



Community Feedback Summary

About the feedback period

Town Staff solicited community feedback on the Draft Transportation Mobility Plan (TMP) through an anonymous online survey, as well as a call for email comments, from October 31 – November 30, 2023. Survey questions asked for open ended feedback on the different components of the plan, ranging from the introduction, outreach process, mobility challenges, success measures, and implementation plan categories/actions. The Town received 28 survey responses and 4 comment emails.

The following survey summary includes all individual answers to the survey, organized by section of the TMP, as shown in the table of contents. Individual answers are grouped into theme categories within each question. Some survey responses were re-organized into the various components of the plan, for example feedback on an action item that was shared in the introduction question was moved to the implementation plan. All comment emails are additionally included at the end of this summary.

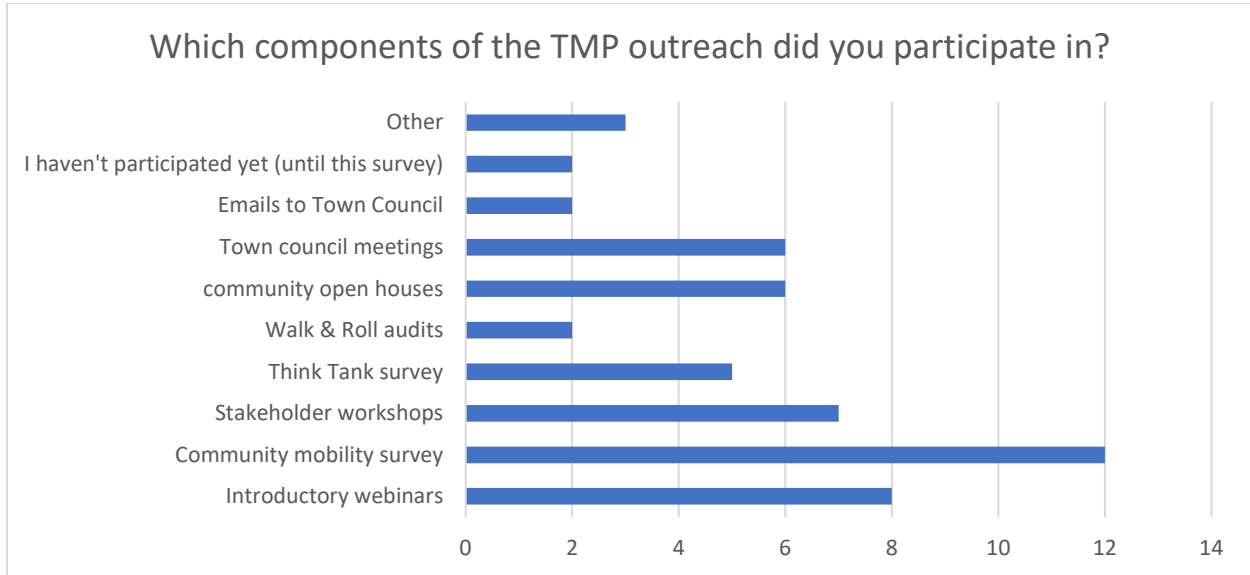
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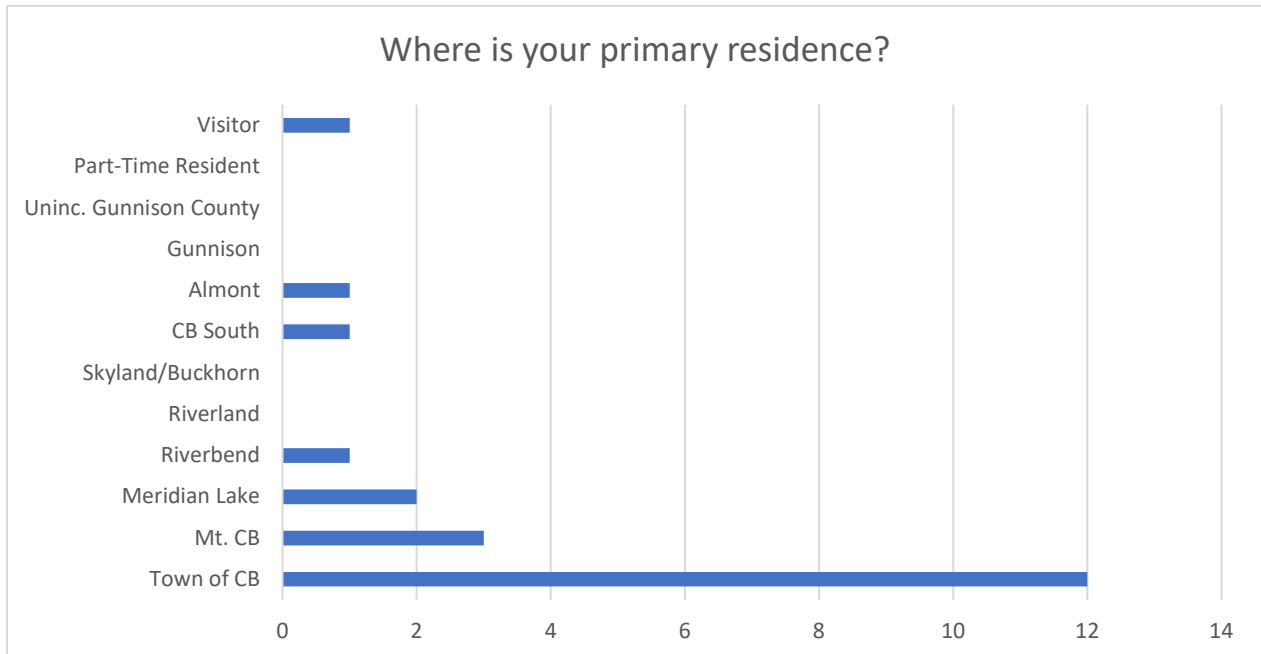
Survey Respondent Demographics

