may not.

**c. Intercept parking lot.**

**Short Term**

If all-day parking and driving to the parking is to be discouraged downtown, then options must be available for people to park all day. Initially, more and larger downtown lots may help but, downtown lots will not address the problem of cars driving to the lots to park and the congestion they will add to traffic. Therefore, an intercept parking lot with bus service to CB and Mt.CB is recommended.

The purpose of an intercept parking lot will be three-fold. First, it will create a parking lot to intercept visitor cars and people on their way into town. Second it will provide parking for employees, who live south of town, and who work in either CB or Mt. CB. Third it will serve day skiers, who are a small percentage of the parkers on most days, but a large percentage on ski free weekends and for other special events.

Initially the lot would not be used year round or even for entire seasons because there will not be adequate demand to remove cars from CB. To begin with, it could be used on busy weekends, in both the summer and winter.

The intercept lot must be convenient. It should be located as close to town as possible so that commuting time between it and downtown is the shortest. This will help make the intercept lot work. If the commuting time is long, it will not work as well. It should be located on the south side of CB so traffic arriving from the south can be intercepted prior to entering town. Locating it as close as possible to the C B / Mt.CB shuttle is preferable for easy transportation to Mt.CB.

The Town should consider negotiating with Gunnison County to move the County shops and locate the intercept parking lot at the current County shops site. If the County shops site becomes the intercept lot, the cost of operating the lot is less expensive than if the Brush Creek Road site is used. The County shops site is the least visible potential site to

residents and visitors. No parking structure is needed here and automobiles are relatively hidden from view.

The Town gravel pit is another site that should be considered. While the County shops site would be the easiest to serve by bus, the gravel pit site would be the easiest to serve by light rail or other electric people moving system to help people get from the intercept lot to town and Mt.CB. The gravel pit site will probably need a structure that would be entered from the top. The people moving system would be at the bottom and could also use a 10 foot wide corridor along the existing gravel pit road and Eighth Street to get to the center of town. The structure will significantly increase the cost of the intercept lot by about \$20,000 per parking space.

The intercept lot is a very complex issue which probably needs it's own committee to work out the details. Issues that need to be addressed include: where will it be? when will it operate? how will people get from the lot to their destination? who will operate it? what will it cost? who will pay the cost? what will it cost to park there, and what if a driver chooses not to park there?

Targeted users are employees and others who live in the County who do not need to drive into the town. Visitors and skiers will also be encouraged to park there when parking in CB becomes limited to two hour parking and residential permit parking. A system of signs will be needed. One set of signs on Highway 135 will be needed to direct drivers to park in the lot. A second set of signs will be needed in the lot to tell them when the bus arrives, etc. A third set of signs in CB may be necessary to tell people how to get back to their cars. The parking lot should not need any employees at it. The lot should be operated by all upper valley entities since it will reduce traffic in all jurisdictions.

Adequate space for a down valley bus could be made there to allow for transfers to CB or Mt.CB. There should be no cost to park at the intercept lot.

Additional incentives and disincentives may be necessary to successfully achieve the level of use desired at the intercept parking lot.

**d. Residential parking permits.**

**Short Term**

Home owners and renters rely upon being able to park in front of their houses. Unless residential parking permits are enacted simultaneously with Elk Ave. restrictions, Maroon and Sopris Avenues and streets in the vicinity of Elk Avenue, will be affected by all day parking as soon as time limits are introduced on Elk Ave.

Addressing the problem of people who using Elk Ave. commercial buildings but parking in-front of residential buildings, can best be done by beginning a residential parking permit system. The City of Aspen created a residential parking system recently and one similar to that could work in CB. Aspen has created four residential parking districts. A person with a permit for that district may park there all day. People who live in the district may obtain residential permits for each vehicle they own. Each household also receives one

guest permit. If a person does not have a permit, then parking is limited to two hours in the district between 8:00 a.m. and 6:00 p.m., Monday through Friday. Because there was substantial parking capacity still available when only residents used parking spaces in the residential districts, about 100 commuters a day purchase "day passes" for \$3.00 to park in the residential districts. As long as a significant amount of parking spaces remain empty in the residential areas, the commuter permits will continue to be available. If parking becomes difficult in these residential areas, the commuter permits would be the first to be eliminated.

**e. Time limits / paid parking downtown.**

**Short Term**

After an intercept lot and a public transportation system have become reality, it will be possible to implement a restricted parking policy in the Town. The first step in dealing with Elk Ave. parking should be to educate people who park downtown by placing cards on windshields of all day parkers notifying them of parking lots located off Elk Ave. It is the belief of the Roundtable that more parking could be created by moving the all day parkers off Elk Ave. than by any other single step.

If the notices on windshields fail to produce the desired effect, then time limits in the Elk Ave. area will make parking downtown available for those who are making quick stops and should help make downtown more attractive to shoppers and users. Time limits should end during off season and when most businesses close. Time limits should allow for dinners which can be longer than 2 hours especially if one waits for a table. Time limits will force those people who now park all day on Elk Ave. to park elsewhere if they work in an Elk Ave. business. Experience in other communities tells us that enforcement will be critical in making time limits effective. For instance, people in Aspen would move their cars every two hours or go out to their cars during winter months, put their car in gear, spin the tires and erase the chalk marks placed on the tires by the parking enforcement officers. Therefore, a parking officer, who is not a full Marshall, and not paid as a full Marshal, should be hired to do enforcement. This person should concentrate his/her efforts on parking. The parking officer will get to know the cars of local people and will be able to watch for obvious offenders who move their cars or take other actions just to avoid tickets but still park all day on downtown streets. This person can also be a community ambassador on Elk Ave. for visitors who need directions or other help.

Time limits could come in the form of two hour parking or eventually in the form of parking meters such as those in Aspen which are not located at every space but instead serve a half a block, each. In-car meters should be made available to residents to avoid having to pay each time they park. Such meters can be hung from the rearview mirror and would be turned on only while the person is parked in a parking meter zone. Paid parking should be used only as a last resort. Some service businesses may need additional consideration which should be considered when they become apparent. One solution for these people may be permits while they are using downtown parking spaces.

As with the intercept lot, time limits on parking will not be necessary year-round to begin with but should be phased in beginning with busy times of the year such as July and August and maybe during ski free.

**f. Directing large numbers of parkers.**

**Short Term**

During ski free and other busy times such as the Fourth of July and the X Games, the volume of cars to be parked overtaxes the passive parking system in place for the rest of the year. The use of more people to direct cars to parking at available lots would help minimize the congestion of these days. People need to be told where to park. This will help reduce parking in front of residences and help reduce pass through traffic going, up and down the Gothic Road.

**Benefits:**

1. Provides parking in front of the stores on Elk Ave.
2. Fewer single occupancy vehicle (SOV) trips for all CB residents.
3. Less fuel consumed by SOV's.
4. Less pollution by SOV's.
5. Meeting your friends on the bus.
6. Safer 6th St. crossings for school children who ride the bus.
7. Reduces volume of cars and reduces congestion in CB.
8. Reduces volume of cars passing through CB to Mt. CB.
9. Reduces negative impacts of parking in front of residential homes for ski free and special events.
10. Reduces negative impacts of Elk Ave. customers parking in front of residential homes in CB.
11. Local in and out traffic parking spaces will be available.

**Negative Impacts:**

1. Visitors will not be able to park in front of or near their destination, unless they are parking for 2 hours or less.
2. Employees will not be able to park all day long on CB streets.
3. Local in and out traffic inconvenience due to time limits or meters.
4. Very difficult to convince people to get out of cars.
5. Will not reduce through traffic unless Mt. CB participates.
6. Another enforcement system will be necessary which could be complex and create negative feelings.

**Identified problems that could be addressed by this Action Step include:**

1, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 15, 16, 17, 28, 35, 36, 37, 38, 39, 40, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, and 52.

**Cost:**

Parking signs	\$	2,500	
Intercept lot signs	\$	500	
Parking meters (26)	\$	260,000	(\$10,000 * 26)
In-car meters (reimbursed by users)	\$	13,500	(\$27*500)

2 circulator/shuttle buses	\$ 140,000	(this is good for 10 years)
Drivers	\$ 103,960 annually	(\$13/hr driver)
Bus Maintenance	\$ 95,962 annually	(\$12/hr vehicle, assuming the buses travel 11 miles ea. hr., 8 months, 7a.m. to midnight)
Lot Maintenance	\$ 2,000 annually	
Parking officer	\$ 24,000 annually	10*37.5*50+25% Parking officers may be able to pay for part of their salary through enforcement.)
Grading lot	\$ 10,000	
Moving County shops	\$ 20,000	
Reconstructing County shops	\$ 150,000	
Grading and paving? parking lot	\$ 200,000	
Waiting structure	\$ 30,000	
Parking directors for busy days	\$ 3,250 annually	(\$9.00 / hr *8hrs*3 people*15 days)
<hr/>		
<b>Total annual costs</b>	\$ 29,250	
<b>Total capital costs</b>	\$ 826,500	

**Additional info needed:**

Survey visitor attitudes about congestion, parking and traffic in the Elk Ave. area.

**2. Data Collection**

**Short Term**

Much of this transportation plan is based on opinions of the public and on projections by the consultants doing the UGVT Plan. **Such information was helpful but more information will help make better decisions.** A crucial piece of information that is missing is the source and destination of trips in CB. For example, if we knew that 50% of the trips in CB were employees coming from south of town to work in CB then creating an intercept lot for them to park in would decrease traffic in CB substantially. If on 5% of the trips are such employees then the intercept lot will not have as much impact, and we may want to try other solutions prior to the intercept lot.

At a minimum the following information should be collected annually:

- trip destinations,
- trip sources,
- number of vehicles per day on peak days, and during peak seasons,
- air quality correlated to the number of vehicles per day,
- usage of parking lots,

- users of downtown parking, and
- public opinions about the traffic situation in CB.

