

# 2015 TRANSPORTATION PLAN DRAFT RECOMMENDATIONS



Town of Crested Butte

# What has been done so far...

- Goal Setting
- Issue and Needs Mapping
- Engineering and Existing Condition Analysis
- Funding Prioritization
- Tonight Draft Review of Recommendations
- Next Step Review of Draft Plan



# Transportation Plan Goals

- Maintain the safe pedestrian and bike oriented community where the use of a car is optional
- Free and reliable public transportation that is available to both residents and visitors
- Continue the use of Town as the hub to surrounding regional trail and recreation network
- Free parking that allows visitors and residents to walk, bike, or take transit to destinations around Town

# What is the Town's Transportation System?

- In 1880, the Town was Platted By Denver Rio Grand Railroad as Walkable “Town Grid” (25'x125' lots)
  - ▣ The primary mode of transportation until 1950's was the train
  - ▣ Today Regional Transportation is provided by Air and Bus Service
    - Gunnison County Airport
    - Black Hills Stage Lines
    - Free County Bus Service (RTA & Mt. Express)
- 19 Primary Streets in the Grid oriented N/S/E/W
- 10.42 Miles of pavement currently maintained\*
  - \*Town currently budgets \$1.2 million every 5 years for capital maintenance for existing roadways



# Primary Issues Identified June 6, 2014

- Maintaining a Pedestrian and Bike Oriented Community
- Congestion on Elk Avenue
- Parking
- Completion of Perimeter Trail
- Snow Storage
- Traffic/Connectivity/Major Intersections
  - ▣ Red Lady/ SR 135
  - ▣ Elk Ave./ 6<sup>th</sup> Street
  - ▣ Elk Ave./1<sup>st</sup> & 2<sup>nd</sup> Street
  - ▣ Gothic Ave./6<sup>th</sup> Street

# Goals, Issues, and Solutions

- Solutions developed to meet goals or address issues
- Some solutions may address multiple needs
- Matrix evaluation may help with recommendations and priorities

**Crested Butte Transportation Plan 2014**

	Elk Avenue Street Section			
	Existing	One way + Bike	No Vehicles	Trails
<b>Goals:</b>				
Safety for Pedestrians, Bikes, Cars	?	✓	✓	✓
Public Transportation				
Trail Hub				✓
Accessible, Functional Parking	✓	✓	✗	
Support of Economic Vitality (Implied Goal)	✓		✗	✓
<b>Issues:</b>				
Maintaining Pedestrian and Bike oriented	✓	✓	✓	✓
Congestion On Elk		✓	✓	
Parking	✓			
Perimeter Trail				✓
Snow Storage	✗			
Traffic Operations	✓			
Red Lady/SR135				
Elk Ave/6th Street				
Elk Ave/1st and 2nd Streets		✗	✗	
Gothic Ave/6th Street				

# Maintaining a Pedestrian and Bike Oriented Community

- 15 MPH! Why Does it work in CB?
  - Friction- by placing pedestrians and bicycles in the street on non-primary streets driver behavior reduces speeds – This phenomenon is being leveraged by many national initiatives including Complete Streets, Living Streets
  - Fastest speeds are observed on Streets with detached sidewalks on 6<sup>th</sup>, 8<sup>th</sup> and even lower Elk (5<sup>th</sup> West)
  - Ordinance Bikers should share Avenues and Streets with Vehicles
- Pedestrian/Trail Connections
  - Town Functions as trailhead to regional trail system
  - Perimeter Trail incomplete (Easement and crossing near Red Lady Intersection needed)
  - Additional sidewalks could connect portions of Town

# Evolving Street Design

- Living Streets
  - ▣ vibrant places where people of all ages and physical abilities feel comfortable using any mode of travel
  - ▣ Elk Avenue is model for a “Destination” Street
- Complete Streets
  - ▣ Focus on moving people, not vehicles
  - ▣ Significant safety benefits including reduced speeds
- SMART Transportation
  - ▣ Focus on sustainable goals of environment, economy, and community
  - ▣ Solutions which promote economic prosperity, environmental stewardship, and community vitality and well-being

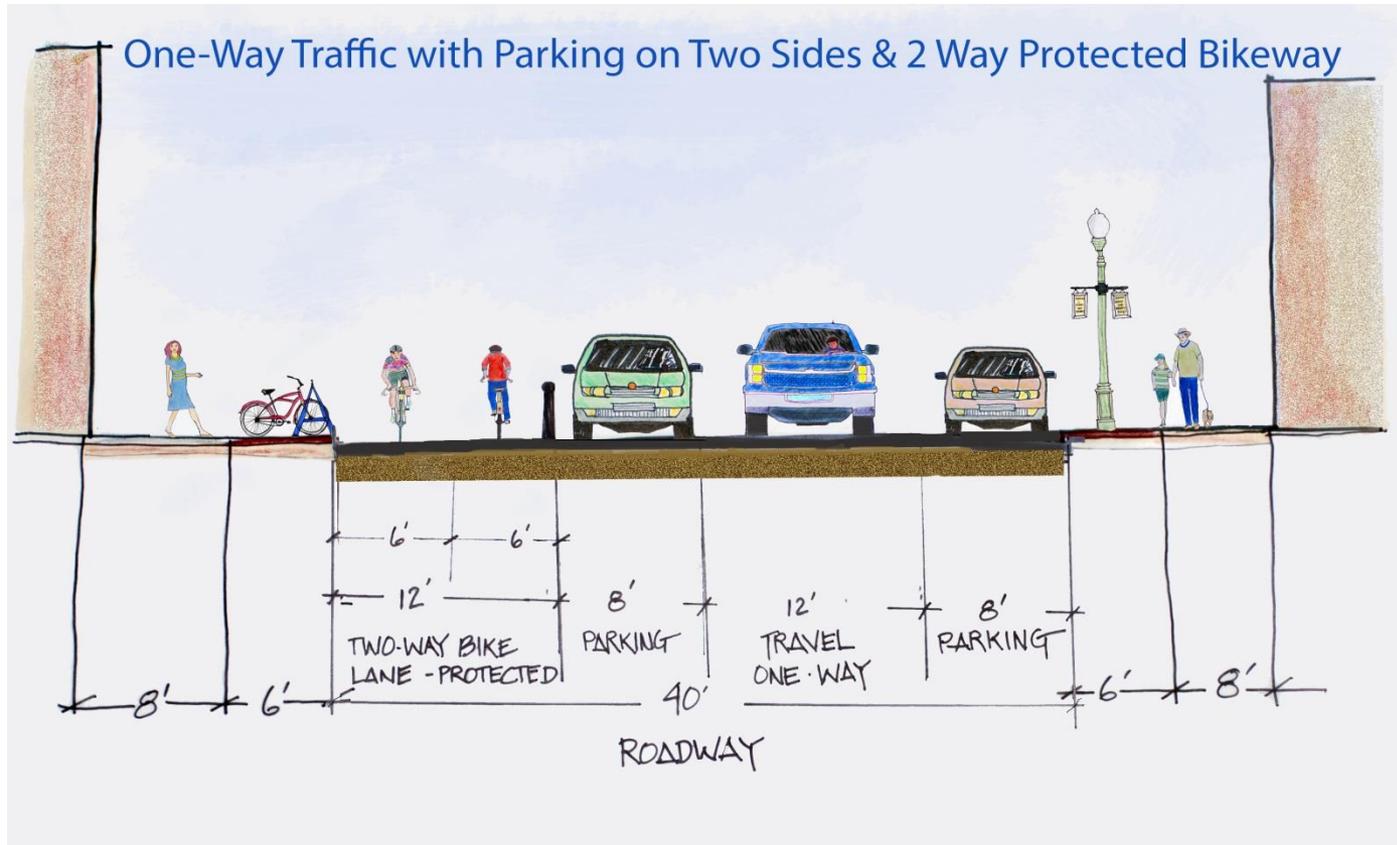
# Elk Avenue Congestion

- Problem or Condition?
  - ▣ Congestion or Economic Activity, Crowded or Busy
  - ▣ Many towns would love to be as “congested” and be viable
  - ▣ What aspect of the condition could be better:
    - Safety?
    - Parking?
    - Access?
  - ▣ Are there other solutions to these aspects?
- When does the Condition Exist?
- Does Elk have a maximum capacity, Is there a “too busy”?
  - ▣ Space is limited and special events have pushed the envelope
  - ▣ Elk was closed for **45 Days** in 2014 for Special Events