The Town received 28 survey responses, broken down by different demographics in this section. Demographic questions were asked to understand what parts of the community the Town was hearing from and what parts are not represented in this survey. Additionally demographic questions were asked to understand if different demographic categories, or different levels of engagement in the TMP process, influences their feedback regarding different components of the plan. The Town additionally received four comment letters via email, which are attached in the appendix.

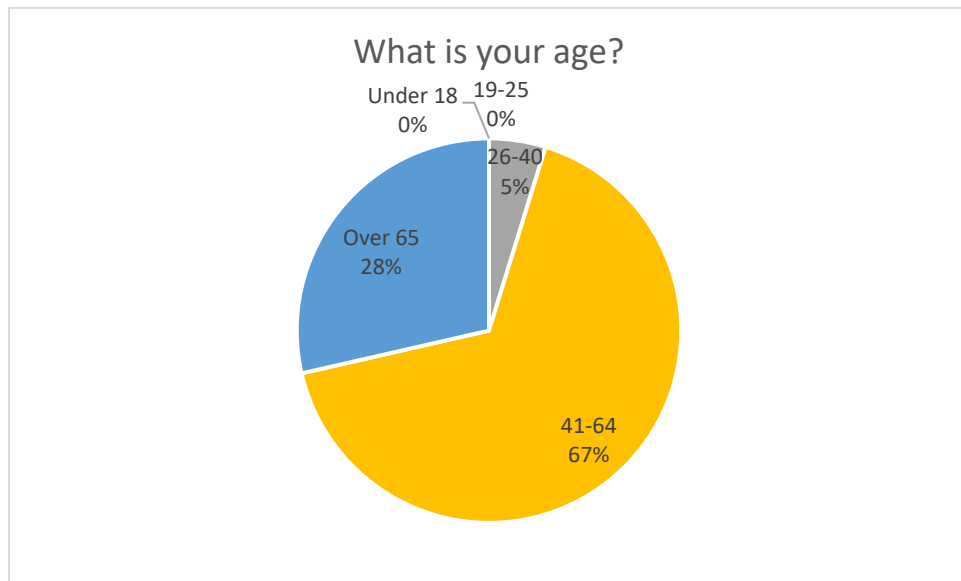
Which components of the TMP community outreach did respondents participate in?



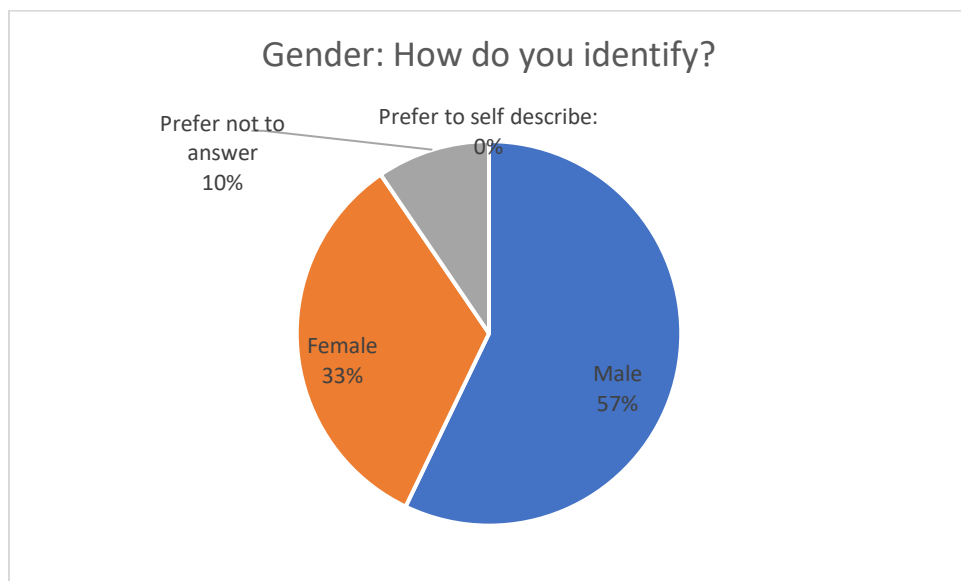
Where do respondents live?



What are the age demographics of respondents?



What are the gender demographics of respondents?



Are any respondents providing feedback as a representative of an organization?

One response was received on behalf of the Crested Butte Fire Protection District.

Introduction feedback

The survey asked: *Please share any feedback you have on the TMP introduction, which includes an overview of the plan, its goal, and process.*

Individual comments include:

Supportive of introduction

- I like the comprehensiveness of the plan, but think you are missing some environmental impacts of transportation like snow storage (not in wetlands) and management of growth.
- I think you've done a good job mapping the TMP plan to the Compass goals/strategies. I also think that a 22 year plan is a long time to plan out but the exercise is provocative. Doing a wait / see or revisit in 6-9 years is thoughtful - as who knows what might change.
- The intro is fine.
- Well written and thought out.
- The introduction is very helpful in providing history and context.
- Its a long and arduous process. Eliminating parking spaces won't change behavior IMO
- Just wanted to start by saying that I was very impressed with the overall structure and presentation of the plan. I know it took a ton of work to put together.
- Detailed and appreciated

Plan is too long or complicated

- Too complicated with too many options.
- Too long. Just bullet point on one page what is being suggested.