**Benefits:**

1. Improved decisions.

**Negative Impacts:**

- 1.

**Identified problems that could be addressed by this Action Step include:**

4, 5, 7, 8, 9, 11, 12, 26, 27, 31, 32, 36, 42, 44, 45, 47, 49,

**Cost:**

Staffing for data gathering and analysis      \$5 - 10,000 annually

**Additional info needed:**

**3. In-town circulator bus (without a parking system).      Short term**

**One circulator bus in CB should begin operation as soon as possible.**

A circulator bus in CB has the potential to reduce automobile volume in CB and may thereby reduce congestion on all streets and avenues. The existing CB/Mt. CB shuttle should continue. An experimental circulator bus route should be designed so that no block in CB is more than two blocks from either the circulator or the CB/Mt. CB shuttle.

The circulator should make continuous trips that take the shortest time possible. Therefore, ideally, to serve all parts of town within two blocks and maintain minimum times, a bridge across Coal Creek at Gothic Ave. should be constructed. Due to the localized concern about increased traffic wherever the bridge is located, we recommend that the bridge be one lane, be one way or be gated so that only pedestrians and bicyclists and circulator buses can use the bridge.

Service should begin by directing the circulator bus over Coal Creek on the pedestrian and bicycle bridge recently constructed on Butte Ave. A gate, that could only be operated by the bus driver, could prevent other vehicles from using the bridge and impacting the residential neighborhood. When it has been demonstrated that the circulator bus will be used, the Gothic Avenue bridge option should be considered to allow for more frequent service throughout town and for more centralized service, rather than using Butte Avenue which is on one edge of town.

Initially the bus used could be a smaller bus or one with two rear wheels rather than four rear wheels until demand causes us to purchase a larger bus. Therefore the price has been reduced to \$70,000 rather than \$130,000 for a large bus. Bus shelters are not needed because the system should work on the basis of flagging down the bus to get on anywhere, rather than only at identified stops.

because the system should work on the basis of flagging down the bus to get on anywhere, rather than only at identified stops.

**Benefits:**

1. Fewer single occupancy vehicle (SOV) trips within town.
2. Reduced congestion throughout town.
3. Less fuel consumed by SOV's.
4. Less pollution by SOV's.
5. Meeting your friends on the bus.
6. Safer 6th St. crossings for school children who ride the bus.

**Negative Impacts:**

1. Bus traffic will be introduced into residential areas.

**Identified problems that could be addressed by this Action Step include:**

1, 2, 3, 4, 5, 6, 7, 8, 12, 15, 16, 17, 18, 25, 27, 28, 35, 36, 44, 45, 46, 47, 48, 49, 50, and 51.

Increases the problems associated with problem number 30.

**Cost:**

Circulator Bus	\$ 70,000	(this is good for 10 years)
Drivers	\$ 51,980 annually	(\$13/hr driver)
Bus Operation & Maintenance	\$ 43,164 annually	(165 miles / day, 240 days / year \$1.09 / mile)
Bridge:	\$500,000	
Gate:	\$ 500	
Total	\$665,644	

**Additional info needed:**

4. Construct affordable housing in Crested Butte and immediate vicinity.

**Short Term**

If people live in CB then their need for cars to get here each day is eliminated and traffic in CB can be reduced if they ride the circulator bus. Each day hundreds of cars are driven into CB each morning and leave each night to points south, which are usually less expensive than in CB. If those trips can be limited, then State Highway 135 traffic would be reduced and traffic where they formerly entered town would be reduced. The Housing Needs Assessment that is just about to get underway should help identify the type of units needed and how many.

**Benefits:**

1. Decreases the number of automobiles needed in CB and on State Highway 135.
2. Decreases congestion.

**Negative Impacts:**

1. Adds population to the upper East river Valley,
2. Adds infrastructure needs that must be paid by existing residents.

**Identified problems that could be addressed by this Action Step include:**

3,4,5,6, and 8. It makes number 9 worse.

**Cost:**

Studio units of 300 square feet	\$ 46,667
1 bedroom units of 500 square feet	\$ 69,000
2 bedroom units of 700 square feet	\$ 98,889
3 bedroom units of 950 square feet	\$129,444

**Additional info needed:**

**5. Restrict delivery times.**

**Short Term**

**Delivery trucks should be required to be here at certain times of the day, especially during busy summer months or use the alleys.** Delivery trucks and automobiles use both sides of Elk Ave. for deliveries and parking. Together with traffic they contribute to vehicular congestion and noise on Elk Ave. Delivery trucks block views on Elk Ave. and make pedestrian crossing difficult because pedestrians cannot see around the trucks until they are in the street. Delivery trucks are usually diesel trucks and many diesel truck drivers allow their trucks to run while making deliveries. Diesel trucks make noise and pollute the air around them while idling. The purpose of this section is to reduce delivery truck and parked car impacts on every day life by reducing congestion on Elk Ave.

The Roundtable considered requiring all delivery trucks to use the alleys. This proposal has inherent problems. For instance, requiring all deliveries to use the alleys means that at least three alleys would need major construction. Two alleys need truck bridges, and two other alleys need major regrading. These changes would alter the character of these alleys. Since traffic has become so congested, and noisy, many people resort to using alleys for walking. These changes would make alleys that are now relatively people friendly, into truck oriented alleys. More trucks in the alleys would also degrade the quality of life for those who own residential property across the alleys.

Another major problem with alley deliveries is that CB alleys are very narrow. One truck can block an alley for 30 to 60 minutes. In addition, some business do not have back doors for deliveries. So, the truck would need to park in the alley while the delivery person wheels goods around the block to the front door. Once an alley is blocked, all other delivery trucks are prevented from using the alley.

For these reasons the Roundtable proposes a different set of solutions to truck deliveries and congestion.

- First, whenever possible, delivery trucks should continue using the alleys but we should not expect all deliveries to be made from alleys. Alley use has increased since the Town regraded the alleys after the TRAP report. Alley use is probably near its peak because of the inherent problem of width and one truck having the potential to block the alley.
- Second, begin requiring deliveries to occur only when Elk Ave. is not at its peak of congestion. The Roundtable recommends that during the summer peak months of July and August, deliveries be prohibited from Elk Avenue, Second Street, Third Street, Fourth Street and Fifth Street between 11:00 a.m. and 11:00 p.m. Deliveries that must be made between 11:00 a.m. and 11:00 p.m. must be made from the alleys.
- Third, continue the use of red zones for deliveries from Elk Ave.
- Fourth, increase the no parking areas at intersections so sight distances are increased.
- Fifth, enforce the "no double parking" for all vehicles, including UPS but also make occasional spaces for UPS and other quick delivery vehicles within each block.
- Sixth, require diesel trucks to be turned off or provide a means for diesel trucks to restart and provide a means for refrigeration units to keep cooling while the trucks are being unloaded.
- Seventh, begin moving towards the elimination of all parking on the north side of Elk Ave. except for delivery trucks but only after the intercept parking lot is ready to use as an alternative parking area. At first this would only be used during the busiest months, but as the busy season grows, so too should the time when there should be no parking on the north side of Elk Ave.

These recommendations will allow for some truck deliveries from Elk Ave. and should allow for safer pedestrian crossing of Elk Ave. and less congestion of Elk Ave. The Roundtable recognizes that restricting delivery times also has inherent problems. Many days of the year, merchants on Elk Ave. are lucky to receive any deliveries due to winter blizzards on Monarch pass. Our distance from the source of delivered goods means that early or late deliveries may require that drivers sleep overnight which may cause costs to go up. Very late or very early deliveries can also be noisy for residential land users across the alleys. The Roundtable has weighed these disadvantages and feels the limited delivery times during the summer and use of the alleys is a good compromise between the congestion of today and the limited hours of deliveries, proposed here.

**Benefits:**

1. Reduced traffic volume and congestion downtown.
2. Reduced truck mass on Elk Ave. during the day.
3. Easier automobile passing, two directional, on Elk Ave.
4. Reduces energy consumption.

**Negative Impacts:**

1. Conceding to the automobile, by allowing for increased car parking on Elk Ave. during summer months since trucks will only be here during limited times.

**Negative Impacts:**

1. Conceding to the automobile, by allowing for increased car parking on Elk Ave. during summer months since trucks will only be here during limited times.
2. Penalizing businesses that do not have back doors which need to receive deliveries at the time we prohibit them from Elk Ave.
3. This recommendation assumes CB has the clout to get the trucks here when we want them.
4. Night time deliveries will be hampered by bar patrons.
5. Violates the first Goal of the solutions because early morning and night time deliveries will disturb residential uses across the alleys.
6. Violates the first Goal of the solutions because there will be increased noise, pollution and congestion in alleys that also serve residential uses.
7. Violates the first Goal of the solutions because there will be less access to residential uses when trucks are parked in the alleys.
8. One truck in an alley can hold up all the other trucks trying to access businesses in that alley because the alleys are only 16 feet wide and passing is not always possible in the alleys.
9. Alleys may be less pedestrian, and more auto oriented and may lose their aesthetic character and charm.

**Identified problems that could be addressed by this Action Step include:**

3, 4, 5, 8, 15, 16, 17, 40, and 46.