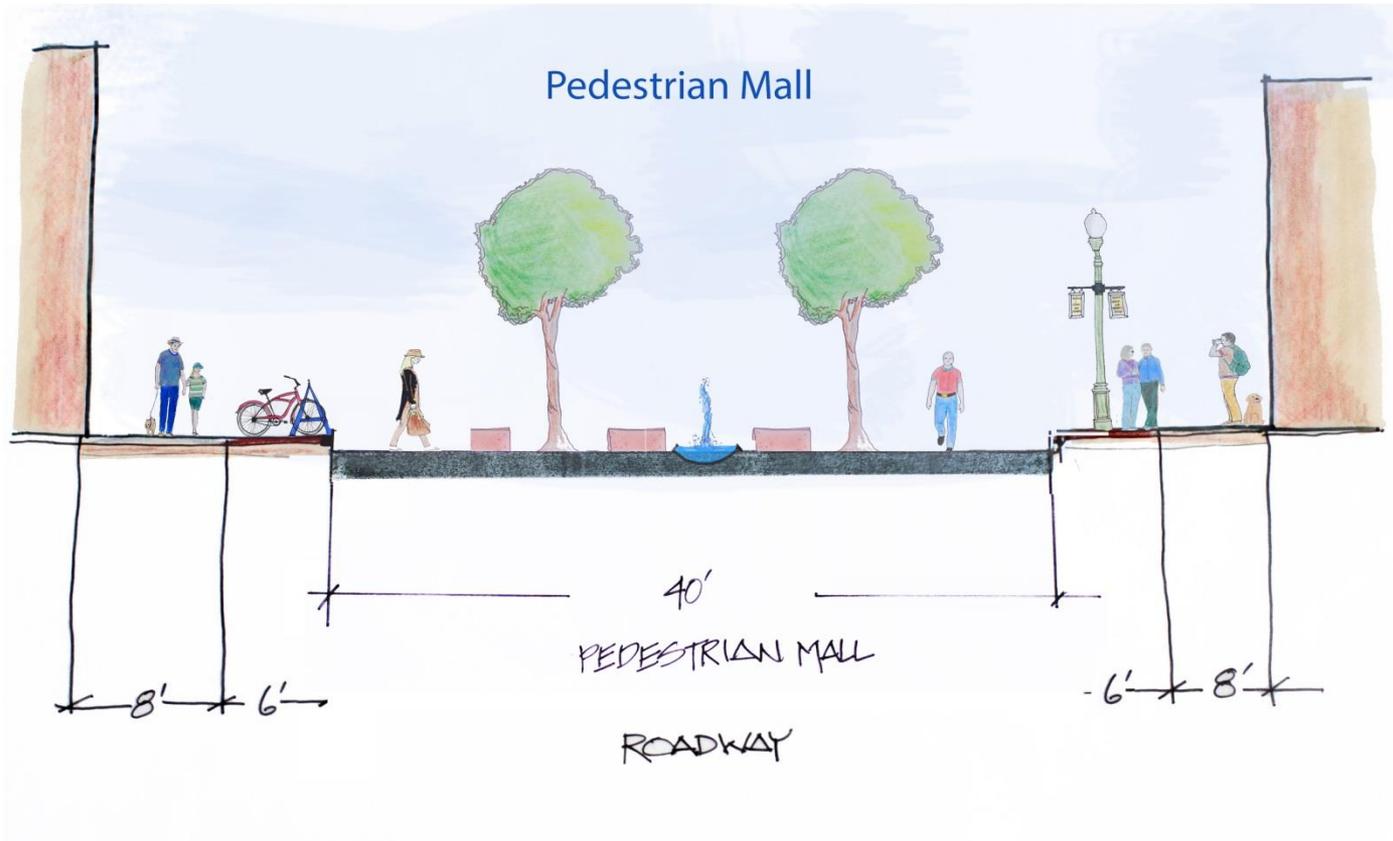
# Could Elk Avenue be reconfigured to help relieve crowding or congestion?

- 3 concepts including the current configuration
  - One-way + 2 way Bike Lane
  - Pedestrian Mall
  - Existing

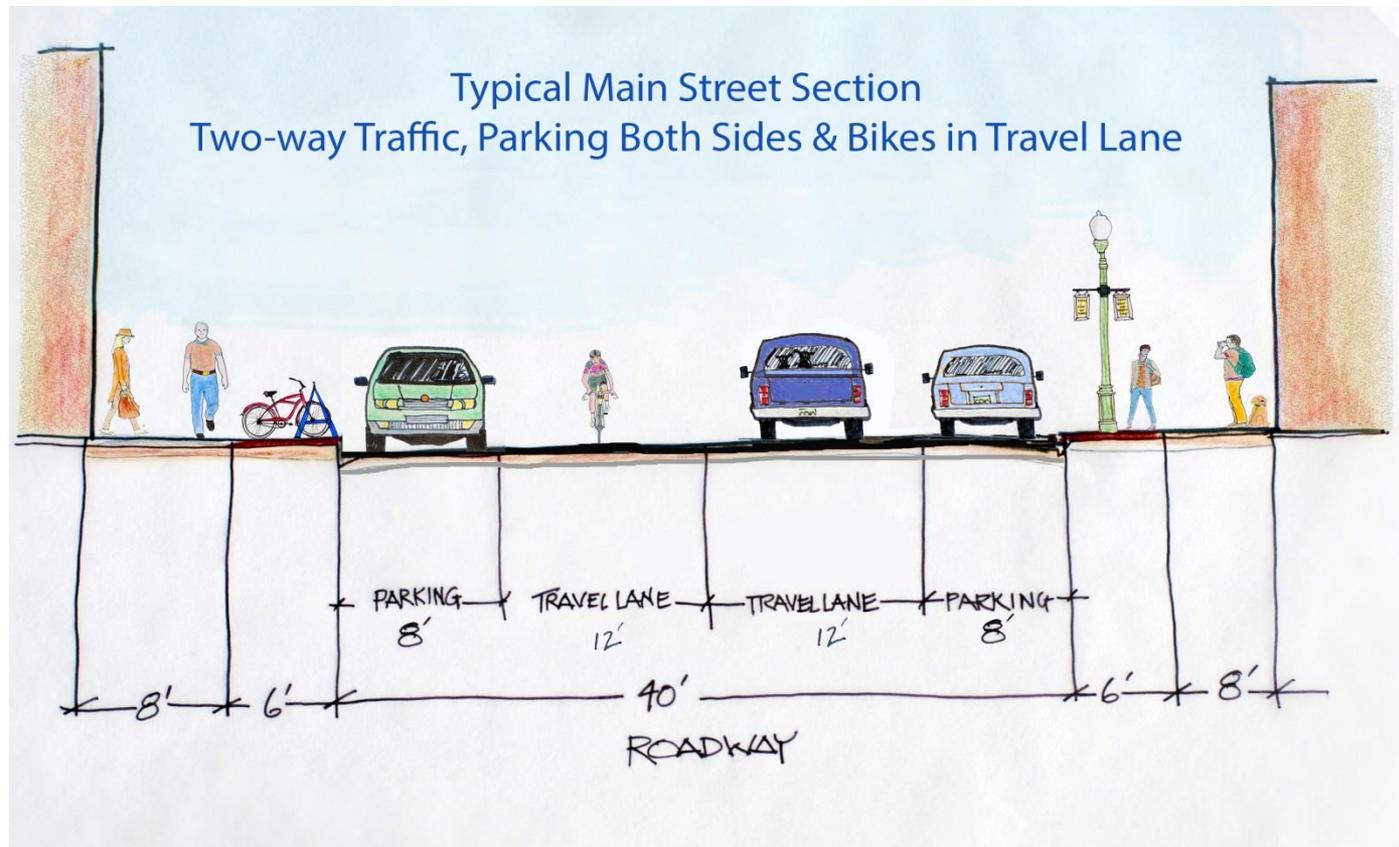
# Elk Ave. - One-Way



# Elk Ave. – Pedestrian Mall



# Elk Ave. – Existing



# Elk Ave. Recommendations

- Continue the Current Configuration of Elk Avenue
- Continue Closures for Special Events (Closed 45 Days in 2014)
- Friction maintains 15 mph Speeds
- Remove Bus Traffic from Elk Avenue
- Enhance Street Connectivity to reduce vehicle reliance on Elk Avenue
- And/Or an integrated long term solution including bridge, wayfinding, intercept parking before changing street character
- Enforce Two Hour Parking During Peak Times
- Event Parking Requirements for Special Events that Close Elk Avenue