Other comments

- None
- The TMP doesn't go far enough and isn't bold enough to get the public energized.

Community engagement feedback

The survey asked: *Do you have any feedback on the community engagement process of the TMP? Please share any ideas on how the Town can better engage the community in future planning processes.*

Individual comments include:

Supportive of community outreach

- Nice job here.
- You've done a good job here.
- I think these surveys are great. Just take best ideas, make decisions and move forward.
- Engagement process was fine too. Everyone had an opportunity to weigh in.
- Thank you for the community engagement process thus far. I receive emails and links and feel informed of the process.
- I think the community compass is great, and could be more widely distributed so everyone has the opportunity to engage.

Suggestions or concerns about getting more people involved

- Have a stand-alone public hearing on the draft TMP before final decision.
- The plan and objectives need to be more far reaching and exciting to get the public involved.
- put up a sign at Ace hardware and Clarks- when they re-open. Everyone eventually gets to those places.
- Troy Russ has not listened to community comments
- Too many people are unaware of the survey and how they can impact change.
- I wish we could get more young people involved in the process. I'm a relatively young person (30) and I occasionally go to council meetings and rarely see people my age. I don't think this is a problem unique to CB in any way, but I also think CB probably has more young people than the average town and could benefit from more of them being involved in the process. I do appreciate that our council isn't all senior citizens :)

Other comments

- None
- No

Mobility challenges feedback

The survey asked: *Please share any feedback that you have on the five mobility challenges. Did the document misstate or miss any key transportation challenge facing the community?*

The five mobility challenges include:

1. Crested Butte is known to be a walkable and bikeable town, but growth in traffic and increased dependency on cars has eroded the pedestrian experience.
2. Some of Crested Butte's streets feel overwhelmed during peak times and traffic operations on Sixth Street are projected to fail by 2045, resulting in negative effects town wide.
1. Crested Butte has a perceived parking problem because everyone wants to park at the same place at the same time. While it is challenging to park in popular areas in the peak seasons, it's still convenient to park in town. The availability of parking encourages personal vehicle use over other modes of travel.
2. Crested Butte loves its local transit services, but the systems are limited in where they go and how frequently they travel, and not all of the transit facilities are convenient or comfortable for people of all ages and mobility levels.
3. Elk Avenue is the heart of Crested Butte but feels overwhelming to visit at times. The street is dominated by cars during busy times. How can Elk Avenue continue to be a place where everyone wants to be year-round and businesses can thrive?

Individual comments include:

Ped/Bike experience and winter safety

- The culture of appreciating townies on the is eroding a bit. Walking and riding must be prioritized. Can we better design/sign crosswalks so people use them?
- For me to walk more in town more attention needs to be on winter safety. Don't understand why sand is not used for second run on sidewalks and post office lot
- #1. Still very walkable, except when very icy.
- #1. Crested Butte WAS known to be a walkable and bikeable town - when a majority of homes were filled with workers and full-time residents. Pre-school teachers, servers, cops, shop employees (most everyone) rode bikes or walked to where they worked, dined, and congregated. When previous town councils refused to pass legislation that protected renters' and normal working peoples' ability to afford housing, many of us (myself included) were forced out of the Town of CB by out of the out of control cost of living. Fact - Town Government was asked by many full-time residents to pass legislation discouraging the process of the town's housing stock being converted to boutique mini-hotels and investment properties. They declined to act. As a result, a mass exodus of working people ensued. Today, many of us work within the Town of Crested Butte, but live outside of its boundaries. We drive to work and operate on margins of time so slim that driving ourselves is the only viable option. Now, the Town of CB has the audacity to create a system that discourages us from driving – citing “an increased dependency on cars that has eroded the pedestrian experience”. Why not be honest? The Town of CB and previous town councils created this issue and are now looking for ways to punish the lower income people who were forced out of town years earlier. Thanks guys!
- I live in Mt CB so I park at four way and then walk to errands most of the year. However, winter ice impedes walking for this senior so rarely take bus as have that treacherous walk to arts center or stores. No restrictions should be put on four way parking and buses need to pull into center

- #1 fails to capture the complete context and is disingenuous. The pedestrian experience is at least as eroded by the lack of pedestrian infrastructure (sidewalks on most streets) and lack of maintenance (particularly in winter) requiring that pedestrians and cyclists must interact with automobile traffic more than would be necessary if adequate infrastructure and maintenance were in place. Whatever this nonsense is about "rough edges," low carbon winter maintenance, or trashy street edges is actually making the problem worse and should be mentioned and addressed as part of the plan. There is a reason traditional (aka proven) street design includes cars parked outside the curb, landscape buffers and sidewalks. These features do not impede maintenance, make for a safer and more pleasant pedestrian environment, and improve overall curb appeal of the town. See Elk Avenue as an example.