**Cost:**

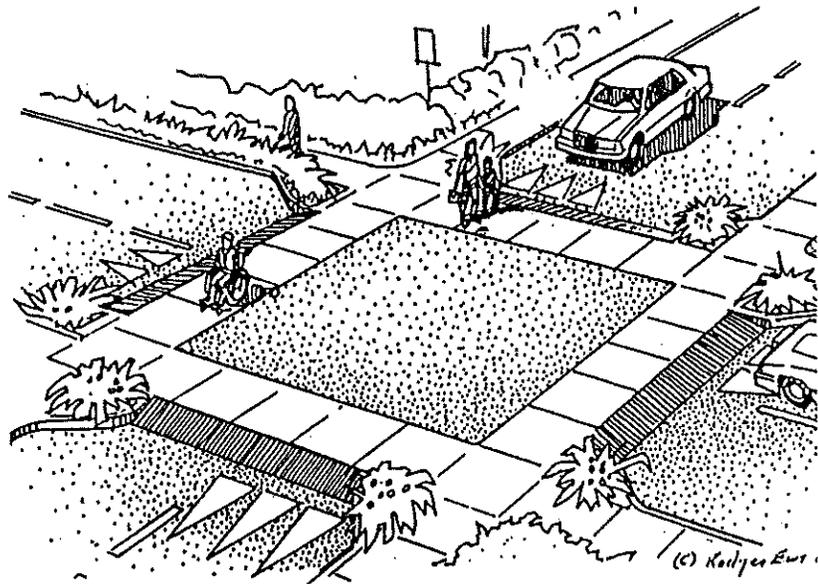
Notifying drivers and sources:	\$ 500
Enforcement	\$ 0
Block 21 bridge	\$ 200,000
Block 29 bridge	\$ 300,000
Regrading Block 20	\$ 21,000
Regrading Block 26	\$ 2,000
<u>General improvements to all alleys</u>	<u>\$ 5,000</u>
<b>Total</b>	<b>\$ 528,500</b>

**Additional info needed:**

**6. Enhanced crosswalks.**

**Short Term**

**Summer crosswalks located mid-block and at intersections help pedestrians to safely cross streets.** During winter months crosswalks are not visible but traffic during winter months is usually less in volume. Crosswalks generate very little cost and the State law is that people in crosswalks have the right-of-way over cars. Crosswalks should be maintained at all intersections between Second and Sixth Streets on Elk Ave. and at all avenues crossing Sixth Street.



The Town should experiment to develop better crosswalks during winter months when snow and ice cover them. The Town should also increase the awareness of drivers that people in crosswalks have the right-of-way. Enforcement should be increased.

Crosswalks need better lighting to be more effective at night. Most crosswalks are not located with regard to existing lights. The Roundtable recommends improving illumination of crosswalks by directing light to them and by shielding such light to ensure the ground is lighted and the sky is not.

Crosswalk signing should be improved.

**Benefits:**

1. Improves pedestrian safety.
2. Increased pedestrian orientation.
3. Slows vehicular traffic.

**Negative Impacts:**

1. Potential lighting up the night sky.
2. Drivers ignore crosswalks so pedestrians are at greater risk if they try to use crosswalks.
3. Education is needed to inform drivers that pedestrians have the right of way in crosswalks.

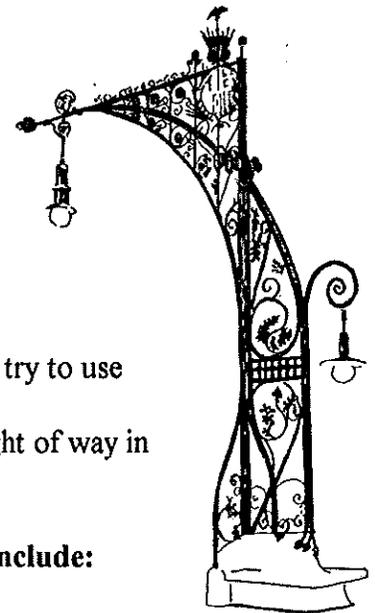
**Identified problems that could be addressed by this Action Step include:**

1, 2, 4, 5, 8, 15, 16, 17, 18, 19, 20, 21, 22, 43, 44, and 51.

**Cost:**

Staff	\$ 3,000
Paint	6,000
Lights	30,000
Total	\$ 39,000

**Additional info needed:**



**7. Increase pedestrian priority and decrease motorized priority. Short Term**



One of the Goals of this transportation plan is to promote a pedestrian oriented community. This means, the people participating on the Transportation Roundtable feel that the people of CB feel the community is a better place to be if most movement about town is pedestrian based rather than motor vehicle based. It means that residents and visitors are encouraged to use pedestrian means to move about town and it means that generally, pedestrian should have the right-of-way and cars should be secondary whenever the two interact.

The transportation system being described in this plan is designed to decrease vehicle trips and give the pedestrian the right-of-way in Crested Butte. In most communities of the USA, the automobile has the right-of-way and transportation is designed to accommodate the car. Therefore, residents of CB, visitors and other residents of the valley need to know how the transportation system is designed to work, how to access it and where to leave one's automobile.

While other portions of this report describe the physical structures to help make this happen, this section addresses the information exchange that needs to occur between people so residents and visitors will understand the proposed system, so visitors will be able to make reservations without adding unnecessary car rental fees to their vacations and so they will not add to the choked streets in CB with their cars.

There are two primary focuses of this section. Praising people for doing the "right thing" and notifying visitors before they arrive that they do not need automobiles here.

**a. Education**

Education about how best to maintain and achieve a pedestrian oriented community will help maintain the safe use of streets in town and trails. Many topics need to be covered in education including that bicyclists should obey traffic signs and speeds, cars should obey traffic signs and speeds, and that the fewer cars on town streets, the more pleasant the community will be. Carpooling could be advocated by the education program. A central telephone number to identify people on the same schedule would help this process. KBUT could announce drivers and times they are driving and people who need rides. Such education should be directed toward residents of the valley.

**b. Praises.**

One aspect of education is social praises for people who regularly do things that promote a pedestrian oriented community such as walking and riding bicycles. Social praises could occur in the newspaper and on KBUT as public service announcements or as paid advertising by the Town. Such praises should name the individual and state why they are being recognized. A set of guidelines for what makes a pedestrian oriented community to be matched to a person's behavior could help to be objective when choosing people to be praised.

Praises could also come in the form of tangible incentives such as lower prices for people who use public transportation between down valley locations and Crested Butte. Lower lift ticket prices, lower softball team fees, and lower meal prices are all examples of incentives that could be used to help encourage people to use public transit.

**c. Education during marketing.**

Many people fly into the Gunnison Airport, rent a car to drive to Crested Butte and a week later they drive that car for the second time, back to the airport. These people need to know, before they arrive at the airport, that renting a car is not necessary.

An education system is needed. Such a system should have regular articles in the newspaper and magazines. Marketing and advertising should note that no car is needed. Sales people for all booking agencies and property management companies should be actively discouraging cars in town and describing the transportation system to potential customers. A transportation services brochure with a map, suitable for mailing and for picking up at brochure racks, would be useful.

The Roundtable recognizes that discouraging rental cars is affecting a private business but the Roundtable also feels that the problem with transportation in CB is too many cars and that is what we are trying to change.

**d. Service people as transportation educators.**

Because so many people who could use the public transit system will be first time users, the people at restaurants, ski and bike rental stores, hotels and bed and breakfasts etc., should be ambassadors of the transit system. They should be able to answer questions

such as when does the next bus arrive? where does it arrive? when is the last bus? which bus do I take to get to my destination? how do I get to the intercept parking lot? etc.

Such an education and praising system will need a committee that regularly communicates with the public, and conducts regular training for sales people, service people and that acts as a go between public transit and the public.

**Benefits:**

1. Less traffic congestion and volume.
2. Fewer motor vehicles.
3. Slower moving motor vehicles
4. More use of the intercept lot.
5. More use of the public transit.
6. More use of bicycles and sleds.
7. Fewer negative pedestrian/vehicle interactions.
8. Increased awareness of the issues important to pedestrians.
9. Better understanding of the benefits of being a pedestrian rather than a driver.
10. More pedestrians and fewer drivers.
- 11.

**Negative Impacts:**

1. Begins to sound a little righteous.
2. Less revenues for car rental agencies.

**Identified problems that could be addressed by this Action Step include:**

1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 15, 16, 17, 18, 19, and 21.

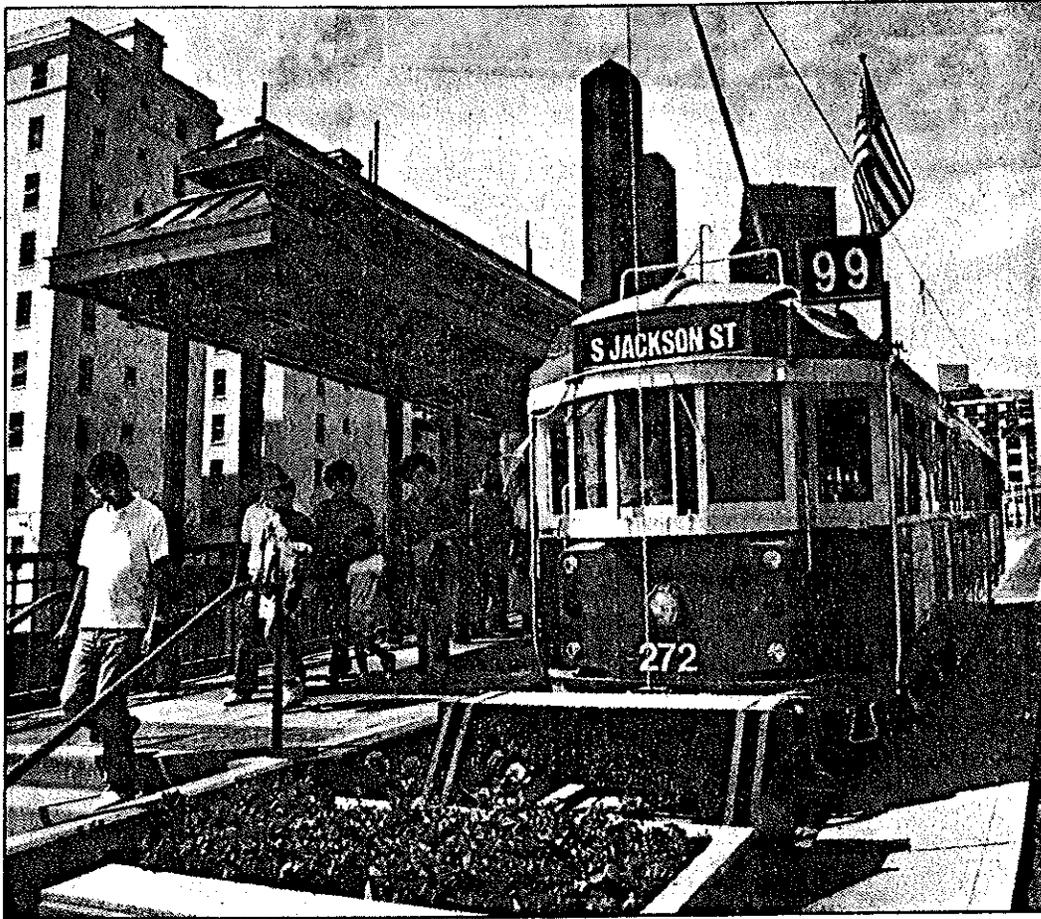
**Cost:**

Advertisements                      \$ 16 / week  
Somebody's time to ID those to be praised.