# 2035 Projected Levels of Service

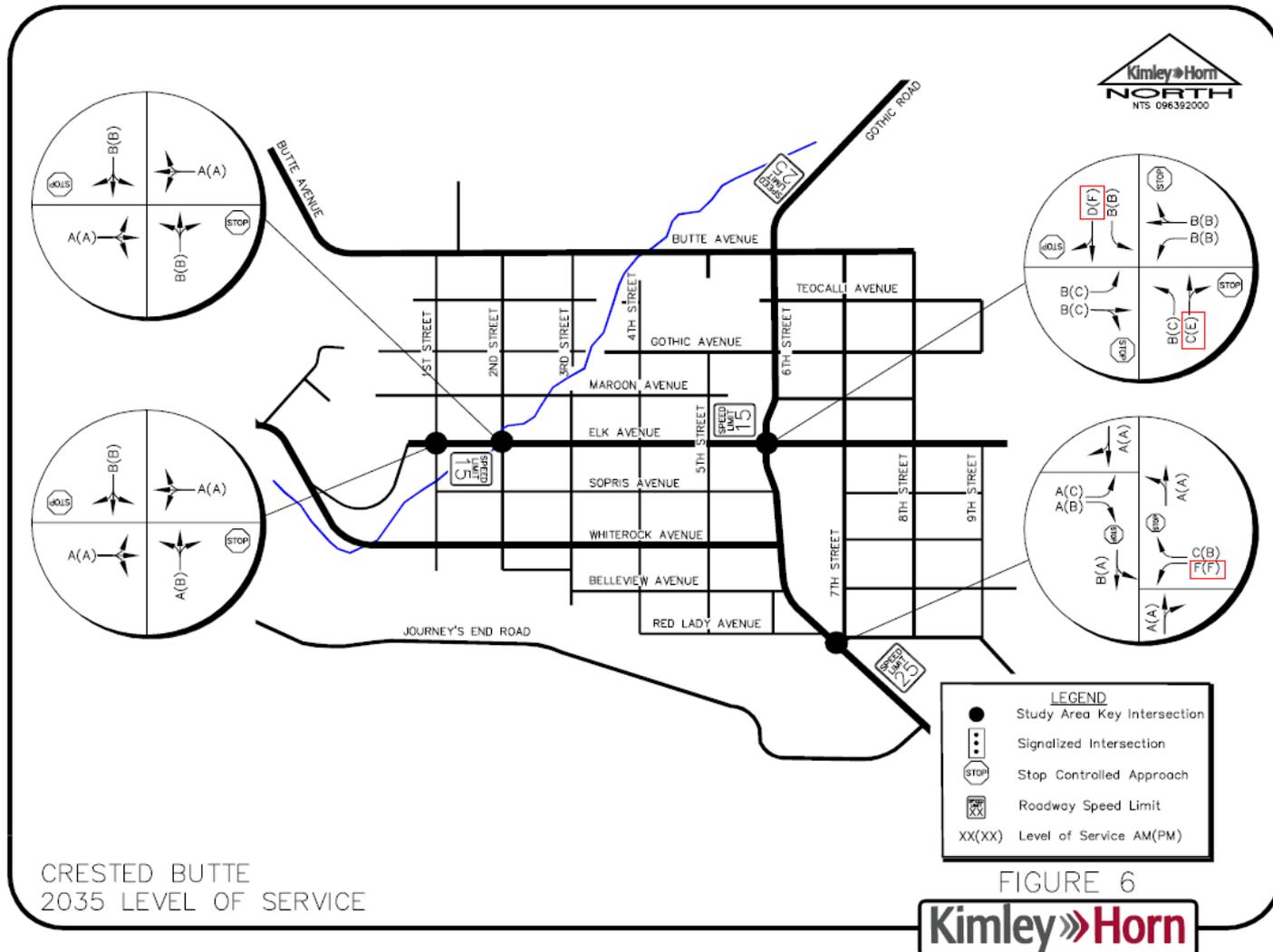


FIGURE 6

# Traffic Analysis Projected 2035

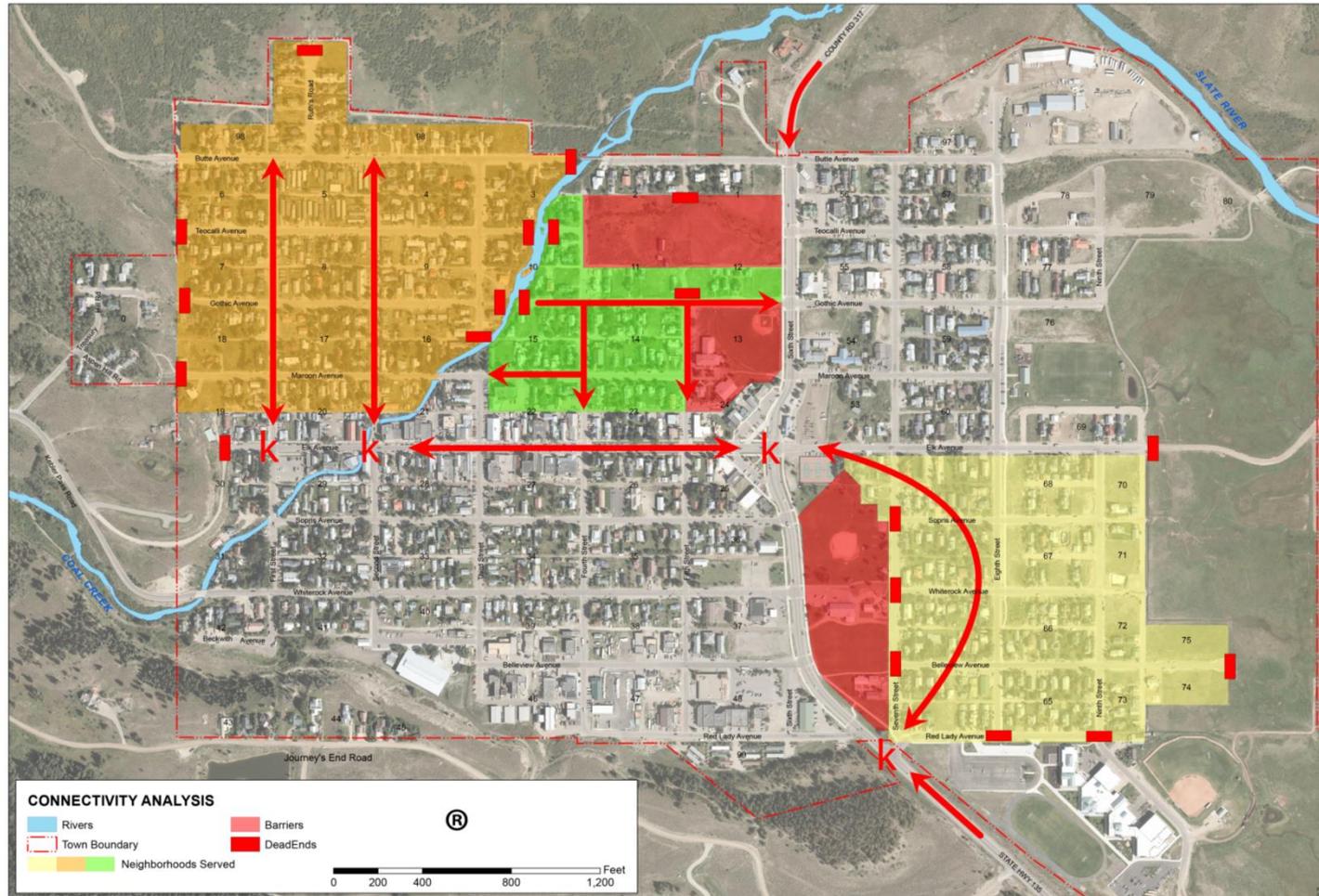
- 2035 ADT +12,783 entering on SR 135 27% total growth
- Increased Congestion on Elk Avenue
- Intersections at Red Lady and the 4-way will begin Failing by 2022

# Connectivity Analysis

Connectivity Barriers add pressure to specific intersections and streets

Mitigating for these barriers may address street and intersection performance through better distribution of load

Connectivity also impacts safety, emergency response, and wayfinding for visitors



# Traffic Recommendations

- Extremely expensive intersection improvements likely necessary because of growth
  - 4-way
  - Red Lady/SR 135
  - Northwest and Southeast entrances to residential neighborhoods
- Need for Vehicle driven improvements may be reduced or delayed through:
  - Enhanced connectivity
  - Enhanced alternative Transportation modes

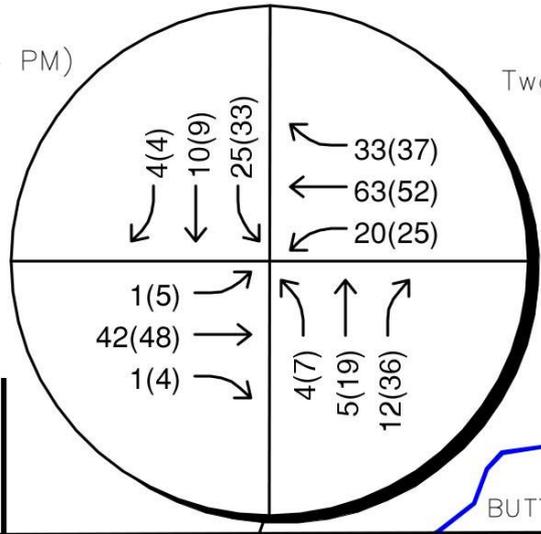
# Traffic Recommendations

- Improve connectivity when possible with development
  - ▣ Bridges to NW (foot or traffic:, Teocalli or Gothic)
  - ▣ Wayfinding
  - ▣ Integrated parking solution
- Invest in multi-modal transportation options and infrastructure that helps reduce demand
- Establish Regional partnerships with Mt. Crested Butte, Gunnison County, City of Gunnison and CDOT to improve intergovernmental cooperation on transportation infrastructure issues