Parking

- I am all for making parking hard to find encouraging other methods of transportation but for the few who live AND work in town the need for street parking is essential. I only live in CB in the winters but I hardly use my car. Maybe twice a month. I think we need to overhaul the winter parking regulations so people who do not use their cars all winter don't have to move them every night. Maybe a lot for long term winter parking? Maybe a system similar to Minneapolis' system where you are only required to park on certain portions of the street when it snows hard or there is snow removal operation
- #3 Parking important for retail, tourists and people with mobility challenges.
- I don't think the availability of parking encourages vehicle use. I don't think it's realistic to change people's driving behavior. Better to focus on parking lots at edge of town with shuttles, public bikes, walkways into the downtown Elk Avenue zone.
- I agree generally with all five of these challenges. The only issue I might disagree with me is saying that "While it is challenging to park in popular areas in the peak seasons, it's still convenient to park in town." Even during the off-season I frequently struggle to find parking when going to the post office, even though it's not as bad as it was a year or two ago. Hopefully the eventual relocation of the post office will help with that. There are also many times over the summer weekends that I struggle to find parking when going out to eat. With that said, I would really like to see an emphasis on making Elk as pedestrian friendly as possible and love the idea of closing it to cars occasionally (or even frequently!). Though I no longer live right in town(I live in Wildbird now) my favorite part of CB is being able to ride my bike to town and not NEED my car. I hope we can continue to prioritize bike-ability and walk-ability as a community, while also providing some form of parking. I'm conflicted because as someone who lived IN town, it's easy to hate on all cars and want the town to be as walkable and bikeable as possible. But now as someone who lives a couple miles outside of town, I've realized how annoying it can be to find parking.
- I don't believe The availability of parking encourages personal vehicle use over other modes of travel. I believe that most people in the valley come into town in their cars because they NEED to.

Transit

- Mountain Express and RTA bus service both function well and on schedule.
- I think the local transit services are fine and not as limiting as suggested. With the exception of getting on/off with ski boots. And perhaps for those with mobility related issues.
- I generally agree with all of the above except #4 I cannot speak to since I only take the bus occasionally although I love the bus and believe that the bus can probably be leveraged to reduce traffic in town. I also think the bus should have an airport stop but I don't think that is your concern
- Local transit is adequate as is. Bus schedules and routes are easily accessible by walking or rolling. People here are not average Americans, and so the 500' standard is too limiting. We are a mobile bunch.

Elk Avenue

- 5. I've officed on Elk Avenue for 47 years. I'd describe peak times as "vibrant," not "overwhelmed." It means people are enjoying Crested Butte.
- During busy time, Elk Avenue is dominated by cars, pedestrians and bicyclists, not just cars. The flower boxes and outdoor dining add to the confusion during peak times.

Seasonality

- #2. Peak times are infrequent and brief
- It is a mistake to focus heavily on problems when there are lots of tourists. There will always be an impact during that time which is impossible to overcome. Don't reinvent CB just for tourists.
- It should be acknowledged that CB has an enviable transportation environment. It has few auto incidents, a high level of pedestrian and bike use, an efficient transit system. If there are areas or places where congestion is a problem it is important to ask how often does this problem occur? Is it of such a limited duration that it is not really a concern? Can the issue be mitigated with temporary measures such as traffic control personnel? Part of the problem with Elk Avenue is that much of the public space has been ceded to private businesses at the expense of the public.

Enforcement

- Missed traffic laws enforcement & education Missed involving Bicycle Colorado

Other comments

- I think it holds accurate info
- no

Success measures feedback

The survey asked: *Please share any feedback that you have on the six success measures. Did the document get right, misstate, or miss on the proposed success measures?*

The six success measures include:

1. Increase mobility choices and improve people's mobility experiences.
2. Reduce vehicle traffic and single occupancy vehicle use within the Town.
3. Ensure traffic moves slowly with nothing faster than 15 mph.
4. Strengthen our sense of community and our connections to each other.
5. Keep our rough edges and polish only when necessary.
6. Test and tailor solutions when and where we can to ensure we achieve the result we want.

Individual comments include:

General success measure feedback

- I agree with the first, third, fifth and sixth bullet points. As I wrote in my November 16, 2023 comments, I recommend a four-way stop and Elk and Third.
- Generally agree with all of that but it will ultimately be the specific plan which people will embrace/be critical of.
- Yes
- These changes will change the character of the town. 1, 3, 4, 5 already exist. 2 is unrealistic and would have negative consequences.

Ped/Bike friendliness

- I would like the focus more on pedestrian and bike friendly solutions. Keeping cars out of downtown is a great idea for those who can walk, for elders and disability the third street parking really helps them get to the location to meet others.
- we need to have more emphasis on biking. The more people that bike to town or around town the less cars will be used. Maybe subsidize e-bikes for downtown employees

Reducing vehicle traffic

- I think reducing vehicle traffic and single occupancy use is unrealistic. Instead of reducing, it will be important to direct that traffic better. For example using lots at the edge of town and providing shuttles to Elk as an option. This could happen in many locations: Brush Creek, current school lot, Center for Arts old building could be demolished and replaced with parking. Any vacant land at edges could be used for remote parking.
- I love these success measures but as a single person you can't discriminate against people who are in their cars alone.

Going slow

- 15 mph is very slow, 20 mph is more realistic speed limit Increase pedestrian and bike friendly infrastructure since this is what we want to be know for. Whatever it may be spend money on this instead of reducing parking spots. Could include more sidewalks on one side of the street, bike routes Increase wheelchair mobility around town
- Cars need to have brakes on for 15 mph. 20mph is more realistic. Add success measure about pedestrian and bike mobility, disability and elders as well.