**Additional info needed:**

**8. Public transit corridor to serve the intercept parking lot.                      Short Term**  
**A public transit corridor is proposed as a partial replacement for a bypass which is not included in the plan, (see the appendix).**

A public transportation system, which could be light rail or buses, would not be able to intercept all traffic traveling north but it could provide a means of getting from the intercept parking lot to the middle of town and from CB to Mt. CB. Such a system would begin at the gravel pit, which is one option for the location of the intercept parking lot, and travel up the gravel pit road to Eighth Street and continue to Elk Ave. At Elk Ave., either another system would take people throughout town or the public transit system could turn and continue up Elk Ave. to First Street. At First Street the car(s) would



reverse and go back to the gravel pit or the east end of Elk Ave. A second transportation system could continue north from Elk Ave. to Mt. CB.

Targeted users would be visitors to CB and Mt. CB, employees, and inter-town travelers.

Exactly which type of transit system was not determined by the Roundtable. It could be electric trains on rails, diesel busses or electric busses. It could also be a technology that is not well known today. The terminus at Elk Ave. could also be at the current Chamber of Commerce building or Town Square on the Original Town Plat. A central transit station could be created where the existing CB Mt./ CB system, the circulator bus, the down valley bus and this dedicated intercept lot system could all converge and exchange passengers.

This recommendation is labeled "short term" because the right-of-way should be identified now so that it is available when the community is ready to pay for such a system.

**Benefits:**

1. Provides a quiet mass transit option from the intercept lot to downtown CB and possibly within CB.
2. Reduces traffic volume and congestion.
3. Provides for a central downtown transit terminal.

**Negative Impacts:**

1. High cost.
2. Limited service area.
3. Difficult to run any kind of train in deep snow, especially on steep grades.

**Identified problems that could be addressed by this Action Step include:**

3, 4, 5, 15, 17, and 18. It will make problem 1 worse.

**Cost:**

**Option A**

Electric train		
Tracks	\$ 1,000,000 per mile.	
Cars	\$	
Drivers	\$ 124,100 annual	(\$20 / hr x 17 hrs x 365)
Maintenance	\$ annual	(\$12/hr vehicle, assuming the bus travels 11 miles ea. hr., 8 months, 7a.m. to midnight. Same as bus maintenance.)
<hr/>		
subtotal	\$10-20 million per mile plus R.O.W.	

**Option B**

Diesel Bus	\$175,000 each	(this is good for 10 years)
Drivers	\$ 51,980 annually	(\$13/hr driver)
Bus Operation & Maintenance	\$ 43,164 annually	(165 miles / day, 240 days, \$1.09 / mile)

Road Construction 8th St. and to gravel pit 4,300 L.F.

rough grading	\$ 5.00/CuYd	
subgrade prep	\$ 1.50/Sq Yd	
geotextile	\$ 2.00/Sq Yd	
subbase pit run	\$10.00/ton	
base CDOT 8" Class 6	\$12.00/ton	
curb and gutter	\$14.00/LF	
asphatic pavement 3"	\$70.00/ton	
sub-total road construction	\$752,930	(8.6 x Ruth's Road)

Total Bus System,	\$1,023,074	includes: 1 year maint., 1 year of drivers & 1 bus. More buses will be needed.
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**Additional info needed:**

## 9. Traffic calming.

**Continue and expand the traffic calming efforts in CB.** Traffic calming began in 1997

with the placement of planter boxes on Elk Ave. and Whiterock Ave. In some cases stop signs were removed to allow slower but non-stop traffic. In 1998 planter boxes were added to 1st St., 2nd St. and 7th St.

The intent of planter boxes is to make the street appear to be narrower so drivers slow down to negotiate that portion of the street. They were successful in 1997 and the community supports traffic calming as demonstrated by the opinion survey for the UGVT Plan. 63% of those responding support or strongly support increased traffic calming as a priority.

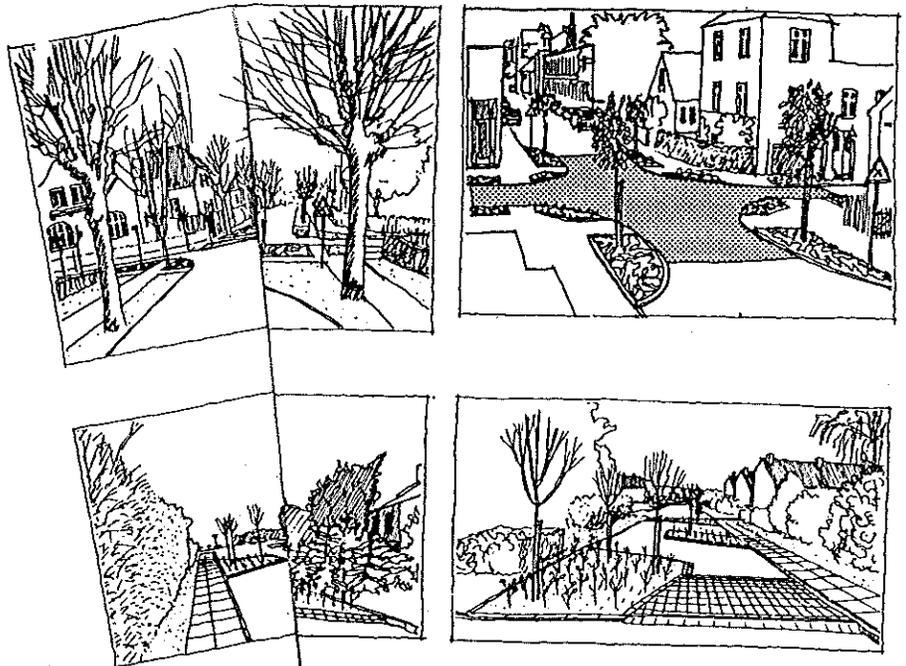


Figure 8

of speed reduction features. Enlargement of trian paths in combination with a hump etc in (above) and staggering the alignment in com- with humps on a street section (below). vedish Road Safety Office 1982.

Other traffic calming measures include traffic circles or roundabouts. These can generally be faster to drive through than four-way stops or signals but, depending upon design, can also slow vehicles as they approach. Pedestrian crossing at the circle is discouraged, but nearby crossing is fine.

A gateway feature at the south side of town where SH 135 enters CB should be added. Such a traffic calming device should be designed with the goal of changing drivers behavior from highway driving to in-town driving at that point.

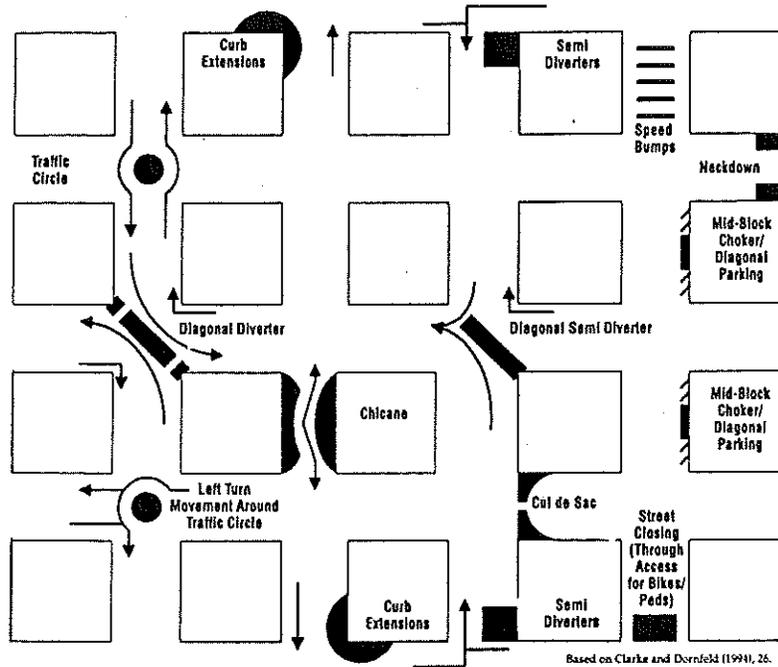
### Benefits:

1. Slows vehicles.
2. Adds attractive features to streets..
3. Circles can pass more traffic, more quickly, than traffic signals or stop signs.

### Negative Impacts:

1. Collisions with traffic calming features
2. Motorists seek to avoid such features and use alternative routes through residential areas.
3. Not always useful in winter because of snow removal.
4. Labor intensive.

FIGURE 9. SEVERAL TYPES OF TRAFFIC CALMING TECHNIQUES



Identified problems that could be addressed by this Action Step include:

1, 2, 4, 5, 11, 15, 16, 17, 18, 19, 21, and 22.

**Cost:**

Planter boxes	\$ 200	each.
Circles	\$ 75,000 to 500,000	each, depending upon design.

