

2014 TRANSPORTATION PLAN PUBLIC WORKSHOP FUNDING, PROJECTS, AND PRIORITIES



Town of Crested Butte

What has been done so far...

- Goal Setting
- Issue and Needs Mapping
- Traffic Study
- Parking Study
- Preliminary Project Design and Identification



Transportation Plan Goals

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

Traffic Volumes – Current Year

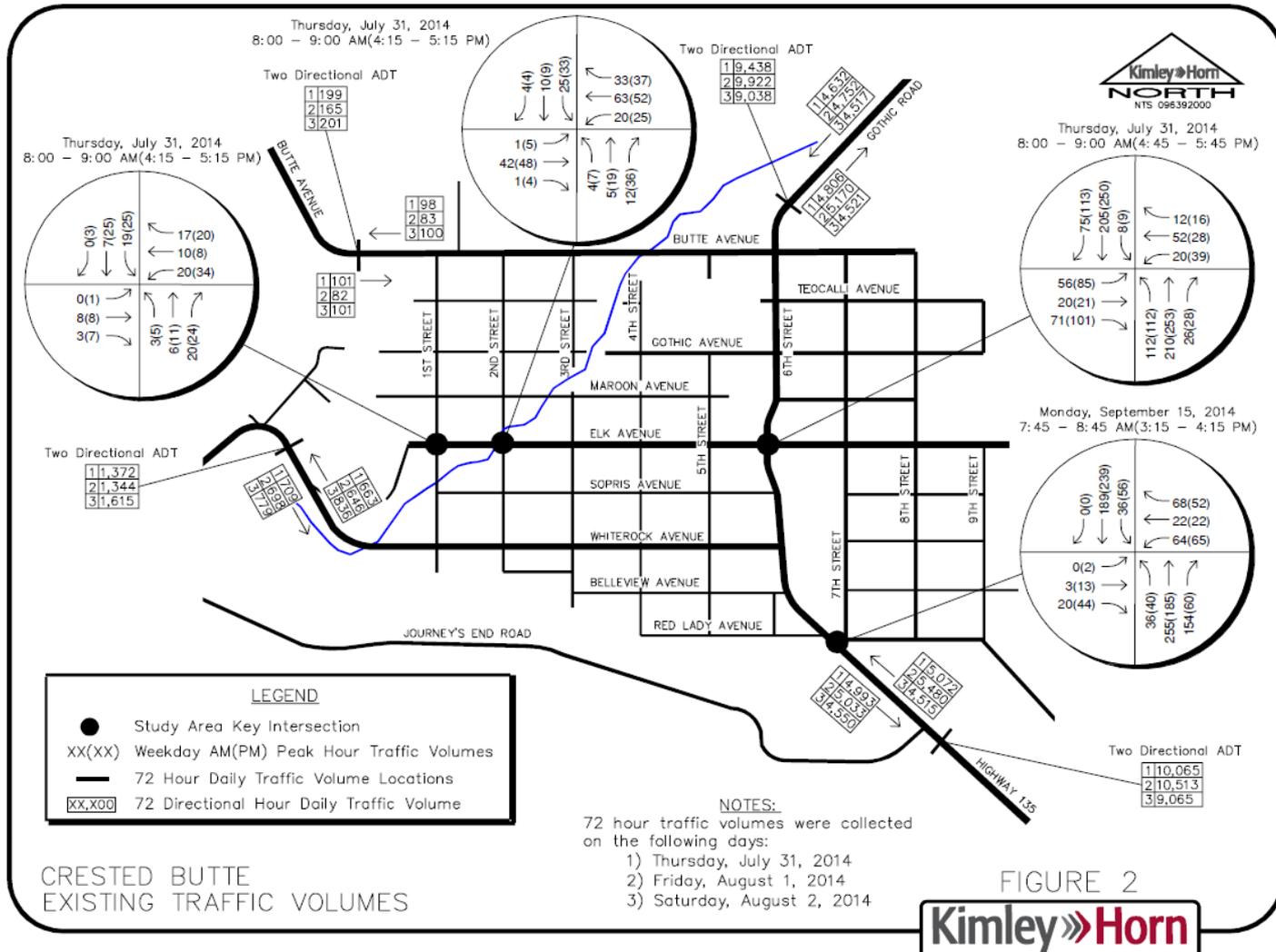
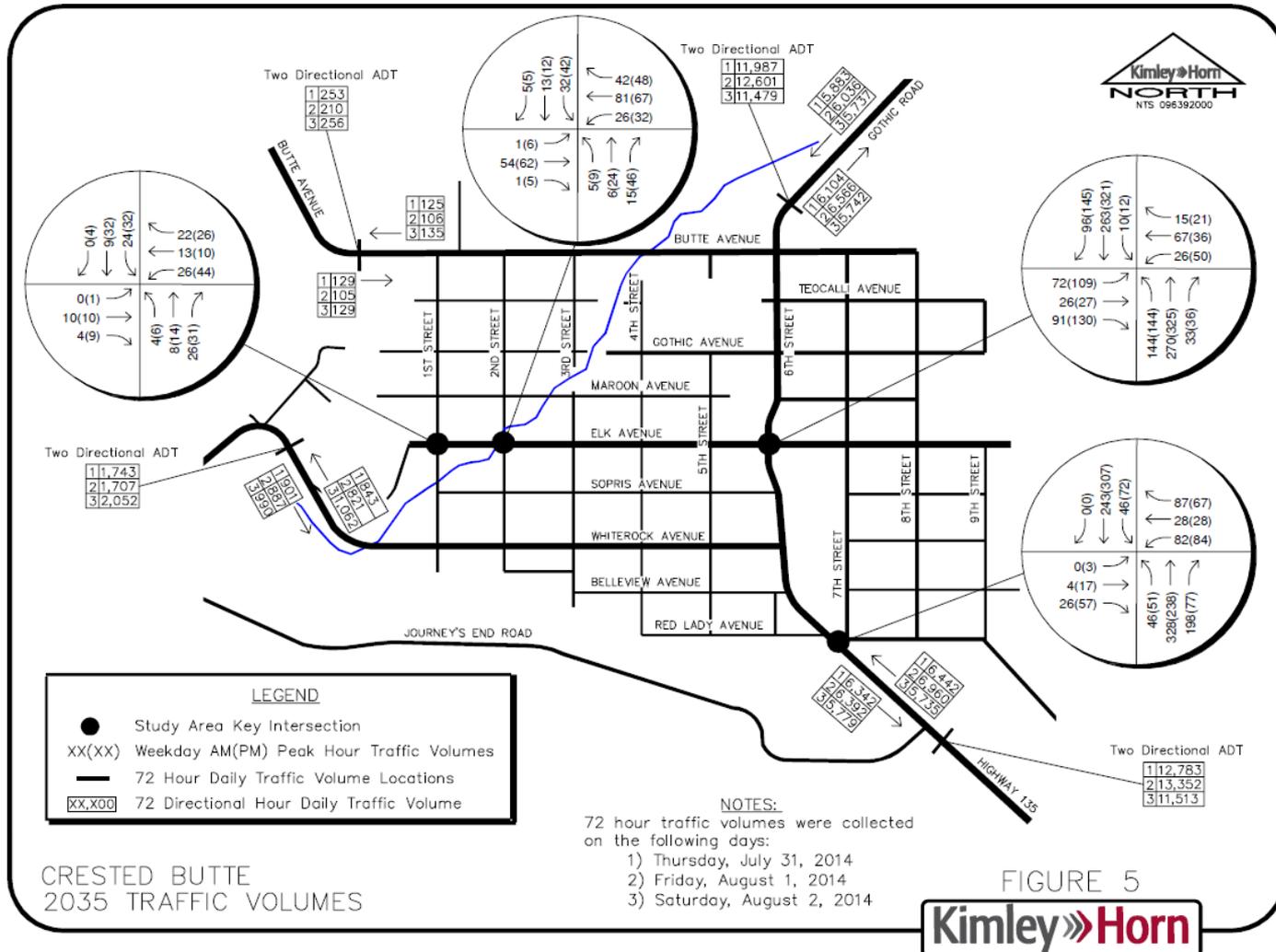