Community connections

- We could strengthen our sense of community by not requiring a citizens to ile complaint. Citizen complaint should be required for only extreme cases. This policy is the opposite of'strengthening our sense of community" A baseline enforcement should be the marshal's job
- Right now, we connect everywhere we go. Our sense of community/connections will be best served when we get a new post office. I'm all in for keeping our rough edges, remembering we are a mountain town.

Rough Edges

- Yes. High priority needs to go to keeping our rough edges.
- Again with this rough edges nonsense. Design pedestrian friendly streets, provide pedestrian infrastructure that doesn't require walking in the streets and maintain public rights of way and sidewalks so pedestrians have a safe way to travel year round!
- These all seem solid to me, though I would hate to see "Keep our rough edges and polish only when necessary." used as an argument against any big improvements/projects (like the roundabout)
- Looks pretty right on. I'd like to elaborate on the fifth point. Crested Butte is a national historic district. That means that we need to protect the sense of place, scale and built environment. Change for change sake is not desirable. Be very careful about implementing changes that alter the historic fabric.

Other success measure ideas

- you missed it .WE need more parking at visitor center/transit center.People can easily get to downtown,Mt CB,CB south ,and Gunnison.The visitor center/transit center is the central hup. Move tennis courts for more parking.Do it!!!
- Please add "Prioritize the needs of full-time residents and essential workers" of the Gunnison Valley.
- Prioritize carpools, Tolls for single rider vehicles
- The success metrics needs to include A) no cars on Elk and b) e-bike rental racks throughout town.

Other comments

- Bozar needs to quit approving the polished in-town mini mansions that are being built. The first couple had "character" and now they all are cookie cutter monstrosities.
- No

Implementation plan feedback

The survey asked for specific feedback on implementation plan proposed actions, based on each category.

Individual feedback includes:

Maintenance Improvements

Snow plowing and storage

- Snowplowing impacts locals' lives, positively and negatively. Work on removing berms regularly.
- Better snow storage so it doesn't take up parking
- Plowing down to concrete and blacktop like Mt CB does.

Alleys

- There is no suggestion of paving alleys and I hope it stays that way. I appreciate the Historic Preservation Planning efforts to take a close look at alley character.

Funding

- Plan how to fund public works to maintain.

Corridor planning, design, and implementation

Sixth Street

- Why are so many kids dropped/picked up at school (by private vehicles) Does the bus need to be more convenient?
- Traffic circles and roundabouts are proven worldwide and in the Colorado mountains. Build them.
- If a roundabout is chosen for the Red Lady intersection, it should absolutely have yellow blinking lights for pedestrians (either motion triggered, or triggered by users). I have used the roundabout in Carbondale extensively, it has these, and it really helps pedestrians safety.
- Not nuts about roundabout, but if we must, let's design in a Butte-friendly way.
- Improving traffic flow means greater numbers of people coming in? So what does that solve, nothing. It will just change the character of the town.
- Like the round about at school. There is no need for a round about at Kebler (shown in a previous presentation to Council).
- It is difficult to affect the layout of density in the corridor. Continue to encourage density near density. The County has done a poor job of locating density and of mitigating the impacts of that density. Mt. Crested Butte is the major player in through traffic in Town and should be part of the solution.
- Roundabout at 6th & Red Lady should not be the defacto solution. CB is unique and different from other ski resorts. What plan could accomplish our goals while not turning us into Vail or Breck?
- Bus priority at intersections or carpool lanes

Elk Avenue

- Permanent outdoor seating for restaurants would be very good.
- Make Elk Ave pedestrian bike & bus only.

- When you evaluate the cost aspect of heating elk avenue, don't forget to evaluate environmental issues.
- Elk Ave MUST be closed to cars. It need to be a year round pedestrian zone like so many other tourist destinations. The current 4-way visitor center, parking lot and tennis courts need to be removed and re placed with an large underground/multi-story parking garage with some ground level shops. Plenty of e-bike townie rentals to better access the pedestrian only Elk Ave.
- Corridor planning for Elk will be tricky to make sidewalks uniform while also maintaining funky character/vibe of town.
- Love blocking car access down ELK street. Might be an issue as long as the POfice stays where it is. Not sure if we are moving that or not, given the new USPS ruling that they won't pay for the new location. Or perhaps I'm incorrect.
- Feedback on "TMP 2.C: Elk Ave Streetscape Plan": we live full-time on Elk Ave and are concerned about the proposed hardscape between 4th & 6th, and would like to strongly advocate for maintaining green space—native, drought resistant grasses. As we are getting hotter summers, adding more hardscape only contributes to the heat. So many locals and visitors (especially children and dogs!) take refuge from the concrete sidewalks to walk, play, and relax on the grass (except for this year when it became a dirt-scape...), and the swath of green just seems to cool the whole block off. The grass also helps absorb the deluge rains when they come—with the present mix of dirt and sidewalk, it was a flood when it poured this summer. The greenscape (even if narrowed) is such a welcome to visitors & residents walking into town from the bus or the town parking lot, up Elk from 6th to 4th street, before it becomes brick & cement hardscape. It would be great to figure out how to keep the green space while conserving water. I agree that the sidewalks need to be wider and smoother for those with mobility challenges and anyone in a wheelchair or stroller, but I believe we can do that and still keep some grass/greenscape.