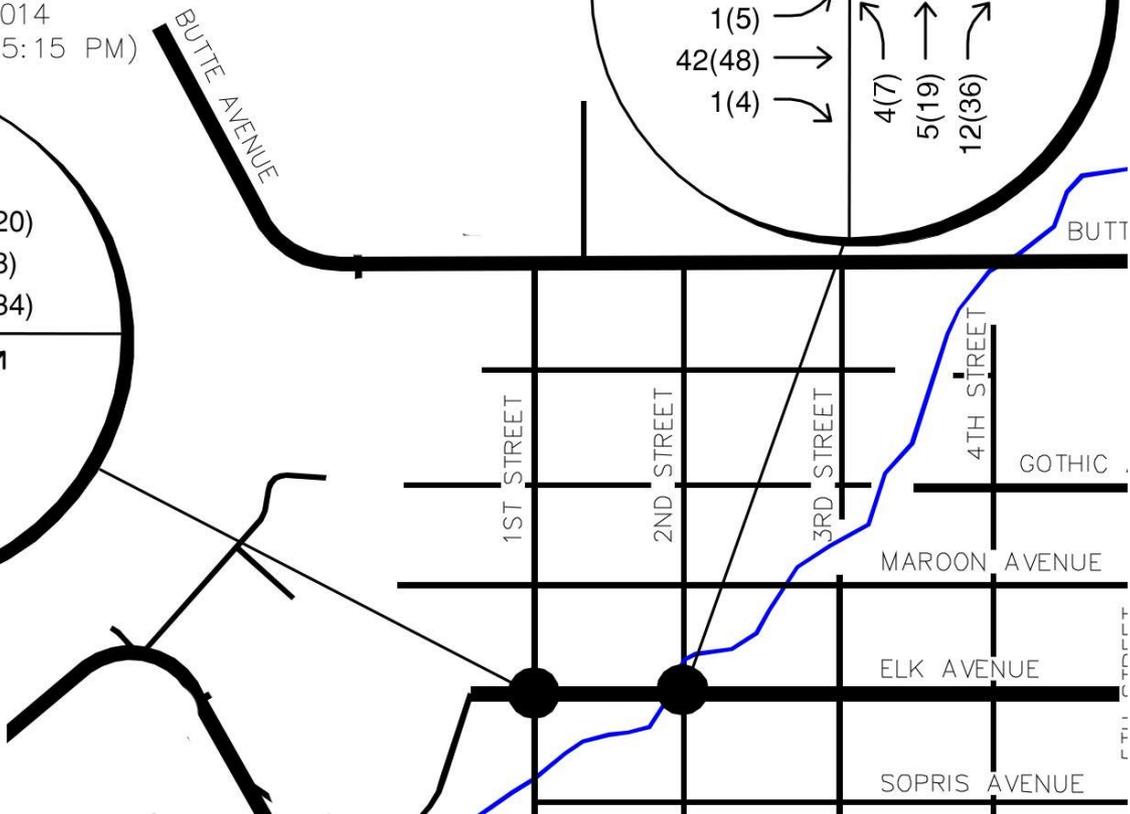
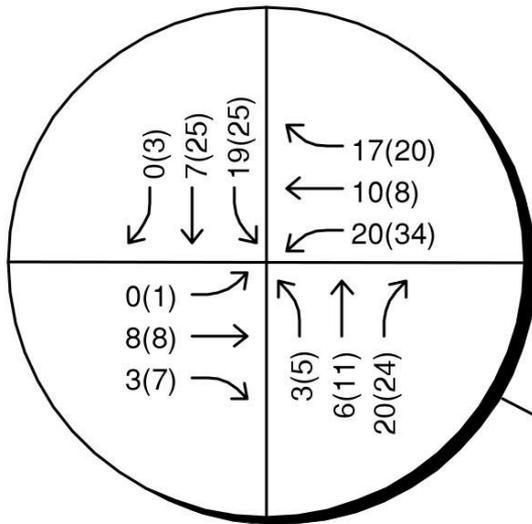
# New Bridge to Northwest Side of Town

Thursday, July 31, 2014  
8:00 – 9:00 AM (4:15 – 5:15 PM)