FIGURE 2

Traffic Analysis Current

- 2014 ADT +10,065 entering on SR 135
- 9,400 Trips Between CB and Mt. CB
- 1,372 two Trips from Kebler Pass
- 199 Two way Trips out to Peanut Lake
- Roadways handle current and projected traffic
- Intersections generally handle the volumes of vehicular traffic except:
 - LEFT TURN exiting Red Lady turning south has a poor level of service
 - SOUTHBOUND and NORTHBOUND traffic at the 4-way stop is beginning to experience delays

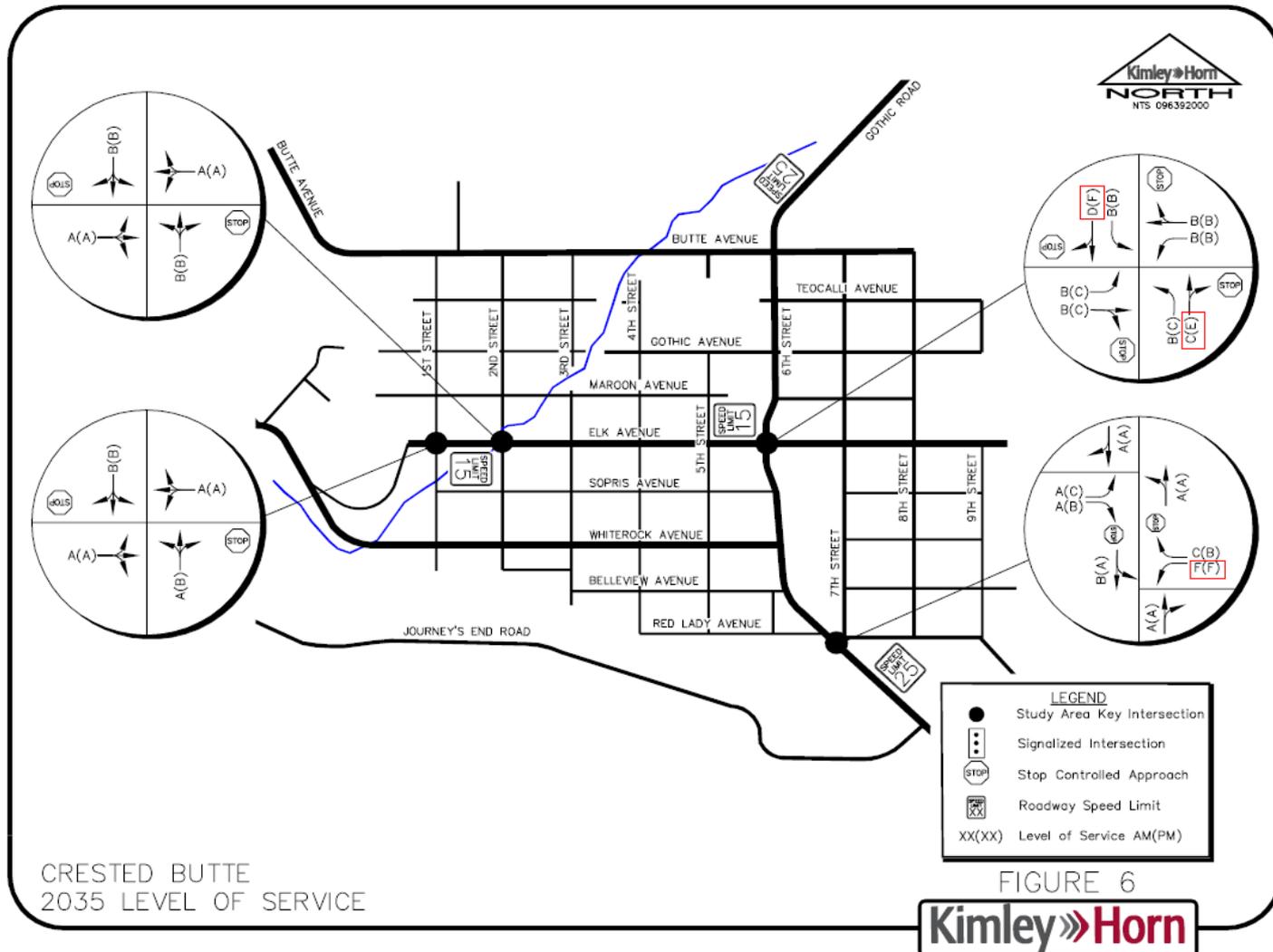
Traffic Volumes – year 2035



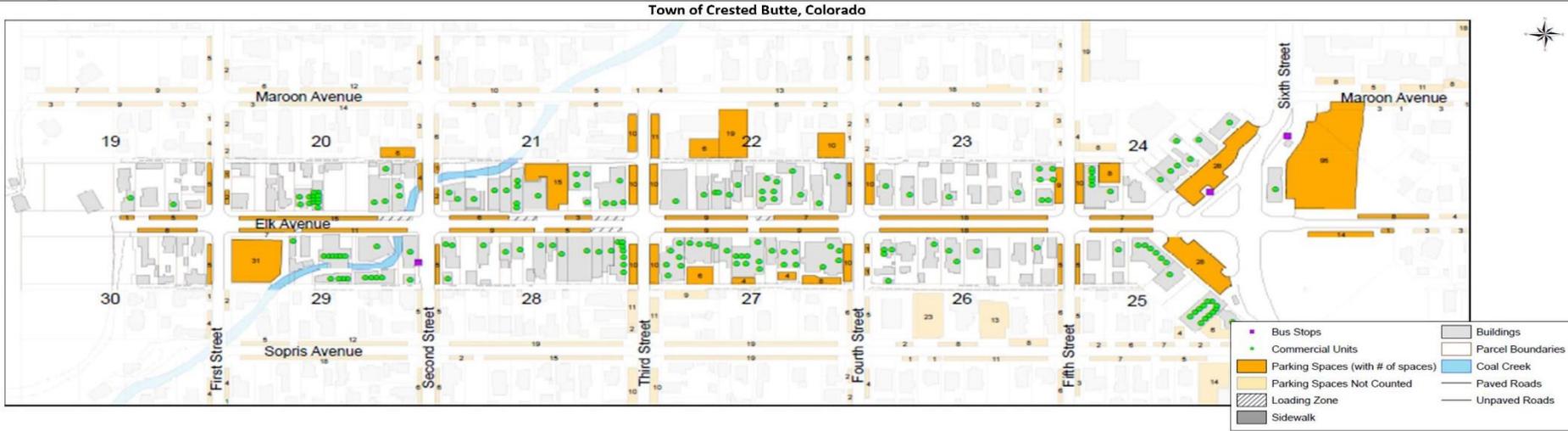
Traffic Analysis Projected 2035

- 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
 - ▣ Intersection Improvements will be required at both intersections in the next 10 years