**Additional info needed:**

**10. More outlying Post Offices.**

**Short Term**

The purpose of more outlying Post Offices is to reduce the vehicle trips to the downtown Post Office and thereby reduce the volume and congestion of traffic downtown. Post Offices in Skyland, Avion and CB So. are needed. The Post Office in Mt. CB has been closed but is expected to reopen soon. While we realize there will be less community interaction at the Post Office at noon the most important interaction is of people who live in CB.

**Benefits:**

1. Less traffic congestion and volume downtown.

**Negative Impacts:**

1. Less community interaction at the Post Office at noon.
2. Could tend to encourage commercial development around the outlying Post Office taking valuable sales tax with it.

**Identified problems that could be addressed by this Action Step include:**

1, 3, 4, 5, 6, 7, 8, 9, 10, 12, 15, 16, and 17.

**Cost:**

minimal

**Additional info needed:**

**11. Expand Mt. Express schedule as warranted.**

**If more people used the bus, there would be fewer motor vehicles in Town.** One major problem now is that everyone needs a car because no service is provided during off seasons. Expanding the schedule of Mt. Express does not refer to the geographic area served. Expanding Mt. Express would include continuing to serve the existing routes later into the night, earlier morning trips, and adding trips during off season. In this way people who need transportation earlier and later in the day and those who need it throughout the year would have the choice of whether to drive or not and could thereby reduce the number of vehicles driving in town.

Although the current taxi system is supposed to provide service during some of these hours, there are often times when it cannot keep up with the demand leaving potential users waiting long periods of time until it arrives.

This recommendation encourages the Mt. Express Board of Directors to increase service as needed as it becomes feasible.

**Benefits:**

1. Better transportation service.
2. Less traffic congestion and volume.
3. Fewer motor vehicles.
4. More use of the public transit.

**Negative Impacts:**

1. More buses in Town.

**Identified problems that could be addressed by this Action Step include:**

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 17, and 25.

**Cost:**

Buses	\$		Could use existing buses
Drivers	\$	6,240	per bus per hour - 260 days per year
Supervisor	\$	2,880	per hour increase over ski season
Bus Maintenance	\$	12	per hour

**Additional info needed:**

**12. Down valley public transit.** **As Soon As Possible**  
**Down valley transit would provide public transit service between the CB South area, Skyland, Riverbend, Avion and the Towns of CB and Mt. CB.** Eventually it could also service Gunnison. Such a system would be paid for by the riders and/or by property taxes on the outlying areas. The State Legislature recently enacted legislation that would allow for a rural, regional transit district that could levy taxes to pay for part or all services. Unfortunately, because there are very few commercial uses in CB South, it is already the highest taxed area in the County in order to provide basic services.

The down valley transit should intercept the CB/Mt. CB shuttle and the circulator bus at the intercept parking lot or the central station. This system could also be assessed for its impact on traffic rather than building an intercept parking lot. This recommendation should be implemented as soon as possible for the Upper East River Valley.

**Benefits:**

1. Less traffic congestion and volume on HWY 135.
2. Less traffic congestion and volume in Town.
3. Get to know your neighbors on the bus.

**Negative Impacts:**

1. Cost.

**Identified problems that could be addressed by this Action Step include:**

1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 16, 17, 18, 29, 31, 32, 33, and 34.

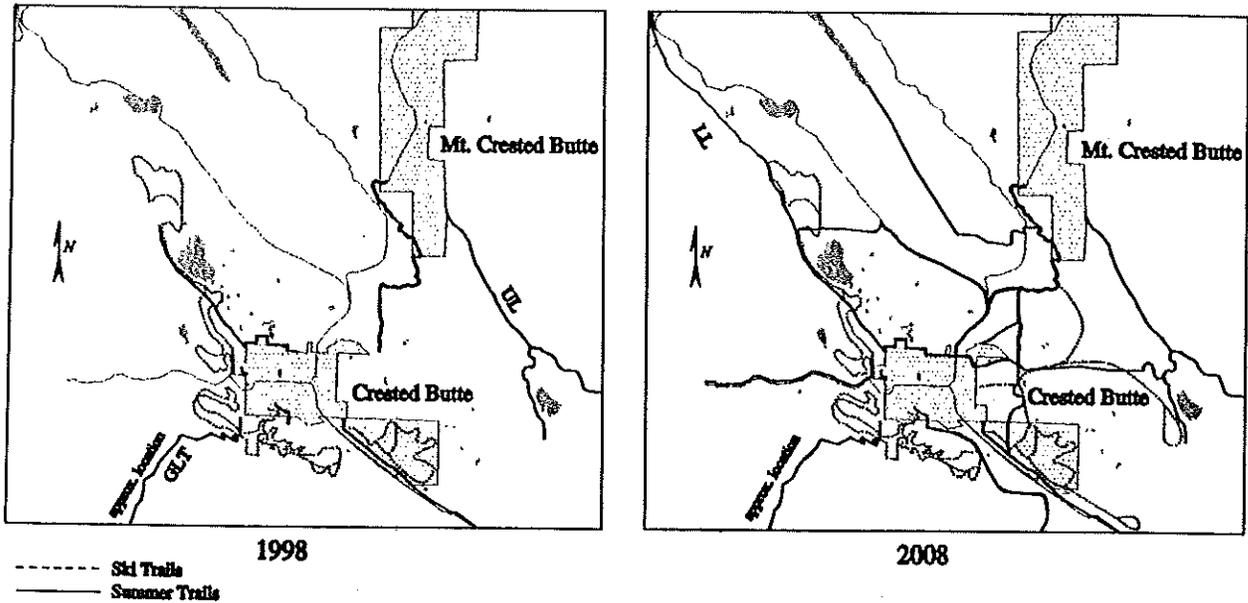
**Cost:**

Six Buses	\$ 1,040,000	(a bus is good for 10 years)
Drivers	\$ 212,160 annually	(240 days, 17 hrs/day, 4 buses)
Bus Maintenance	\$ 533,664 annually	(30 mph x 17x4x240x\$1.09)

**Additional info needed:**

**13. Bike paths/walking trails.** **Short Term**  
**Bike paths designed for commuting, recreational use and walking will decrease the traffic volume in CB.** Commuter bike paths should interconnect CB with Mt. CB, Riverbend, Skyland, Avion, and CB So. CB South. Commuter trails should have a minimum right-of-way width of 15 feet. Trail surface should be a minimum of 8 feet wide and should be surfaced for all types of bicycle use including: short excursions by wheel chairs and longer excursions with bicycle drawn Burley buggies. Some trails should be separated from streets and roads and may need to be plowed for winter use. At this time the focus should be on obtaining rights-of-way where needed as land is subdivided. Building trails may occur at any time if we have the right-of-way.

**The trail net of 1998 and 2008.**



Trails are also needed to get to trail heads without getting into a car. A good example of such a trail is the Lower Loop and access to the Green Lake trail via Town owned land and Trappers Crossing roads. The Roundtable considers the following trails to be designed more for recreational use than commuting but access to their trailheads via trails is important:

- the Lower Loop trail,
- the Upper Loop trail,
- the Kebler Pass trail,
- the Baxter Gulch trail, and
- a yet to be completed permitted trail around CB.

A pathways plan should be developed to identify the location of needed connecting trails so that as land is developed or as funds become available, land owners and funding sources will know about important missing links.

Commuter trails and bus routes should be added to existing brochures describing trails or should be part of the brochures described in the education section which will describe our transportation system.

The trail along Sixth Street and SH 135 within Town should be completed and surfaced for year round use.

Trails are not for motorized vehicles.

**Benefits:**

1. Provides alternative means of getting from points A to B.
2. Conserves energy that would otherwise be used by SOV's.
3. Decreases congestion.

4. Provides for separation of cars and pedestrians.
5. Decreases air and noise pollution.
6. Exercise.

**Negative Impacts:**

1. Little use during winter months.
2. Avalanche areas along some paths.
3. Impact on the larger transit problem will probably be small.

**Identified problems that could be addressed by this Action Step include:**

6, 16, 18, 25, 29, 31, 32, 40, 53, 54, 55, and 56.

**Cost:**

Trails	\$	4.50/ lineal foot
Trail bridges	\$	20,000 +-
Trail plowing	\$	1.83 / LF annually / lineal foot

**Additional info needed:**

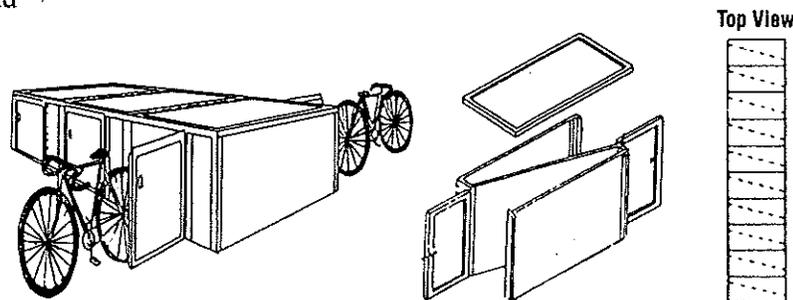
**14. Bike storage.**

**Short Term**

Bike storage will facilitate use of bicycles. **The multiple goals of the concept include: shelter, safety for bicycles and storage of bikes for people who live out of town.** Bike storage should be considered an enhancement of the current bike rack system we have today and, similar to the current racks, storage should be designed primarily for summer use. Bicycle storage at the intercept lot, the central station and Sixth and Elk or at any parking lot would allow people who live out of town to park at the intercept lot and use their bicycles in town. Such a storage facility should be sheltered for protection from the elements but can be minimal buildings.

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**FIGURE 24. CLASS I FACILITIES, BICYCLE LOCKERS**



Bicycle lockers are typically 8 feet by 3 feet, with diagonal partitions. The Town could lease spaces and the users would have his/her own key for safety. These lockers are used very frequently in Europe.

Interim step, continue expanding town bike rack program.

**Benefits:**

1. Provides alternative means of getting from point A to B.
2. Conserves energy that would otherwise be used by SOV's.
3. Decreases congestion.
4. Decreases air and noise pollution.
5. Exercise.