Other comments

- From the TMP, I don't get a sense of what this Corridor Planning is all about.

Traffic calming and pedestrian connectivity

Traffic calming

- The flower boxes are perfect, but unfortunately not enough. There are still too many people speeding through local neighborhoods. Dedicate more funds to traffic furniture and prioritize the older local neighborhoods that have the most traffic. Improve the intersection, slow traffic at the woods walk trailhead.
- Get rid of the flower boxes, they cause accidents.
- Traffic calming is annoying but effective and should be a tool. Seems that some of the pedestrian issue are on 3rd Street and Bellevue. Consider adding a sidewalk from Maroon to Bellevue and then down Bellevue. Third Street is approachable because it is an 80 foot ROW unlike most streets.
- Additional stop signs or traffic calming devices are not needed, we have enough.
- Traffic calming is necessary; so is enforcement of speed limits. Pedestrians are already well-connected.
- Bike lanes, get rid of flower boxes
- Not a big fan of the planters on Whiterock. Do not feel they are effective
- Traffic calming boxes are a hazard to traffic and bicyclists. They amount to a dangerous condition of public property and have already killed one bicyclist. Pedestrian bridges over coal creek are interesting and worth exploring.

- Your most effective traffic calming too would be on-street parking if it were allowed on side streets. Instead we mess around with silly chicanes...

Sidewalks and trails

- not much about pedestrian and bike friendly infrastructure. Great to see perimeter trail by Prost.
- Like the idea of a path to the cemetery.
- The idea of a trail around perimeter is town is great goal for pedestrian/ bike use.
- More bike friendly service, two way bike traffic everywhere, maybe one ways for car
- More sidewalks are important too. Start figuring out how to allow on-street parking on side streets to provide a safety buffer, not an obstacle, for pedestrians.

Other comments

- Consult Bicycle Colorado

Parking

Parking management

- Consider allowing handicap to park for 3 hours instead of 2. This is not a wheel chair friendly town an it takes time to get about.
- Making it difficult to park within town disproportionally affects lower income working people.
- Not in favor of parking permits. Better to provide more parking options. Leave the alleys alone, scrap "Update parking arrangements." If needed around Elk, make it 2-hour parking (except for residents) instead of current parking permits. Keep it simple.
- End the parking permit program.
- I believe CB should NOT institute paid parking.
- Paid parking for visitors.
- As it turns out privately owned automobiles don't have an absolute right to be left on the the public right of way for free. Consider charging for the privilege and maybe we can have more sidewalks and get rid of the gravel that ruins the curb appeal of everyone's front yard.
- Charge visitors for parking - not local.

Need for parking

- While we'd like to deny it cars are a fact of life. There are several components [locals, tourists, and second home owners]. Limiting the use of each might take a different strategy. Will limiting the number spaces in the core discourage auto use or only encourage driving around?
- For those of us who live out of town or work construction, it is necessary to drive for supplies.

Designated parking areas

- Keep third st. parking for elders, disability during busy times, others other times.
- simple solution. more parking at visitor center/transit center at the 4 way, move tennis courts for more parking, hello. A multi-level parking garage by visitor center would also allow more parking , this all invites people to park and easily walk into town or catch public transportation. Please do this!!! Also, do not change parking on 3rd St to parallel parking. That removes so many valuable spaces. Makes NO sense.

- Move tennis courts, parking garage by visitor center. This will make it easier to access town and the mountain. Everything else you talk about is BS
- Parking lots at the edges of town with shuttle service/ public bikes would be helpful. We often park at school and walk to town for events. More locations like this could help with Elk Ave congestion.
- more parking at transit center, move tennis courts

Transit

Schedule/Frequency

- Year round schedule service without change in season.
- Buses need to start earlier if you want workers to use it.

Mountain Express Route

- Need bus stops at Center for Arts, Mountain Earth, Post Office if cannot put more money towards making walking safe in winter
- The big loop around town using 8th street will make the bus ride too long.
- On the shelf - Town could run pilots for the circulator bus summer or winter 2024 to see if it makes sense.
- Re Transit - I think the current system is fine. The last thing we want is to run buses down Red Lady! This street is already packed with school traffic AND snow removal hauling trucks headed to Deli Trail snow easement!
- PLEASE, do not run buses down Red Lady! Big mistake, see answer above - school traffic and snow hauling trucks up and down all day long! We don't need more traffic with buses. Today we have no problem walking over to Clarks to catch the bus.
- Mtn. Express route is fine as is. Don't propose adding to the length of a bus ride.
- I feel that people in town should be able to walk a few blocks to get on a bus. Current bus route is good and could expand a little. Since Butte Ave. or Teocalli Ave does not go over the river, that area has shown they do not want traffic and definitely can walk to Elk or Maroon st.(if rerouted slightly). On demand on Mt. CB trail, could be expanded to Meridian Lake and Glacier Lily if successful.
- The transit situation is good and will evolve with time. Eventually a town circulator will evolve and facilities for this should be considered.

Bike or car shares

- might want to introduce bikes that people can use, ride wherever, drop off, and have a service that picks them up where they are. A Bike Share like B-Cycle in Boulder. LOVE a consistent 15mph speed throughout ALL of town, INCLUDING ON THE WAY OUT, and up the hill towards Gunnison. People go way too fast here and the noise and exhaust is unacceptable. Also, you haven't discussed how you will actually 'measure' your results.
- The valley has done well with transit. I am not in favor of car sharing (more cars??)