2035 Projected Levels of Service



Parking Analysis Elk Avenue



Parking Demand Per Uses for Typical Weekday													
Total Sq. Ft.	Peak	Land Uses (sq. ft.)											
		Restuant*		General Retail**		Medical		Lodging		Office		Banks	
		Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.
	12:00 PM	49,362	54,593	6,598	7	24,394	6,313						
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													
Total Sq. Ft.	Peak	Land Uses (sq. ft.)											
		Restuant*		General Retail**		Medical		Lodging		Office		Banks	
		Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.
	12:00 PM	49,362	54,593	6,598	7	24,394	6,313						
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 Demand Weekday and Weekend
- ❑ Shortage of 232 on Weekdays
- ❑ Shortage of 403 on Weekends
- ❑ Think of Parking overflowing to Maroon & Sopris (470) spaces
- ❑ Other Factors- Locals Walking and Biking, Transit Ridership from Mt. CB, and less single occupancy ridership because of distance of trips may reduce results

Transportation Funding Mechanisms

- Highway User Tax Fund
- 1% Transportation Sales Tax
- Mill Levy Property Tax
- CDOT Funding
- Grants

Highway User Tax Fund

- Also known as the Gas Tax
- Generates Approximately \$47,000
- Incorporated into the Street fund and Pays for Street Maintenance and Snow Plowing

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
- Hopefully Sales Tax keeps pace with Transit Demand

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 be 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

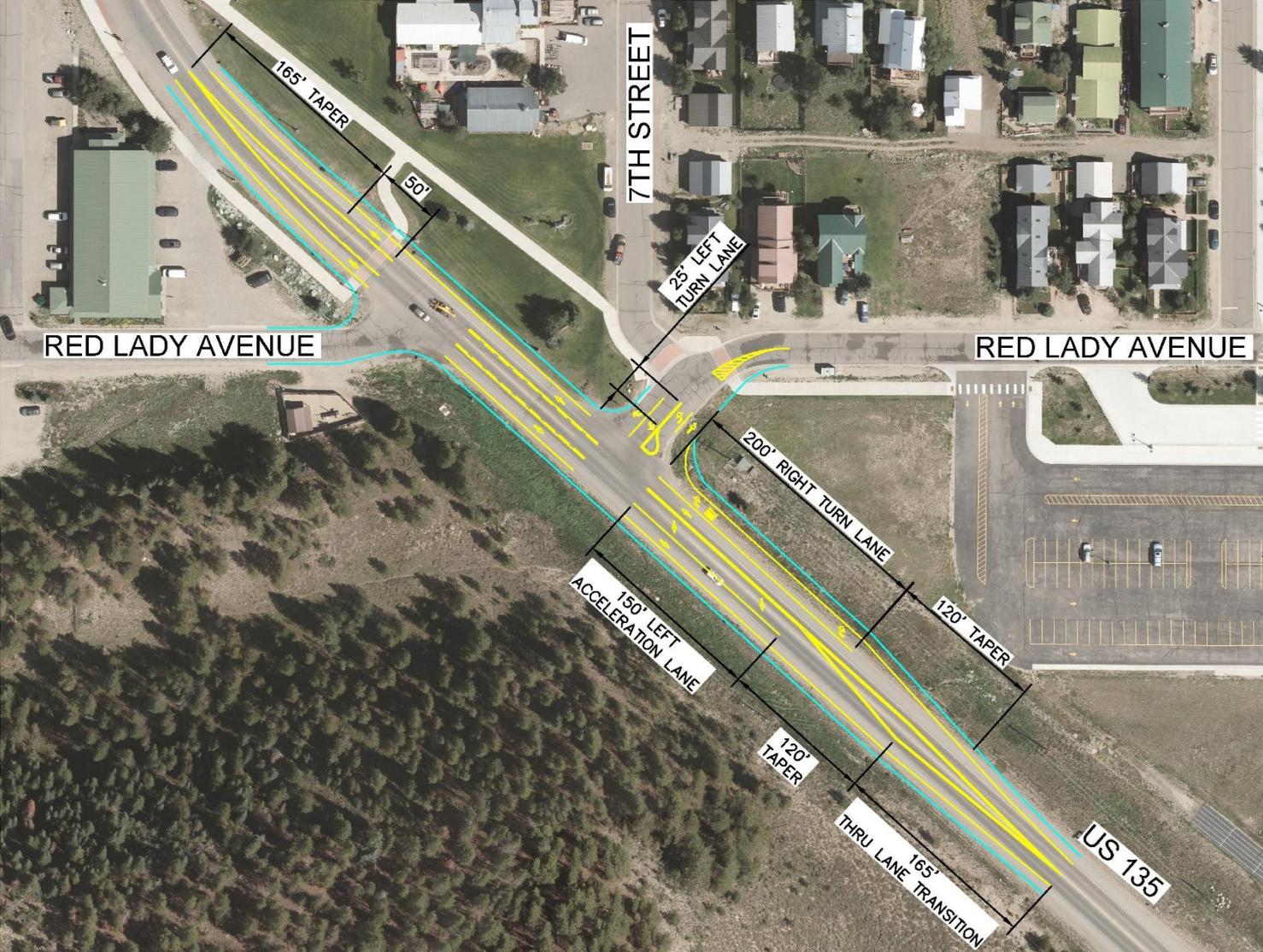
Possible Projects

- A List
 - ▣ Major Infrastructure Projects \$200,000+
- B List
 - ▣ \$50,000-\$200,000
- C List
 - ▣ >\$50,000
- Policies
 - ▣ Legislative Actions or Code Changes
 - ▣ May have Financial Operating Impacts