**Negative Impacts:**

1. How to control and be responsible for bikes left for long periods?

**Identified problems that could be addressed by this Action Step include:**

6, 12, 16, 18, and 24.

**Cost:**

Bike racks	\$ 200	each
Storage buildings	\$ 10,000	(20 feet by 10 feet each.)
Bike Lockers	\$ _____	(8 feet by 3 feet each)

**Additional info needed:**

**15. Carpools and hitchhiking.**

**Short Term**

**Increase carpooling and enhance hitchhiking.** Carpools and hitchhiking reduce traffic. Many Western State Students and other people hitchhike on State highway 135. Hitchhiking is generally a safe transportation mode in Gunnison County. In other communities hitchhiking is not as safe. Where adequate right-of way allows, separate posts could be erected for CB So., Almont and Gunnison so drivers know where hitchhikers are going to reduce confusion.

Carpools between Gunnison and Mt. CB would also help to reduce traffic on State High 135 and therefore through town. Carpooling could be advocated by the education program discussed above. A central telephone number to identify people on the same schedule would help this process. KBUT could also announce drivers and times they are driving and people who need rides.

**Benefits:**

1. Reduces traffic.

**Negative Impacts:**

1. Hitchhiking presents potential for hitchhiker safety problems.

**Identified problems that could be addressed by this Action Step include:**

3, 4, 5, 6, 8, 12, 14, 25, 31, 32, 33, 34, 46, and 47.

**Cost:**

Minimal

**Additional info needed:**

**16. Other land use policies.**

**The following policies are taken from the Crested Butte Land Use Plan and are included here because they have not been discussed elsewhere in this plan. Only policies that have broad implications to traffic in town are included.**

- Snow plowing should result in a winter atmosphere that is safe for pedestrians and vehicles.
- Less motor vehicle air and noise pollution.
- As land is developed for residential or other uses, all subdivisions should comply with the location and type of roads as described on the Crested Butte Major Street Plan (See the Appendix) unless, by complying with the Plan, roads would be placed in 100 year flood plains or other resource or hazardous areas. In those cases, the location of roads should be modified to avoid such areas.
- If the Snodgrass Ski Area development and North Village are approved, an alternative transportation system, including a parking area south of Crested Butte, and alternate transportation to Mt. CB Butte, should be a part of every approval by the U.S. Forest Service, Gunnison County, Mt. Crested Butte and Crested Butte.
- CB streets are multipurpose. They serve not only the movement of automobiles but they also provide for:
  - \* parking,
  - \* pedestrian movement,
  - \* bicycles,
  - \* communications through signs,
  - \* a setting for landscaping,
  - \* snow storage,
  - \* horseback riding,
  - \* horse drawn vehicles, and
  - \* storm water and snow melt drainage systems.

Therefore, in addition to designing streets that are compatible with existing town streets, developers of residential streets are encouraged to design residential streets to provide equally for all of the above functions.

- All roads, trails, and other transportation systems intended to serve a residential subdivision, should be built and paid for by the subdivider.
- Subdividers and developers should provide the town with an impact report concerning their subdivision and the effects of traffic upon the community. Once the impact report is accepted by the Town, if traffic from a proposed development is expected to cause unacceptable community or environmental impacts, the developer shall have the responsibility of redesigning the development to make substantial reductions in the adverse effects of the project.
- Bus stops for circulator buses should be provided to best serve any new subdivision and the Mt. Express Director should be consulted when deciding upon the best route and locations for stops.

**Appendix A.**

**Action steps which the Roundtable discussed but chose not to recommend at this time. Many of these action steps should be reconsidered in the future but for the reasons discussed at the end of each step, they are not recommended at this time.**

**1. Close Elk Ave.**

**Long Term**

This action step involves closing Elk Ave. between Forth and First Streets because Elk Ave. is too congested with traffic in both summer and winter. Closing Elk Ave. will eliminate traffic in the closed portion and therefore, traffic congestion. Vehicles that would not be eliminated would be Mt. Express buses, Alpine Express buses, delivery vehicles, emergency vehicles, bicycles and town maintenance vehicles. Parking will either have to be improved near Elk Ave. or a convenient shuttle from the main parking lot to downtown will be needed. the look of Elk Ave. has not been discussed. Whether to use more brick pavers, plant trees, etc. was not discussed.

This is a subject that touches everyone in town so a thorough public process would be necessary to try to identify the maximum number of issues and find solutions for as many as possible prior to closing Elk Ave. For instance, Elk Ave. businesses will be affected both positively and negatively. If Elk is closed, all people living in the NW corner of town will have to drive other avenues to get there. Maroon and Sopris will become more busy.

**Benefits:**

1. Closing Elk Ave. to traffic will drastically reduce congestion on Elk Ave.
2. Elk Ave. will become a more pleasant area for pedestrians and bicyclists.
3. Visitors will be encouraged to visit downtown and to cross the street whenever the urge strikes them to visit another business
4. Enhanced business atmosphere..

**Negative impacts:**

1. Visitors will not be able to cruise Elk Ave. to see if they want to stop.
2. Maroon and Sopris Avenues will become more busy because all people living in the NW corner of town will have to drive other avenues to get to First or Second Streets to access their homes and because people will drive and park as close to their destination as possible.
3. Elk Ave. parking will have to be replaced.
4. The character of the use of the core area will be changed and the historical pattern disrupted.

**Identified problems that could be addressed by this Action Step include:**

Problem 5, 9, 10, 15, 16, 17, 18, 21. Problems 3, 11, and 19 could become worse.

**Cost:**

**Additional info needed: Cost.**

recommended	<u>          </u>
not recommended	<u>  X  </u>
no opinion	<u>          </u>

This option was discarded by the Crested Butte Transportation Roundtable because it would change the historic character and transportation patterns of the core area. The town is so small that the overflow would seriously impact adjacent residential areas which seriously violates one of the four goals of the Roundtable.

**2. One-way Elk Ave.**

**Long Term**

Because Elk Ave. is too congested with traffic in both summer and winter the Crested Butte Transportation Roundtable considered recommending that Elk Ave. be made one-way from east to west if it is not closed, (see Action Step 1). During summer months, visitor traffic, delivery traffic, bicyclists, pedestrians and parking on both sides of Elk Ave. combine to choke traffic flow on Elk Ave. The Elk Ave. experience has become unpleasant and will only grow worse if traffic volumes in Crested

Butte (CB) increase as projected. Between 70% and 77% of Crested Butte residents who responded to the Upper Valley Opinion Survey on Transportation and Mobility in 1998 agree or strongly agree there is too much traffic on Elk Ave. At peak times in summer or during ski season. 60% of all respondents and 62% of Crested Butte respondents felt Elk Ave. is where motorized traffic is the greatest problem.

**Benefits:**

1. Traffic on Elk Ave. will be reduced by as much as one-half.
2. Cost is low.
3. Parking can remain on Elk Ave.
4. this makes room for bicycles.
5. Pedestrians only have to look one-way when crossing the Elk Ave.

**Negative impacts:**

1. Return traffic, west to east traffic, will use all the avenues, including Maroon, Sopris and Whiterock, making them busier.
2. Maroon and Sopris Avenues will become more busy because all people living in the NW corner of town will have to drive other avenues to leave their homes.
3. Visitors will need to find a place to park at the end of cruising Elk Ave. rather than recruising to clarify where they want to go. This may also be a positive impact.
4. Emergency vehicles will have to access Elk Ave. from the correct street to get to the intended address on Elk Ave.
5. Tends to make cars travel faster.

**Identified problems that could be addressed by this Action Step include:**

5, 8, 9, 10, and 16. Problems 7 and 11 could become worse.

**Cost:**

**Additional info needed:** Cost.

recommended

not recommended

no opinion

  X  

This option as discarded by the Crested Butte Transportation Roundtable because it would change the historic character and transportation patterns of the core area. The town is so small that the overflow would seriously impact adjacent residential areas which seriously violates one of the four goals of the Roundtable.

**3. Move Post Office.**

**Long Term**

Moving the Post Office will eliminate much of the traffic and congestion on Elk Ave. during the day. The Post Office is the number one downtown traffic generator during the day. Today at least \_\_\_ of the Post Office users drive to the Post Office. Making left turns into the Post Office parking lot from the west can be difficult and can cause other congestion. If the Post Office were moved out of downtown traffic downtown would be substantially reduced. If the Post Office were to move to the four-way stop, then it could be served by a large parking lot, the bus system, and be at a main crossroads but still be in the middle of town.

**Benefits:**

1. Reduced traffic volume and congestion downtown.

**Negative Impacts:**

1. Drastic impact on the businesses that get secondary traffic from Post Office users.
2. Drastic affect to the sense of community if the Post Office is moved out of the major pedestrian area of the town.

**Identified problems that could be addressed by this Action Step include:**

8, 9, 10, 11, 14, and 17.

Moving the Post Office would have a negative effect on problem number 1 by continuing to encourage use of automobiles.

**Cost:**

**Additional info needed:**

What percentage of Post Office users drive to the Post Office vs. walk or bike?

recommended \_\_\_\_\_  
not recommended \_\_\_\_\_  
no opinion \_\_\_\_\_

The Roundtable was unable to come to consensus on this recommendation. While some people supported moving the Post Office, others did not and still others felt it could be placed in a category such as "further study needed."

**4. No deliveries from Elk Ave.**

**Short Term**

**Deliveries should only occur from the alleys in Downtown Crested Butte.**

Delivery trucks consume large amounts of space that could be used for parking on Elk Ave. Delivery trucks consume large amounts of space that contributes to vehicular congestion on Elk Ave. Delivery trucks block views on Elk Ave. and make pedestrian crossing difficult because pedestrians cannot see around the trucks until they are in the street. Some Elk Ave. alleys have been improved and others will need additional work. Truck bridges across Coal Creek, behind the Eldo building and behind the water and Light Building, and gentler grades behind XTC Cycles and behind the Crested Butte Drug store will be needed to accomplish this action step. Since alleys are only 16 feet wide and their use will dramatically increase, they should become one way. Trucks can block alleys causing other delivery trucks to seek alternate delivery locations.