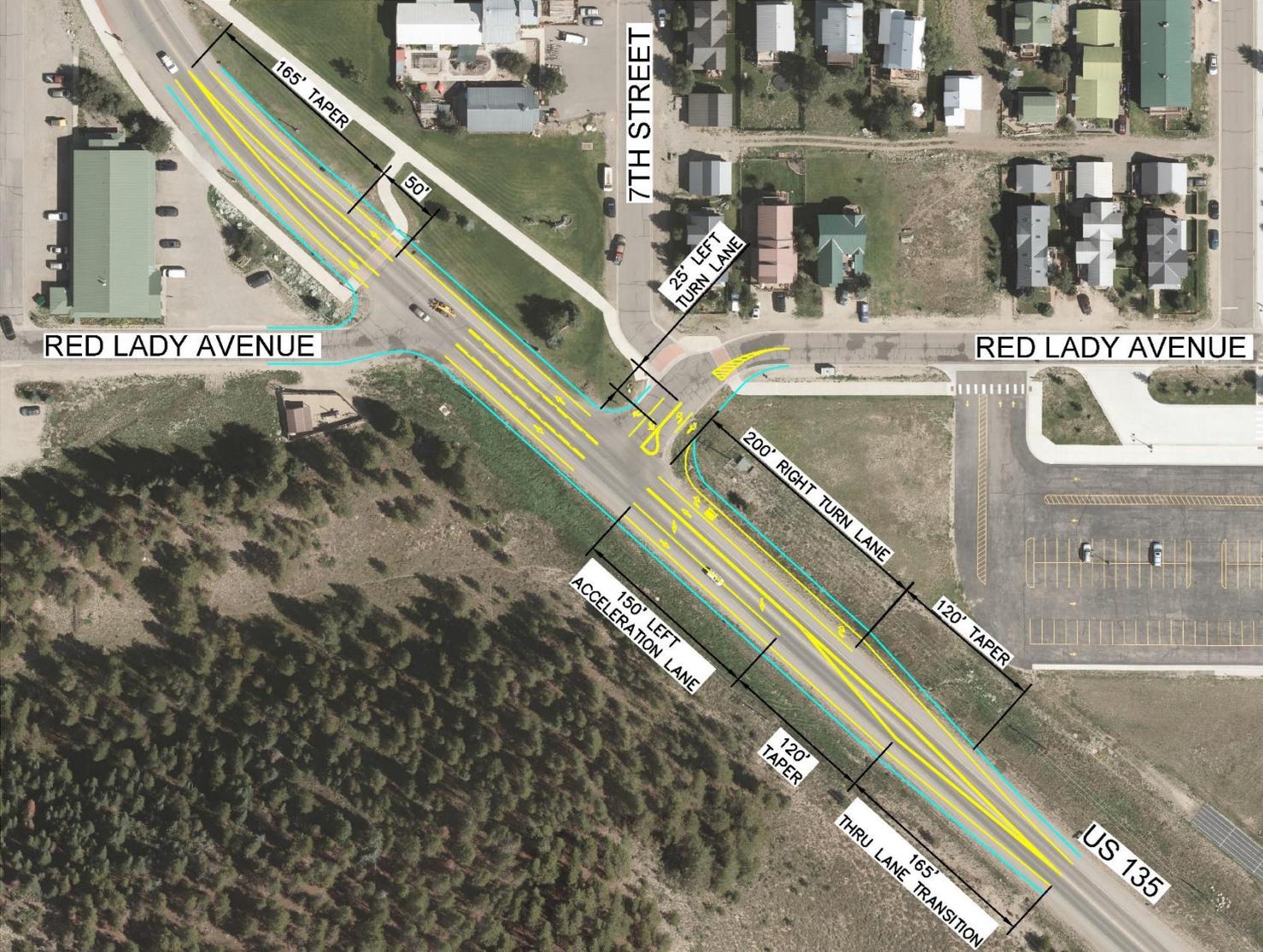
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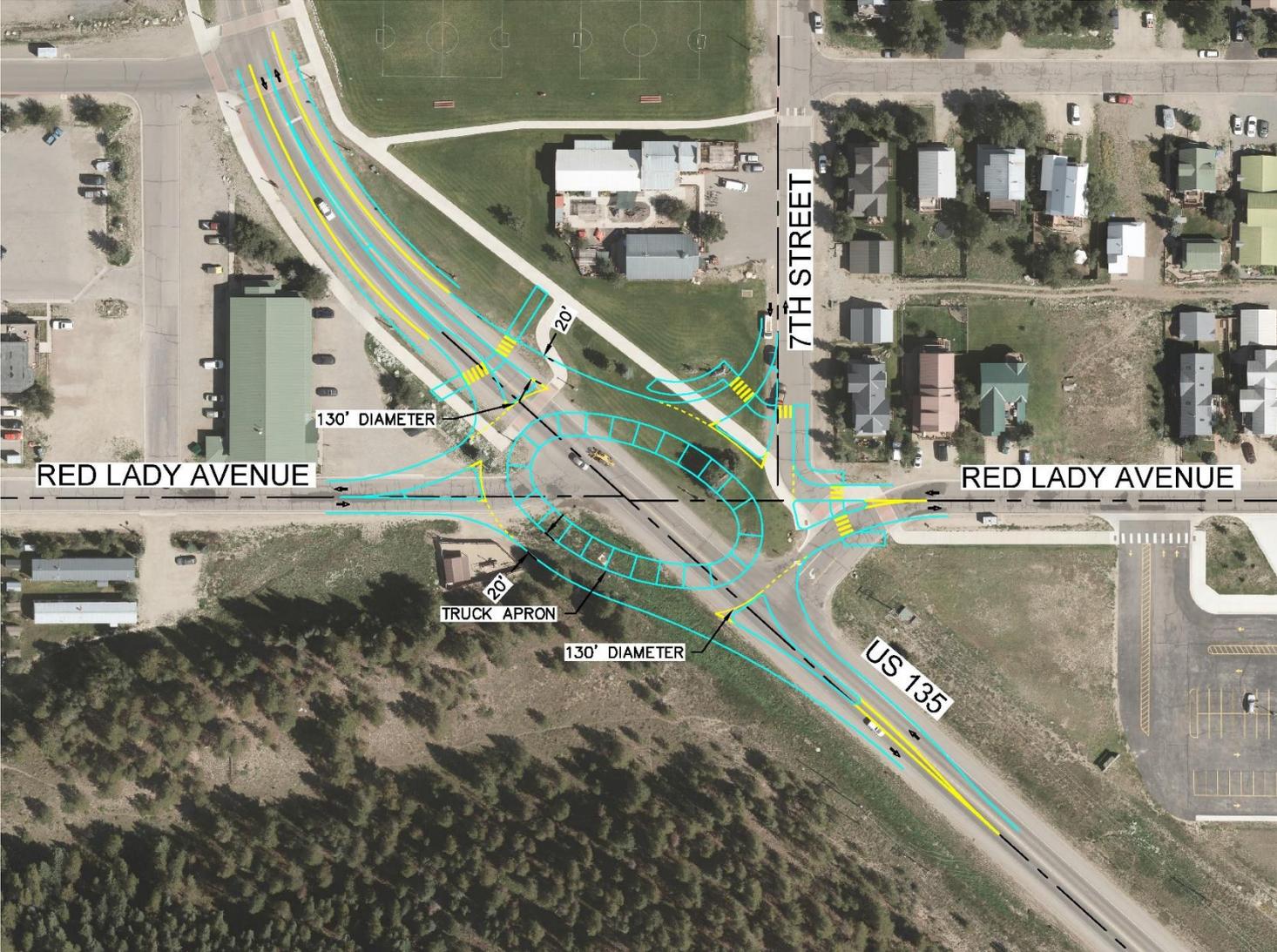
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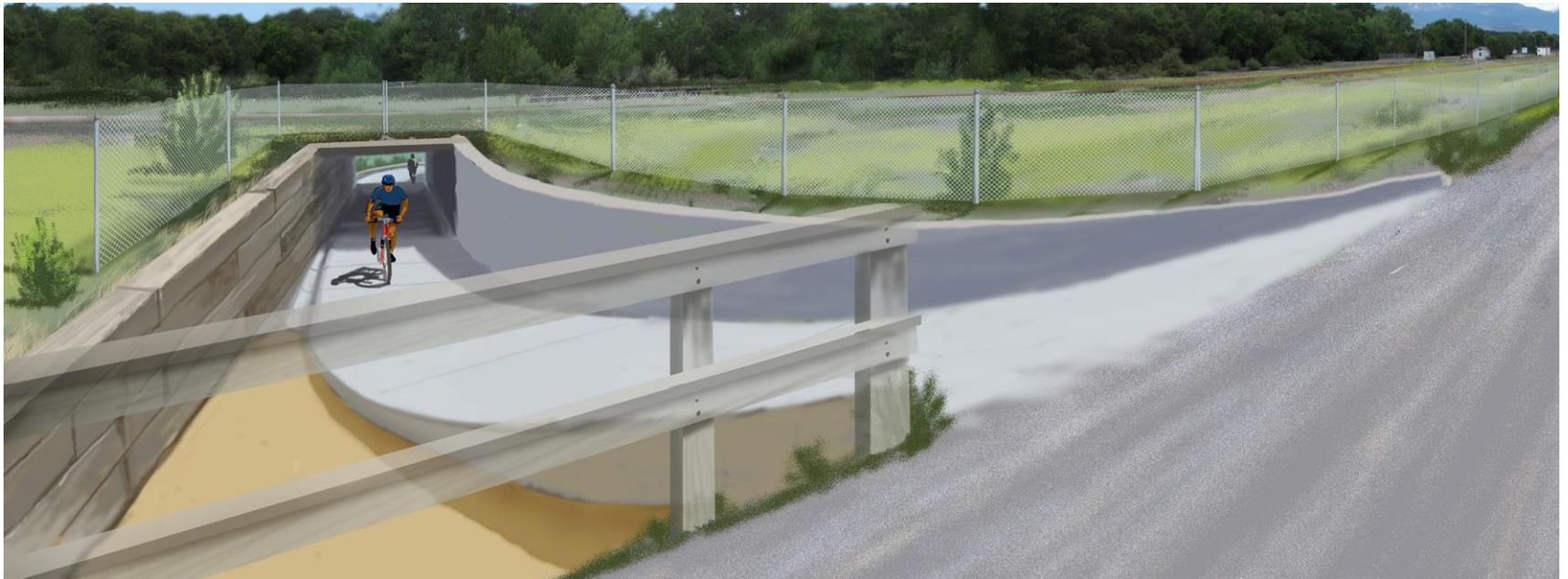
# Red Lady Intersection