A List Projects \$200,000+

- ❑ Red Lady Intersection
- ❑ Road through Gravel Pit
- ❑ Direct Access to School
- ❑ Four-Way Improvements
- ❑ Parking Structure
- ❑ Paving 4-way Lot
- ❑ New sidewalks
- ❑ Completion of Perimeter Trail
- ❑ New sidewalks
- ❑ Bridge to NW Side of Town

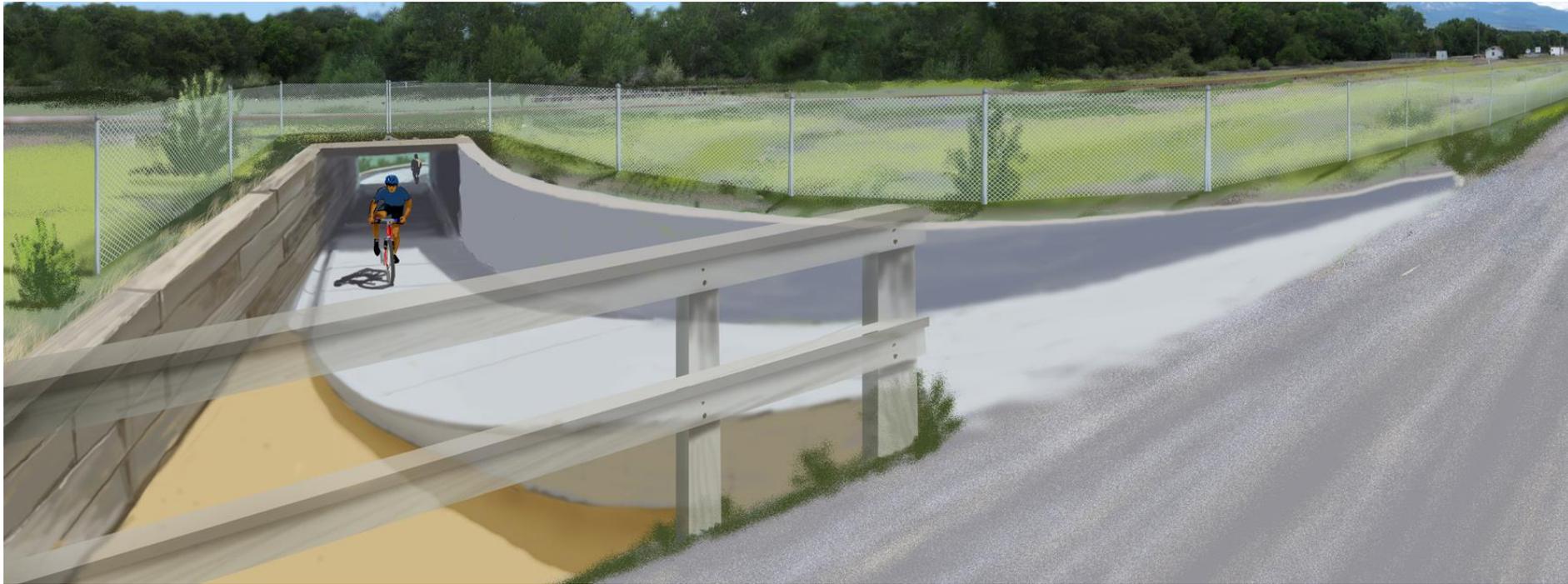
Red Lady Intersection