**Benefits:**

1. Reduced traffic volume and congestion downtown.
2. Reduced truck mass on Elk Ave.
3. Easier automobile passing, two directional, on Elk Ave.

**Negative Impacts:**

1. High costs.
2. Loss of pedestrian bridges and traffic in two alleys.
3. Increased noise, pollution and congestion in alleys that also serve residential uses.
4. Fewer use options in the alleys for residential uses if they are one way.
5. Less access to residential uses when trucks are parked in the alleys.
6. Conceding to the automobile, by allowing for increased car parking on Elk Ave. during winter months since trucks have to be in alleys.
7. Alleys will be less pedestrian, and more auto oriented and will lose their aesthetic character and charm.
8. The limited space available would mean that a system dependent on alleys only would not satisfy the need.

**Identified problems that could be addressed by this Action Step include:**

3, 8, 15, 16, and 17.

**Cost:**

Block 21 Bridge	\$200,000
Block 29 bridge	\$300,000
Regrading Block 20	\$ _____
Regrading Block 26	\$ _____
General improvements to all alleys	\$ _____

**Additional info needed:**

recommended \_\_\_\_\_  
not recommended \_\_\_\_\_  
no opinion \_\_\_\_\_  
warrants future study   X

**5. Commissary.**

**Long Term.**

A delivery commissary for all business should be built at the edge of town and all businesses should be served by a fleet of small trucks that can easily move about the valley. Delivery trucks are large, noisy, take up huge amounts of space, and are seldom attractive. Delivery trucks also cause traffic tie-ups on the Gothic Road during winter months. Eliminating delivery trucks will free up space for handicapped access or for more parking downtown. A commissary at the edge of town will need a fleet of trucks and a staff that can serve all the businesses in town in a timely manner. At least three people would need to be hired to serve all businesses each day. Federal Express, UPS, and others who carry time sensitive items should be exempt from use of the commissary. The commissary should be coordinated with Mt. Crested Butte to ensure they will also use it and support the operating costs. The commissary should be located

A commissary does not need to be government operated; private enterprise could address this need..

**Benefits:**

1. Reduced traffic congestion downtown.
2. Reduced truck mass on Elk Ave. during the day.
3. Easier automobile passing, two directional, on Elk Ave.
4. Less truck pollution downtown.
5. Reduce number of big trucks on Gothic Road during winter months that can potentially tie up traffic.
6. One truck goes to each location instead of multiple trucks at each location.
7. Can tailor delivery times.

**Negative Impacts:**

1. More delivery trucks if all orders are not ready for delivery when the main shipment is made to each business.
2. High initial and annual costs.
3. Complex organization required.
4. Half of the benefit is lost if Mt. CB does not cooperate.
5. More handling of supplies.

**Identified problems that could be addressed by this Action Step include:**

3, 4, 8, 12, 15, 16, and 17.

**Cost:**

Building, utilities and landscaping	\$ _____
Staff (\$10*37.5*50+25%*3)	\$ 71,000 annually
Trucks	\$ _____

**Additional info needed:**

- recommended \_\_\_\_\_
- not recommended \_\_\_\_\_
- no opinion \_\_\_\_\_
- warrants future study   X

The Roundtable expects there will be many complexities to this option which it cannot foresee. The Roundtable is not advocating this solution at this time however, it remains a reasonable idea for the future and we may want to designate a site now. Vail is about to begin such a system and their experience with it should be monitored for later use here.

**6. Bicycle and/or horse drawn rick shaw service from parking lots.**

**Short Term**

Automobiles could be parked all day in the outlying parking lots and the rick shaw service would deliver people to Elk Ave. and other locations. Traffic congestion would be reduced because cars would be parked outside of the downtown area. Visitors would be the primary users but employees and others could also benefit. During winter months horse drawn sleighs could be used rather than rick shaws. At least 5 to 10 staff drivers would be needed. Such systems would be best if privately operated.

**Benefits:**

1. Reduced traffic congestion downtown.
2. Increased pedestrian orientation.
3. Rickshaw use in residential areas could help slow cars.

**Negative Impacts:**

1. Time to park in the outlying lot and waiting for the rickshaw.
2. Visitors would need to know about the system.
3. Impeding flow of Mt. Express.
4. Bus scheduling can be affected by slow moving rickshaws that have no where to go to get out of the way.

**Identified problems that could be addressed by this Action Step include:**

1, 3, 6, 7, 8, 15, and 17.

**Costs:**

Staff	(\$10*37.5*50+25%*5)	\$ 117,188 annually
Bicycle Rickshaws		\$ _____
Signage for visitors		\$ _____
Sleigh		\$ _____
Horses		\$ _____
Feed and care of horses		\$ _____
Barn for horses and storage for rickshaws.		\$ _____

**Additional info needed:**

recommended \_\_\_\_\_  
 not recommended   X    
 no opinion \_\_\_\_\_

The Roundtable does not recommend this option because rickshaws that have been tried recently do not seem to work, it will be too far to the intercept lot for rickshaws, and some people feel embarrassed to ride in vehicles that are people powered. Rickshaws may also inhibit other traffic and while slow traffic is okay, congestion is not. There is no place to pull off the street to allow buses and cars to pass. This function would be better served by a circulator bus.

**7. Bridge across Coal Creek, north of Maroon Ave.**

**Long Term**

A bridge across Coal Creek, north of Maroon Ave. will help to decrease traffic congestion on Elk Ave., allow for an easier town circulator route, reduce traffic volume on 6th St. and reduce traffic volume at the four-way-stop. A bridge proposed in this recommendation means a two way traffic bridge. The circulator route bridge recommended elsewhere may be only one-way and only for the bus. The Roundtable feels that a two-way bridge would facilitate traffic getting to downtown from the north and thereby reduce traffic on 6th St. Such a bridge would also help to spread the burden of traffic to all streets so that no one street takes all the traffic, but all streets get some traffic. Elk Ave. could also benefit by redirecting the residential traffic to the northwest corner of town over the bridge rather than down Elk Ave. 115 residential units are located from Gothic Ave. to Butte Ave. and from the creek to the west end of town. Access to these units would no longer have to use only Elk Ave., Maroon, Ave., First Street or Second Street.

**Benefits:**

1. Less traffic and congestion on Elk Ave, Maroon Ave., 1st St., 2nd St. and 6th St.
2. Less traffic and congestion on Gothic Ave., between 4th and 6th Streets if it is located on Butte Ave.
3. Easier route for the circulator bus.
- 4.

**Negative Impacts:**

1. Violates the goal of not impacting residential areas.
2. More traffic in the northwest part of town.
3. Allows commercial traffic in a residential area.

**Identified problems that could be addressed by this Action Step include:**  
3, 4, 5, and 8.

**Cost:**  
Bridge \$700,000

**Additional info needed:**

recommended \_\_\_\_\_  
not recommended   X    
no opinion \_\_\_\_\_  
warrants future study   X  

Another bridge is recommended only in conjunction with a circulator bus and only if it is one-way or for the bus and pedestrians and bicyclists only. A two-way bridge, such as described here, violates the goal of not impacting residential areas by adding additional traffic to the north west part of town.

**8. Bypass or tunnel. Long Term**

**A highway bypass or a highway tunnel are discussed here.**

The Roundtable spent more time discussing this topic than any other topic

**a. Bypass**

The most discussed bypass route would leave HWY 135 as one travels north near Riverbend, travel along the old railway grade to the gravel pit, then use the general alignment of the gravel pit road to the school. At that point, the bypass would most likely straddle the wetlands boundary around the new barn to 9th St. Then along 9th St. to Butte Ave. At Butte Ave. the bypass would be located either west or east of the bus barns/public works/buildings/wastewater treatment plant and across the Trampe parcel to the Gothic Road. Private property cooperation would be needed and the developers of the Verzuh/McCormick Ranch would need to participate.

Every possible option for locating the bypass was explored including east of town, through the Town Ranch, through the Trampe parcel north of town, through Skyland and through the East River valley, east of Mt. Crested Butte. The Roundtable could not find a location for a bypass that did not impact residential areas, wetlands or open space.

**Benefits:**

1. Removes a great deal of current and projected traffic from 6th St. and the middle of Crested Butte.
2. Eliminates the need for future pedestrian crossovers over 6th Street.
3. Improves safety for children walking to school.

**Negative Impacts:**

1. Moves the noise and air pollution of traffic from 6th to 9th Streets.
2. Separates the town from the open space on the town ranch and the proposed open space on the Verzuh/McCormick Ranch.
3. Depending upon location, places huge amounts of traffic in a residential area.
4. Depending upon location, fills wetlands on the Town Ranch and the Verzuh/McCormick Ranch.
5. Requires private property owner cooperation or condemnation.
6. Depending upon location, eliminates the New Deli Trail to Riverbend.
7. Puts a busy road adjacent to the school and separates the school from adjacent wetlands and nordic ski tracks on the open space.

**Cost:**

**b. Tunnel**

A tunnel under 6th Street from Red Lady Ave. to Butte Ave. would eliminate the traffic, noise and safety issues of 6th St. today and as volume increases. Such a tunnel would have no access to CB.

**Benefits:**

1. Removes a great deal of current and projected traffic from 6th St. and the middle of Crested Butte.
2. Eliminates the need for future pedestrian crossovers over 6th Street.

3. Improves safety for children walking to school.
4. Does not affect the open space, wetlands, trail or residential areas proposed east of 8th St.

**Negative Impacts:**

1. The most expensive option for dealing with transportation.
2. Cuts off ground water that serves the wetlands east of town.
3. Air vents would impact quality of life along the route.
4. Crested Butte traffic would be channeled to 6th or 7th Streets requiring significant land area at the north and south entrances to town.
5. Does not impact traffic passing through Crested Butte going to or over Kebler Pass.