# Red Lady Intersection



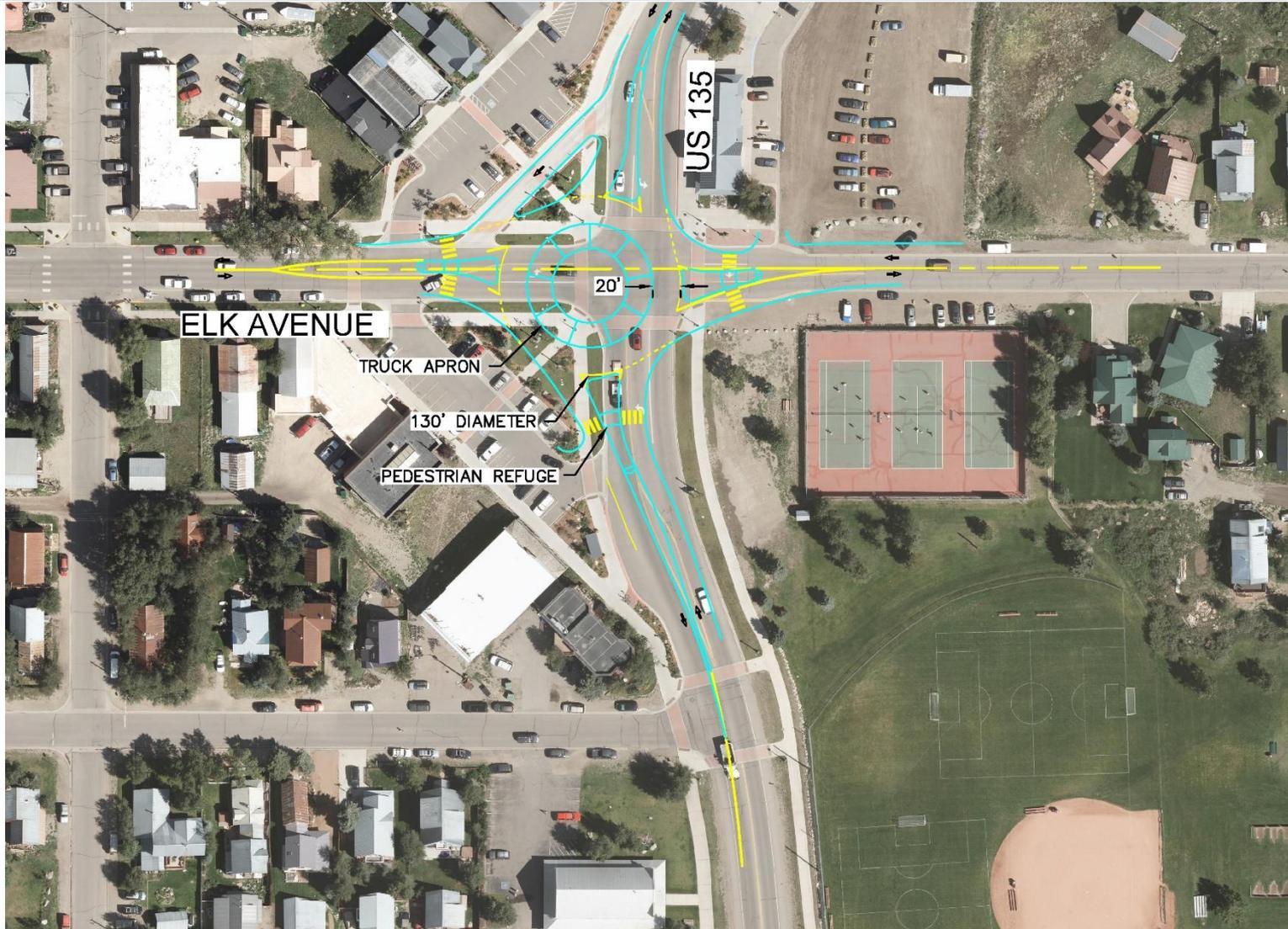
# Red Lady Intersection Under Pass



# 4-Way Intersection



# 4-Way Intersection



# Gravel Pit Road



# Transit Recommendations

- Continue to support Transit Expansion to surrounding Communities
- Provide Space for Facility Expansion
- Plan for a Regional Transit Station at 4-way (2020)
- Route Adjustments
  - ▣ Provide Direct Service to Big Mine Park
    - Requires Infrastructure Upgrades for Bus turn Movements
  - ▣ Provide Bus Service to Northwestern Crested Butte
  - ▣ Future Housing Block 79 & 80 and Annexation may Require Additional Route Adjustments

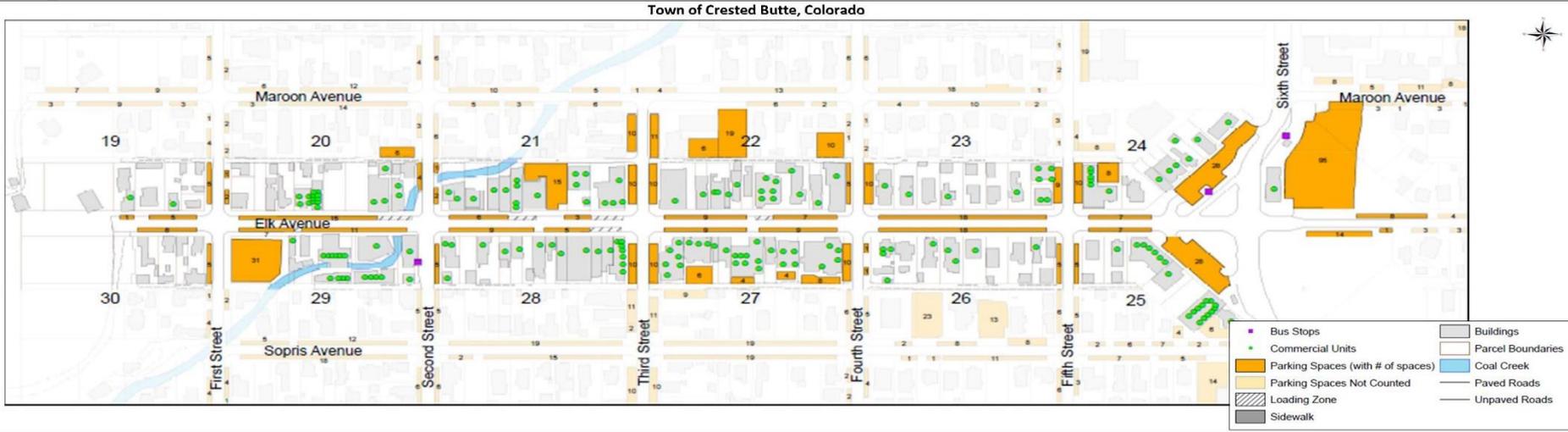


# Current Transit Services Efforts...

- ❑ Expanded Bus Service to Crested Butte South
- ❑ Late Night Bus to Gunnison
- ❑ Bus to Gothic
- ❑ Special Event Bus Service
- ❑ Black Hills Stage Line
- ❑ A++ Service 😊



# Parking Analysis Elk Avenue



Parking Demand Per Uses for Typical Weekday													
	Peak	Land Uses (sq. ft.)											
		Restuant*		General Retail**		Medical		Lodging		Office		Banks	
Total Sq. Ft.		49,362		54,593		6,598		7		24,394		6,313	
User Type	12:00 PM	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.
Parking Demand		444	74	158	38	20	10	7	2	7	85	19	10
Parking Demand (Shared Parking)		444	74	142	38	6	10	3	2	1	77	10	10

Results Weekday	
Total Sq.Ft.	141,267
Total Supplied Parking Spaces	585
Parking Demand (No Shared Parking)	874
Parking Demand with Shared Parking Reduction (27%)	817
Parking Deficit	232

Parking Demand Per Uses for Typical Weekend													
	Peak	Land Uses (sq. ft.)											
		Restuant*		General Retail**		Medical		Lodging		Office		Banks	
Total Sq. Ft.		49,362		54,593		6,598		7		24,394		6,313	
User Type	12:00 PM	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.
Parking Demand		629	111	175	44	20	10	6	1	1	9	19	10
Parking Demand (Shared Parking)		629	111	149	44	6	10	2	1	1	8	17	10

Results Weekend	
Total Sq.Ft.	141,267
Total Supplied Parking Spaces	585
Parking Demand (No Shared Parking)	1,035
Parking Demand with Shared Parking Reduction (12%)	988
Parking Deficit	403

ULI standard parking generation rates and time of day factors were used to determine the parking demand as well as, shared parking reductions based on the land use characteristics along Elk Avenue between First Street and Sixth Street. ULI standard parking generation rates were used to establish a peak parking demand for each land use. The peak parking demand was reduced using shared parking time of day factors from ULI standards. The ULI time of day factors provide distribution of parking demand throughout the day based on the parking characteristics of each land use. For example, office demands peak during mid-day conditions, while retail peak in the late afternoon. This relationship allows for sharing of a single parking resource during non-peak conditions.

\*For the restaurant land use, family style restaurant ULI rates were used because it closely reflects the range of land use characteristics found along Elk Avenue.

\*\*General retail land use characteristics were used for the grocery store and retail along Elk Avenue, for they exhibit similar behavior with the ULI rates for general retail.

# Parking Analysis

- Completed for Elk Avenue and Commercial Parking Areas
- Based on Existing Land Uses and Their Peak Land Use Demand Weekday and Weekend\*
- Shortage of 232 on Weekdays
- Shortage of 403 on Weekends
- Think of Parking overflow in residential areas of Maroon & Sopris Ave.
  - ▣ *Other Factors\*- Locals Walking and Biking, Transit Ridership from Mt. CB, and less single occupancy ridership because of distance of trips may reduce parking need*