Red Lady Intersection



Red Lady Intersection



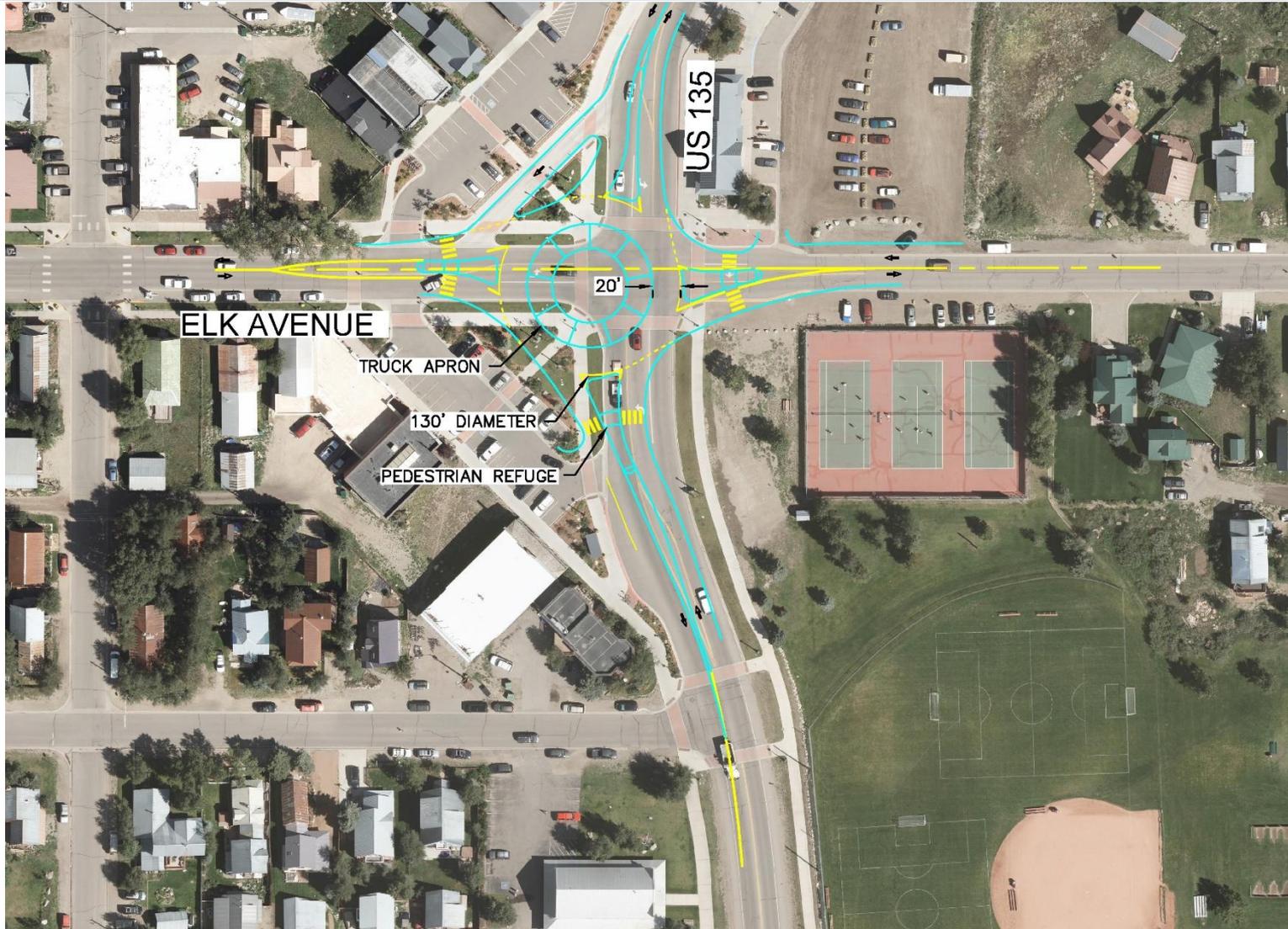
Gravel Pit Road



4-Way Intersection



4-Way Intersection



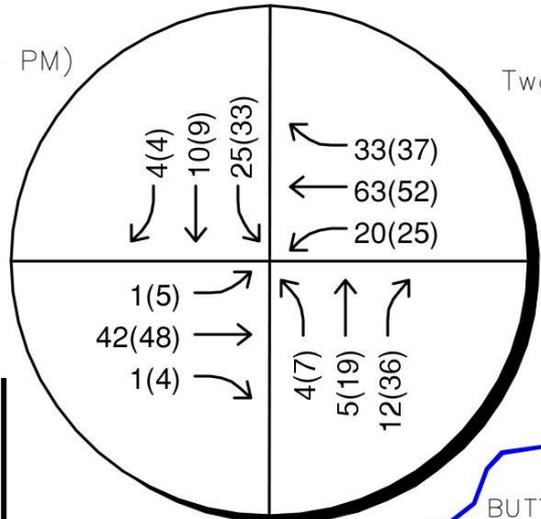
New Bridge to Northwest Side of Town



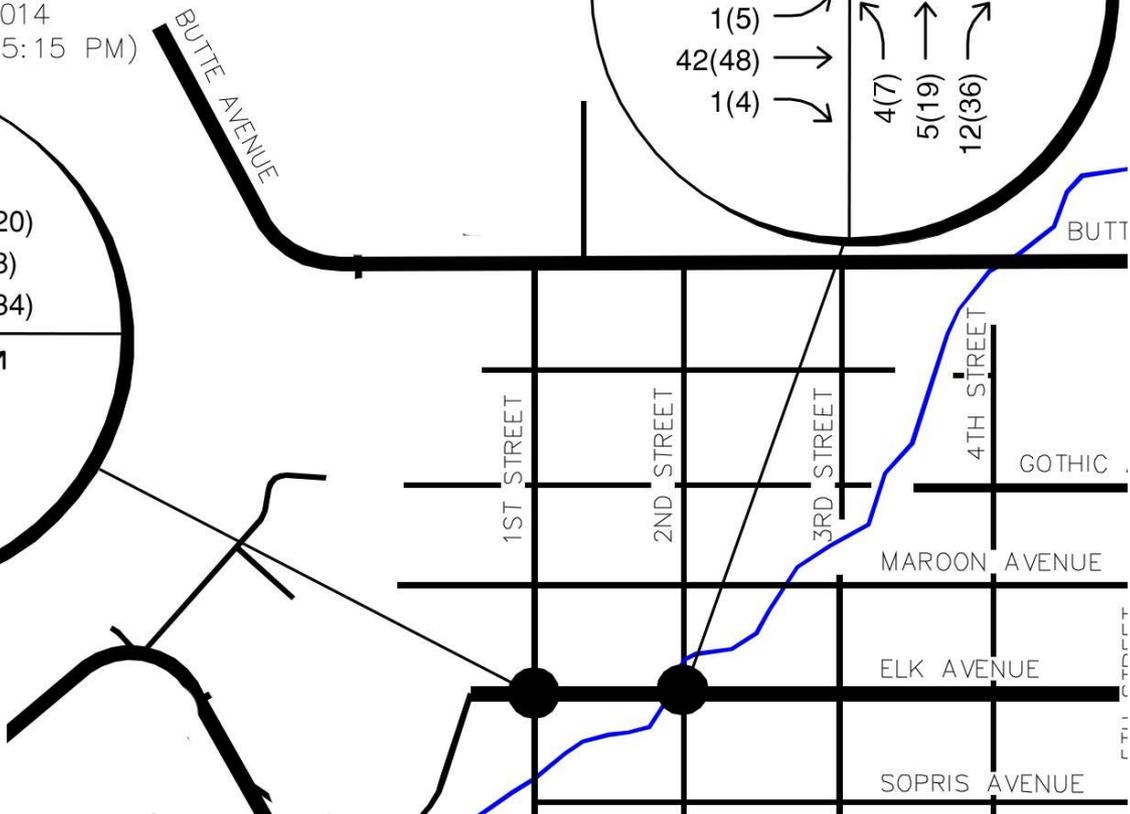
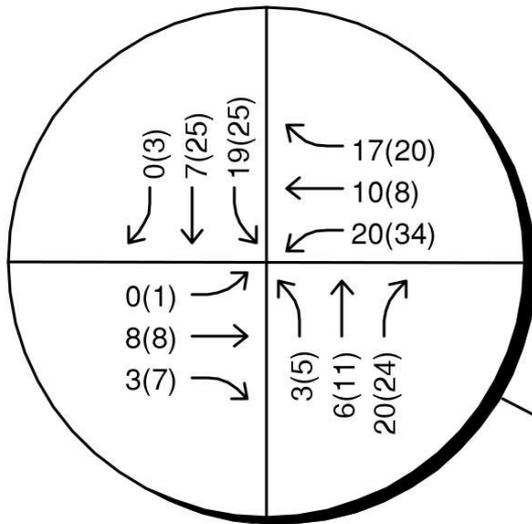
New Bridge to Northwest Side of Town