Bike storage

- Shared Mobility hub - cost \$1M - perhaps others were not thinking of something so large scale. More like a A shelter that is not heated like a small shed or just cover with a rental fee to leave bike over nights....)
- Bike racks are going to be huge for all valley busses. Bike racks that can load all types of bikes and lots of them will help in summer AND winter. I have a hard time relying on the RTA to be equipped with a bike rack if I want to go to Gunnison in the winter and bring my bike to get around town.

Outlying areas

- shuttles from remote parking and not currently serviced neighborhoods (like Riverbend, Brush Creek and Buckhorn) would be helpful.
- Meridian Lake neighborhood. During the summer, Washington Gulch Road becomes very busy, and in winter, it can be treacherous. Residents sometimes cannot leave their homes to go to work if the snowplow service comes late, or if they experience vehicle breakdowns. Implementing a bus service, whether it be on-demand or at regular hourly intervals, would significantly assist the people living here, especially during the winter months. Additionally, in summer, parking at Long Lake is exceedingly congested on both sides. Providing a shuttle service from town to the trailhead could alleviate this parking issue.

Transit experience

- elevate the bus experience so wealthy people stop driving.

Funding

- No proposed action would be cost-effective.

Other comments

- Yes, some improvements are in order as described in the plan.

Regulatory Changes

Alleys

- Please, protect our Alleys, keep them rough, narrow, and only available for walking, biking or skiing. Turning alleys into streets will be a true loss for the community.
- The alleys need to remain untouched and a way for locals to ride or walk away from traffic.
- Alley parking is not practical as the primary alternative, particularly in the winter. Continue to encourage affordable housing and place workers near their place of work.
- One-car internal garages should be allowed to face streets. Streets are for cars; alleys are for people, privacy, and pets. Head-in parking should be allowed in residential areas as well.
- Please do not push residential parking into the alleys.

Infill

- It seems well documented that parking requirements and single family zoning are problematic. Take notice and respond before the Governor and/or the legislature does it for you.
- Strategic Infill plan - updating BOZAR for high density housing great idea. Love apartment buildings for elders, and everyone, we live in nature here, apartment buildings would be fantastic since we don't have land.

Other general feedback or questions

The survey asked *“do you have any other general feedback or questions regarding the Draft TMP?”*

Individual responses include:

- Thank you for all the time and effort in completing this phase of the transportation plan. The plan is beautifully presented. I appreciate everyone's hard work and how much you all care about Crested Butte, its people, and its character.
- Go bigger and be inspirational!
- Not aggressive enough and too long of time frame.
- The second a traffic light is installed in town I am out. Honestly, since I don't drive a personal vehicle when I live in CB as a seasonal worker I love seeing traffic back ups in town because I can walk or bike faster than the cars. I think if infrastructure keeps a bottleneck on how many personal vehicles can get through town that's a good way of encouraging people to take the bus, bike, walk or carpool. As soon as you improve traffic flow people will continue to drive their SOV to work/play.
- Re Red Lady and 6th street, I know the neighborhood has mixed feelings regarding a turnabout vs a higher stop / intersection. I think the turnabout will reflect better traffic flow.
- More parking at transit, move tennis courts. Figure it out!
- It's generally a good plan, though could add to the gentrification of Crested Butte. I'm not a fan of woonerf. Our town prides itself on our historic district and ambiance. Woonerf would add polish we don't need. Third St. is fine as is.
- Again, please remember who and what created many of the problems highlighted in the TMP. It certainly is not the people who are being targeted by the proposed solutions. Keep in mind that we are one valley, not just an island of privileged Town residents surrounded by people who are obsessed with driving their cars.
- Prioritize locals commuting not visitors vacationing.
- Please keep in mind not all of us are blessed with living in town and need to ride in for work or play. The four way has been a meeting place to drop cars and carpool and must remain available
- Ensure groups like the Crested Butte Land Trust continue to get funding for open space. Recent growth is overwhelming our natural areas.

Individual Email Comments

Jerry & Joni Lund

If Crested Butte is the “Bicycle Capital of Colorado”, shouldn’t we strive to be a model for bicycle usage and safety? My input addresses three areas including:

1. enforcement of laws in the town
2. long-term parking solution
3. snowbanks.

Laws for vehicle traffic are in place to delineate the rights of way and traffic patterns for a safer environment for all. This relies on knowledge and enforcement of the law so pedestrians, cyclist, and motorists have a baseline expectation for behavior on the road. I do not see any mention of car/bicycle/pedestrian “rights of way and law” enforcement/education programs. My personal experience with the Town Marshall staff is that “bicycles rule”. There is no enforcement of bicycle laws. Colorado Revised Statutes Title 42. Vehicles and Traffic 42-4-1412. Operation of Bicycles, electric scooters, and other human-powered Vehicles is the new revised statute regarding bicycle laws and rights of way. Shouldn’t enforcement be a part of the “safety” part of the mobility plan. It seems it should be a guidepost in achieving the goals of this plan.