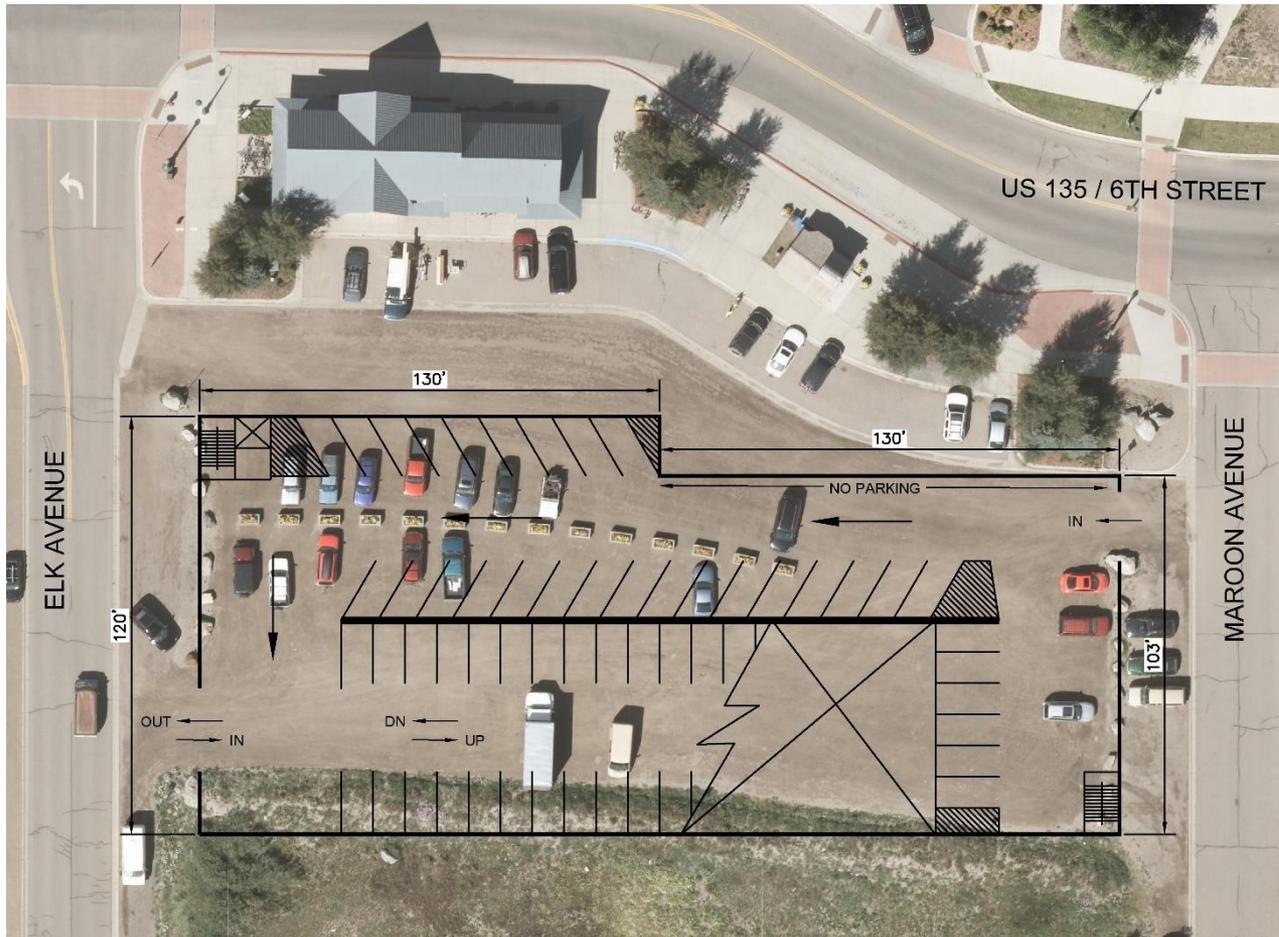
# Parking Recommendations

- Continue to Acquire additional Public Parking /Snow Lots
- Enforcement of 2-hour parking (Adjust for peak season)
- Special Event Regulations for parking
  - ▣ Intercept Lot at School
- Wayfinding to satellite Public Parking Sites
- Develop Parking Management plans to relieve overflow parking on Sopris and Maroon Avenue
- Invest in current public parking lots
  - ▣ Pave or public/private parking structure investment in 4-way lot
  - ▣ Investigate “Green” paving for unpaved lots

# Other Parking Options



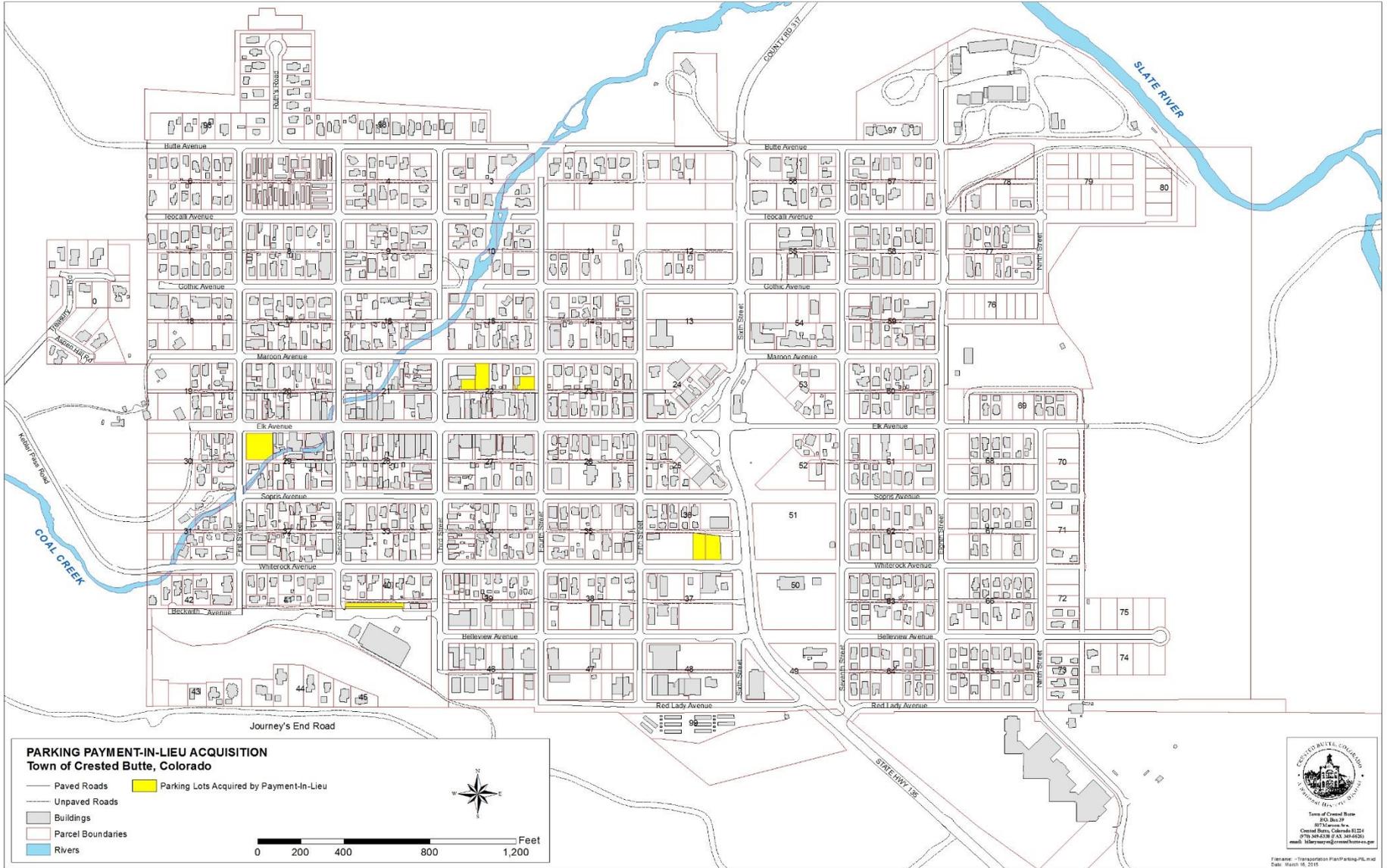
# 4-Way Parking Structure Imagine



# 4-Way Parking



# Parking Fee-in-lieu Analysis



# Parking Fee in-lieu Analysis

- Current CB fee \$13K per space
- 2015 Updated CB Cost of 1 new Parking Space
  - ▣ Surface parking \$29,920
  - ▣ A single spot in a new parking structure at the 4-way \$22,000\*\*
- Current 2015 Commercial Fee-in-lieu\* for Commercial Parking in CAST communities
  - ▣ Vail- \$24K
  - ▣ Aspen- \$30K
  - ▣ Steamboat- \$25K
  - ▣ Telluride- \$39K
  - ▣ Breckenridge- \$19K

\*Most municipalities only allow a portion of the parking requirement to be fulfilled by payment in-lieu, the remainder must be on site; Payment #'s are rounded;

Parking space maintenance fees not included.

\*\*Would CB ever build a 3 Story Parking Structure?

# Parking-fee-in-lieu

- Continue Financing Program
- Adjust Parking fee-in-lieu and LUC Requirements
  - ▣ Consider increase in fee to cover actual costs of providing parking
  - ▣ Allow offsite fulfillment of parking requirement
  - ▣ Review LUC parking requirements
    - Change of Use Requirements