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

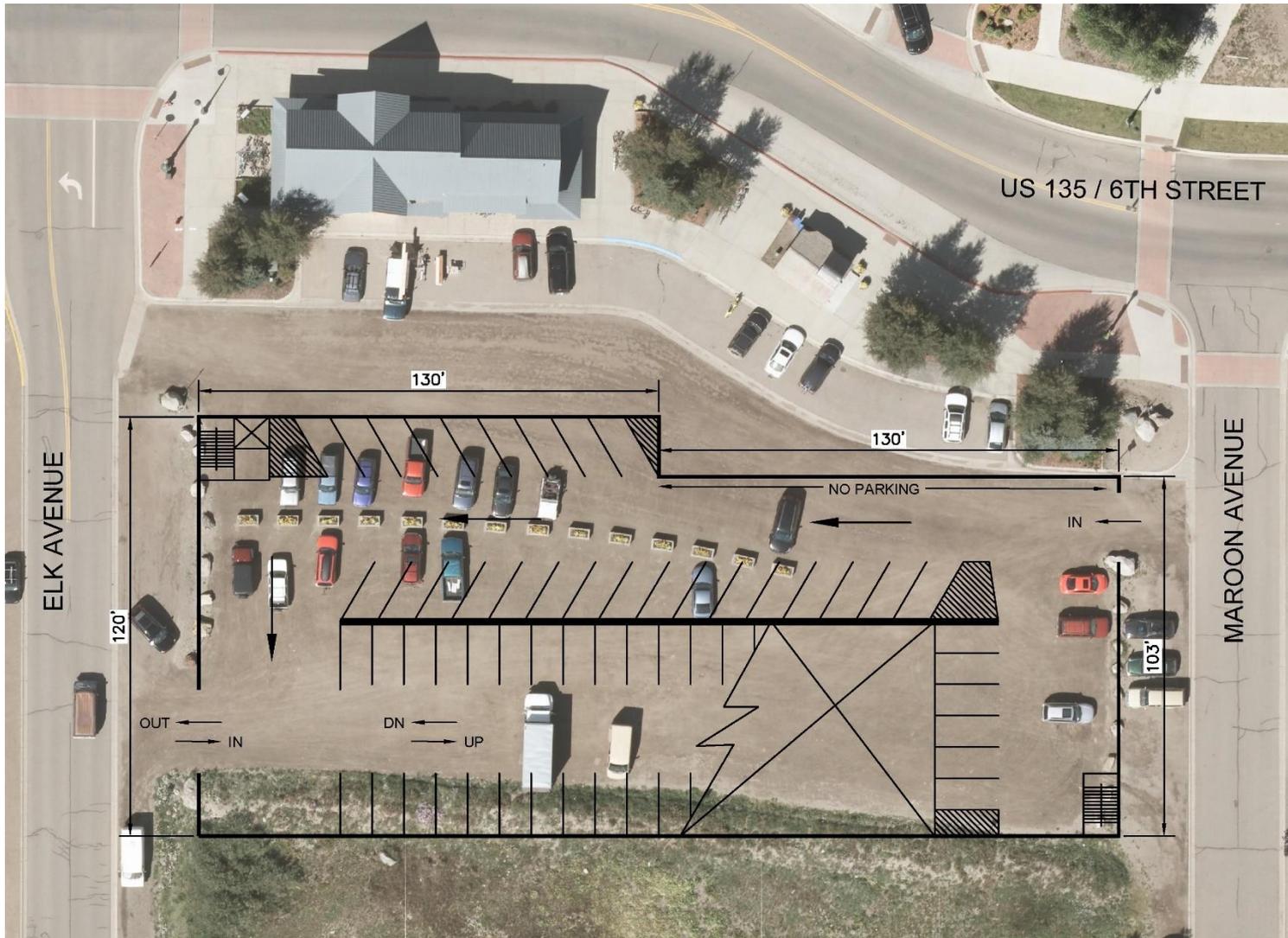
Twc



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



4-Way Parking



4-Way Parking



Other Parking Options



Transit Services

- ❑ Expand Bus Service to Crested Butte South
- ❑ Late Night Bus to Gunnison
- ❑ Continue Bus to Gothic
- ❑ Special Event Bus Service
- ❑ Regional Bus to Connect to Denver



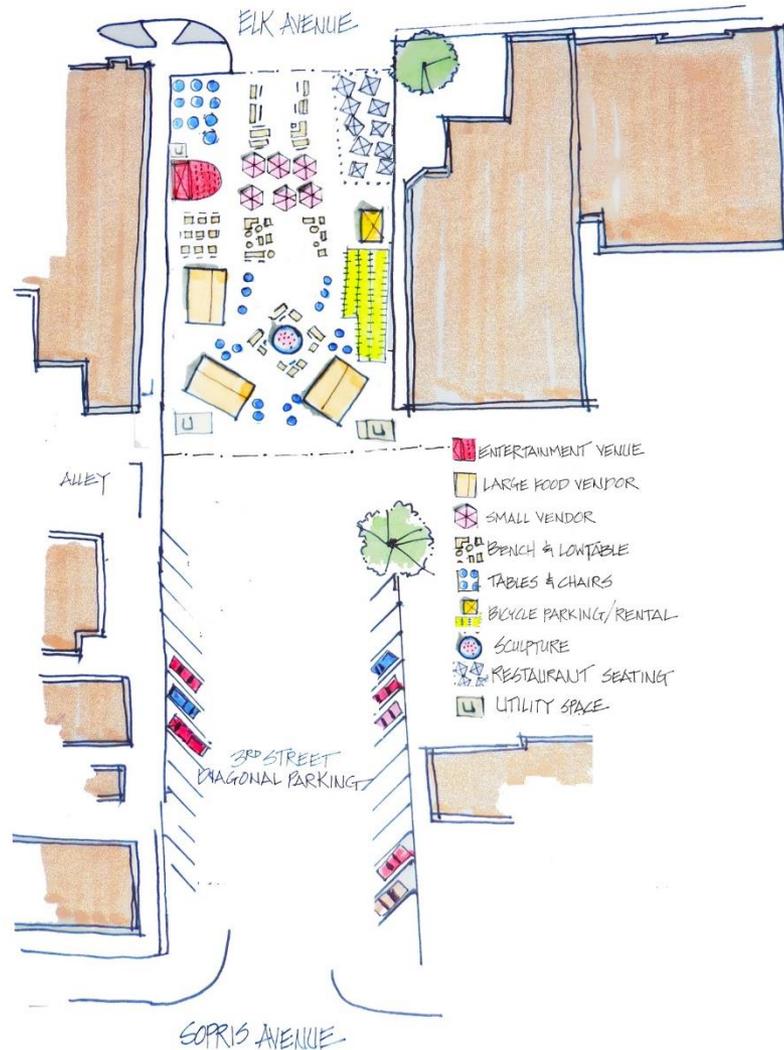
B List Projects \$50,000-\$200,000

- Improve 4-way Parking Lot and other Gravel Lots
- Wayfinding Signage
- Parking and Snow Storage Land Acquisitions on Under Utilized Parcels
- Continue to purchase snow removal equipment
- 3rd Street Summer Pedestrian Mall

3rd Street Pedestrian Mall

Temporary Street Closure - Public Space

A temporary furnishing solution for a public space



C List Projects <\$50,000

- 3rd Street Summer Pedestrian Mall
- Wayfinding Signage
- Parking and Snow Storage Land Acquisitions on Under Utilized Parcels
- Continue to purchase snow removal equipment
- Intercept Lot at School During Special Events

Policies

- Enforcement of speeding and stop signs
- Update Development codes
- Update Special Event Regulations
- Evaluate Parking fee in lieu Policies
- Update codes for bike parking with development
- Continue to maintain existing transportation infrastructure
- Partner with other municipalities for funding of projects
- Enforce winter parking regulations

Prioritizing Exercise

- Please the Major Prioritize Projects You Feel are most important for the Town to Pursue in the Next 20 Years
- Please keep in Mind the Town's Funding Options and the costs to Implement Future Projects

Next Steps

- Draft Plan will be presented to the Public After the Holidays
- Next Meeting Early January