**Cost:** Tunnel \$7,500,000  
**Source:** Kent Rose.

**Identified problems that could be addressed by this Action Step include:**

- 1, 3, 4, 5, 12, 15, 16, and 17. Makes 13 worse.

**Additional info needed:** Refined cost information.

recommended \_\_\_\_\_  
 not recommended   X    
 no opinion \_\_\_\_\_

**9. Dial-A-Ride.**

**Short Term**

Dial A-Ride is the ability of a person who needs public transit to make a telephone call and order the transit to their house or neighborhood. Today Dial-A-Ride is available through Mt. Express for physically challenged people. The System should be expanded for all users.

**Benefits:**

1. Better transportation for people living farther distances from the current bus routes.
2. Less traffic congestion and volume.
3. Fewer motor vehicles.
4. More use of the public transit.

**Negative Impacts:**

1. Cost is high per passenger.
2. Ties up a bus that could be serving many more people.

**Identified problems that could be addressed by this Action Step include:**

- 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 16.

**Cost:**

**Additional info needed:**

recommended \_\_\_\_\_  
 not recommended   X    
 no opinion \_\_\_\_\_

**10. One-way 6th and 7th Streets.**

**Long Term**

Making 6th St. one-way south and 7th St. one-way north would decrease by one-half the traffic volume on 6th St. Such a system may work better if the area between the one-way streets were not residential to limit the impact on residential uses. Uses could be changed to commercial and the commercial uses would have access to all of the north and south bound traffic. An extension of 7th St. north of town would be needed to connect with the Gothic Road but a temporary connection along Butte Ave. could be used until the land north of Butte is developed.

**Benefits:**

- 1. Less traffic congestion and volume on 6th St..
- 2. Less traffic congestion and volume at the four-way stop.
- 3. Pedestrian only need to look one way when crossing.
- 4. Less noise on 6th St.

**Negative Impacts:**

- 1. Violates the goal of not decreasing the quality of life in residential neighborhoods
- 2. More congestion and volume on 7th St.
- 3. More noise and air pollution on 7th St.

**Identified problems that could be addressed by this Action Step include:**

4, 5, 16, and 17. This option makes problem number 1 worse by conceding to the automobile by making more capacity for automobiles.

**Cost:**

**Additional info needed:**

recommended \_\_\_\_\_  
 not recommended   X    
 no opinion \_\_\_\_\_

This option violates the goal of not impacting residential areas.

**11. Kick sleds.**

**Short term**

The use of kick sleds in winter is an individual decision to use them and purchase them. The Town could help with signs at the entrance to town and in the education program by notifying drivers of the likelihood of encountering kick sleds and what, if anything to do when driving. Kick sleds should obey traffic regulations. Kick sleds are currently legal on town streets except Elk Ave.

**Benefits:**

- 1. Provides alternative means of getting from point A to B during winter months.
- 2. Decreases congestion.
- 3. Decreases air and noise pollution.
- 4. Exercise.
- 5. Safer than bicycles on snow and ice.

**Negative Impacts:**

- 1. Dangerous mix with cars.
- 2. Promoting sleds that are difficult to stop quickly creates a hazardous situation with autos.

**Identified problems that could be addressed by this Action Step include:**

7.

**Cost:**

Signs \$ \_\_\_\_\_  
 Education \$ \_\_\_\_\_

**Additional info needed:**

recommended \_\_\_\_\_  
 not recommended   X    
 no opinion \_\_\_\_\_

**12. Long term alternative to parking on the streets.**

**Short Term**

A long term parking lot for parking cars over the winter has been considered before, but concern about stolen radios in an out-of-the way location and the person whose car is in the middle but n needs it in February defeated the idea in the past. The Roundtable addresses both of those issues as follows. A parking lot that has aisles between two rows of cars would allow for access if necessary. Occasional plowing, maybe every Friday afternoon unless there is a big storm, by the Town and shoveling a car out would allow for cars to leave but once a car is out, it could not return for the rest of the winter. Stolen

radios are the responsibility of the car owner. Most cars that would be left for the winter would not have radios worth stealing. A trial parking lot at the gravel pit for one winter would expose other issues and demonstrate the feasibility, or not, of this action step. Acquiring 2 acres in Gunnison should also be analyzed. Such a Gunnison system would require less snow plowing and bus service from CB to get to a car. Private operation should also be explored.

**Benefits:**

1. Decreases winter congestion.
2. Decreases the number of trips across the street and back for alternate side parking.
3. Makes for easier snow plowing by town crews.

**Negative Impacts:**

1. More areas to plow.
2. More area for Marshal patrolling.
3. Potential hassles when the car is needed and the snow is not plowed.

**Identified problems that could be addressed by this Action Step include: 7.**

**Cost:**

Snow plowing                      \$ \_\_\_\_\_

**Additional info needed:**

recommended	_____
not recommended	<u>  X  </u>
no opinion	_____
warrants future study	<u>  X  </u>

# APPENDIX B

*Town of Crested Butte*

## FUTURE LAND USE MAP 1998 Crested Butte Transportation Plan

- Existing Roads
- Parcel
- Subdivision/Town
- Boundary
- Water
- Proposed Roads
- GNF = Gunnison National Forest
- BLM = Bureau of Land Management

Lakes and rivers shown are perennial.  
Locations of all features are approximate.

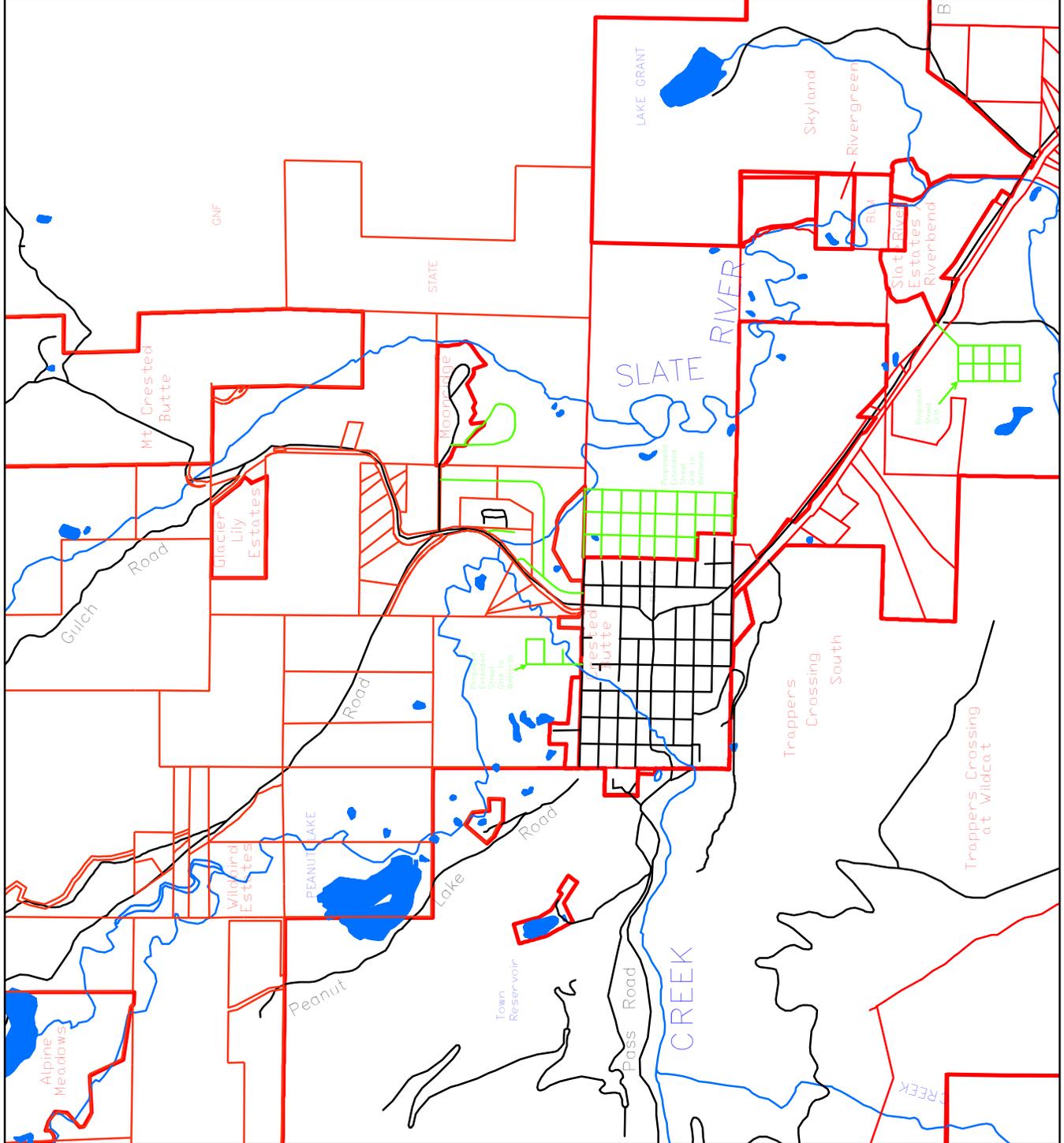
Proposed landuse applies as land develops or as landowners choose to provide access on their land.  
All SFR/MFR are receiving areas for transferring densities. This map is a reference when considering zoning applications and annexations.

Roads are not differentiated as paved or unpaved.

All data was compiled from the following:  
Bureau of Land Management GIS.  
Gunnison County GIS.  
USGS 7.5' quad maps, 1961 ed.  
Town of Crested Butte GIS.  
Crested Butte Planning Workshop, 11-18-95.

This map is not for legal conveyance.

Map by: John-Paul Zeller  
Town of Crested Butte



APPENDIX C

**PUBLIC TRANSIT CORRIDOR MAP**