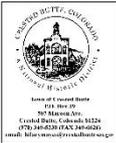
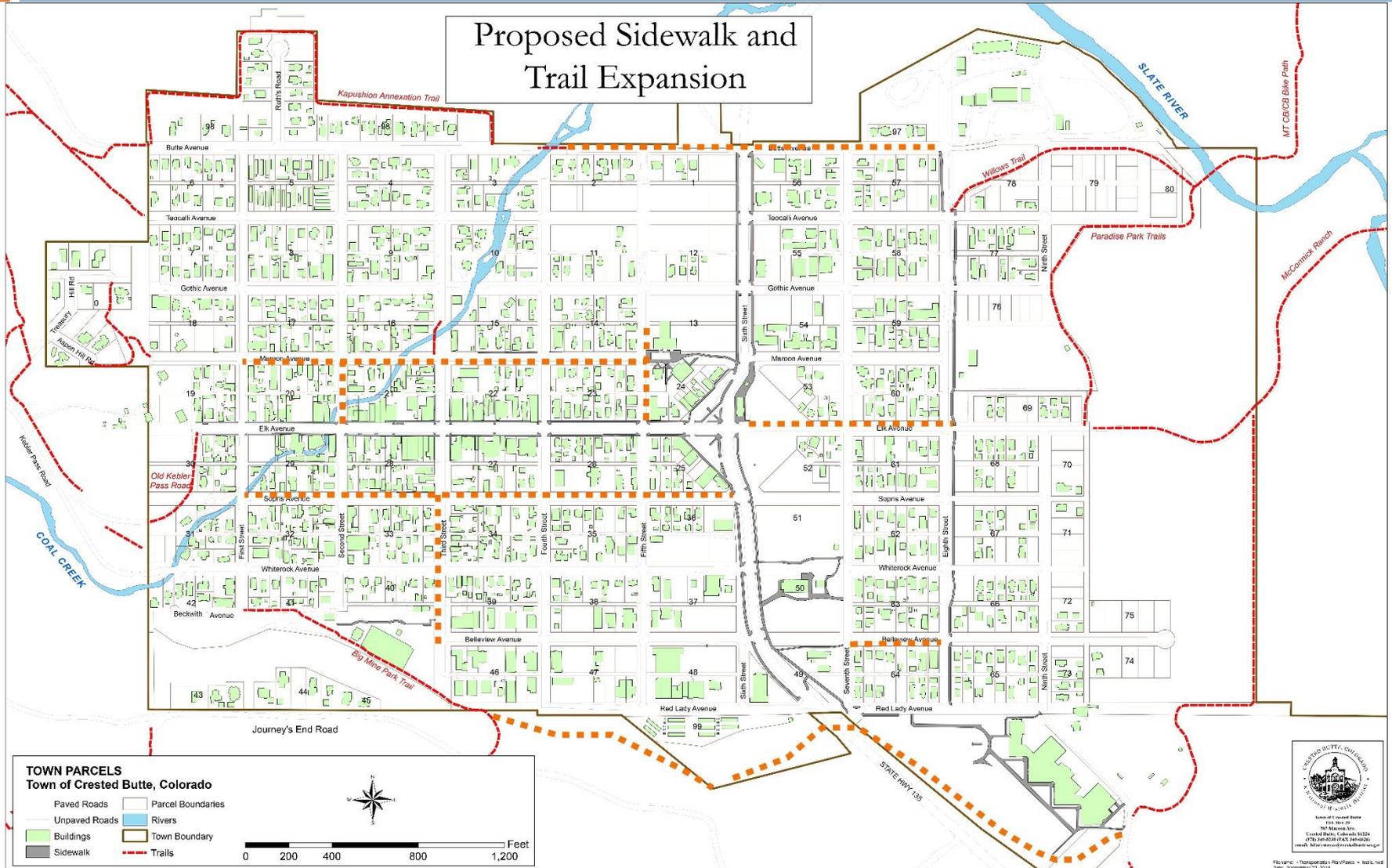
# Recommendations for Snow Removal

- Investigate impact regulations for snow removal requirements for new development
- Acquire snow lots; especially in the historic core
- Change winter parking times to 24 hrs on residential streets
- Prioritize capital expenditures for replacement of snow removal equipment

# Pedestrians/Bicycles/Trails



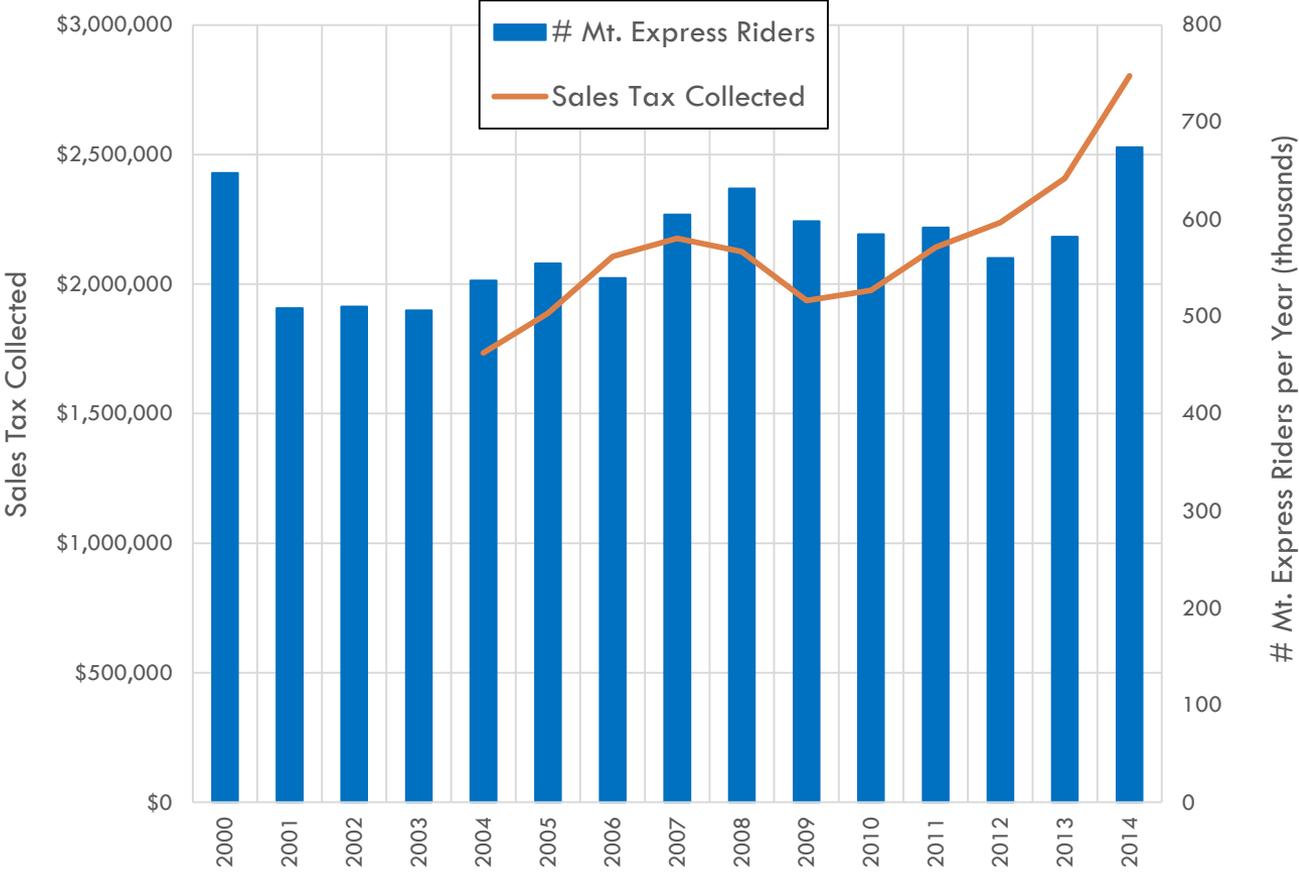
# Sidewalk and Trail Expansion



# 1% Transportation Sales Tax

- ❑ Collected by both Crested Butte and MT. Crested Butte
- ❑ 95% of this Sales Tax Funds Mt. Express (\$575,000 in 2013 Town's Contribution)
- ❑ 5% Spent on Topsy Taxi, Transportation Studies, and Transit Facilities
- ❑ Sales Tax traditionally has keep pace with Transit Demand

# Ridership vs. Sales Tax



# Mill Levy Property Tax

- Funds pay for paving, maintenance, sidewalks, storm water, snow removal, equipment, projects and street signage
- Voter approved for up to 16 Mills
- Currently set at 8.059 which generates \$640,000 per year
- In 2015, Mill will be raised to 8.5 which will generate an additional \$40,000 for projects anticipated by this plan
- Subject to Gallagher Amendment

# Plans for the Mill Levy

- Every 5 years major street maintenance project paid for in Cash
- Next Major Street Maintenance Project 2017
- 1.2 Million needed to maintain what exists today
- Proposed 2015 budget would provide an additional \$40,000 to be put into reserves for major projects
- Next major project anticipated in 2019-2022
- Town could Bond major projects- requires voter approval and interest is paid on Bond
- Raising the mill could help provide future funding for larger projects

# Plans for the Mill Levy

Mil Levy	8.50	9.00	10.00
Revenue Generated for new transportation projects through 2020	\$ 200,000	\$ 460,000	\$ 975,000
Property Tax for full mill per \$100,000 of assessed valuation	\$ 850.00	\$ 900.00	\$ 1,000.00
Amount attributable to mill increase for new transportation projects per \$100,000 assessed valuation	\$ 39.50	\$ 89.50	\$ 189.50
Gallagher Amendment dictates that commercial property by taxed at more than 3 times the residential rate			
Tax Example: \$800,000 market value property at each mill levy	8.50	9.00	10.00
Residential Tax	\$ 541.00	\$ 573.00	\$ 636.00
Commercial Tax	\$ 1,972.00	\$ 2,088.00	\$ 2,320.00
Amount attributable to mill increase for new transportation projects			
Residential Tax	\$ 25.00	\$ 57.00	\$ 121.00
Commercial Tax	\$ 92.00	\$ 208.00	\$ 440.00

# Next Steps

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- Council provides feedback and prioritizes the recommendations