Has anyone contacted Bicycle Colorado <https://www.bicyclecolorado.org> This organization is a resource that should be utilized about everything bicycle. Not involving them and their expertise would be a misstep. They have resources designed to address many of our issues. I’m sure I’m not the only one in town to encounter someone riding a bicycle on the sidewalk, or a cyclist in a hoodie darting into traffic at dusk with no lights. It would be interesting to see how many tickets, or education stops the marshal’s office have had for bicyclists. In my experience the marshals are not educated in bicycle laws and make no attempt to enforce them. Like many laws in town, the Marshall has been given a “pass” on enforcing many laws unless there is a citizen complaint. The town should direct the marshal’s office to develop a plan for vehicle/bicycle/pedestrian rights of way enforcement and education for the community. Let’s make laws enforcement the Marshall’s job and ask the Marshall to prepare an enforcement model for the Mobility plan. An initiative in the plan for laws enforcement and education initiative through the Town Marshall should be added to the plan. This could have a positive impact on the plan’s safety for pedestrians and two-wheel transportation. The absence of pertinent vehicle/pedestrian laws, education and enforcement seems short sighted and blind. The simple application of “beat cops” on Elk Avenue on high pedestrian/cycling time seems an easy way to start. Why shouldn’t part of our “bicycle capital” title be to provide us all with a consistent laws enforcement with community and visitor education programs. With the number of vacation cyclist to our valley, it seems an enforcement/education program could go a long way to protect our citizens and visitors. Make laws enforcement and education part of the solution.

Parking reality needs to take over. Is there realistically any viable strategic solution for parking other than more real estate? How about multi-level parking structures at the two city lots with great consideration, of course, given to the architecture.

The discussion about snowbanks on Elk Avenue hasn’t change in the 30 years I’ve lived here. The snowbanks are an impediment to pedestrian traffic. “Quaintness” and “tradition” needs to yield to safety. When the snowbanks are in place, people parking on Elk Avenue are forced to be pedestrians on the street until they find their way to an opening in the snowbank to get to a sidewalk. Snowbanks require pedestrians parking on the street, to walk in the street with vehicles to get to the sidewalk. Thank you for considering these issues in your final plan.

Paul Barney

Dear Town of CB,

Being a 30 year resident of CB, it is refreshing to see the ideas presented in the new Mobility plan. We have seen growth in most areas of town and the traffic infrastructure seems to be one of the more difficult portions to keep up with the pace of that growth. I feel improving the gateways to vehicles entering the Town (in all directions) is crucial and Roundabouts are an excellent way to do this. Yes to roundabouts even at the 4 Way. Don't Fear the Circle !

The bus routes could use expanding and I feel like easy parking options should be available drivers coming into town. I do question the 4 hour time limit at the 4 way parking lot (Chamber). Won't skiers utilizing this lot need more than 4 hours during a ski day ?

Pedestrian and Bicycles are key to maintaining the laid back pace of the Butte. Sidewalks and bike lanes are a good idea as well and could be encouraged in most areas in town. Most residential town lots have 20'

set backs from the curb, so parking and sidewalks should be able to fit in most areas of town. Brick and Pavers can be easily repaired and should be maintained in the right of ways. Concrete is a bad option as it will crack over time and is costly to replace. Heated sidewalks are good for safety reasons however they are also a contributor to the brick heaving (melt/freeze). If heated sidewalks are allowed to continue, measures should be taken to divert the melt water away from the Brick/Paver areas.

All in all, I like the direction that this plan is going. Keep up the good work.

Thank You,

Paul Barney

John Hess

Below are my comments about the draft Transportation and Mobility Plan (TMP).

General comments:

1. I agree strongly with the letters to the Editor regarding roundabouts from David Owen (with one exception, see below) and Angie Hornbrook and with the Editorial in the August 11, 2023 edition of the CB News.

2. People won't walk more than 500 feet. The TMP says that is a National standard for using bus service on page 24. Which National standards are appropriate for Crested Butte? Most people in United States population centers live at elevations lower than 8,885 feet. Yet people live here. What is the National standard for our elevation, and are people who live at much higher elevations apt to walk further due to snow, and other conditions? For instance, I see people walking past my house at dinner time all the time, and it is a lot longer than 500 feet from my house to most of the restaurants. Also, so many people who live here are athletic, in one form or another. Does that matter when considering how far people will walk to catch a bus?

Page 24. It does not seem like the people who drafted the TMP and Mt. Express and the RTA talked with each other very much. Are the steep heights on the busses really a reason why bus use has not grown recently or are people still concerned about riding a bus full of strangers who may be breathing with COVID 19 germs? Do buses need to be plushier or are they just about right for when late night users throw up on the bus and the bus needs to be hosed down before it can be used again?

The TMP says Challenge Five is that Elk Ave. can seem overwhelming during Peak use when cars dominate. My experience with transportation planning is not to build a ten lane interstate through a city to accommodate 5:00 p.m. rush hour traffic, but to provide a solution that means it will still be crowded at rush hour while providing a REASONABLE number of lanes. Reasonable in that case has to do with cost, amount of land involved, wait time, etc. If Elk Ave. seems overwhelming, maybe some visitors will go elsewhere.

Page 25. "...it is not very convenient to use the RTA to enter Crested Butte from many of the smaller outlying neighborhoods (such as CB South, Buckhorn, etc.), or to leave the Town to access outlying recreational areas or the lower density employment centers in Riverland and Whetstone Industrial Park." A statement above says the RTA will be providing 42 trips per day this winter. All busses stop at CB South and can stop at Riverland, if a rider pushes the STOP button. That seems pretty convenient to me.

Page 25. "...development of park-n-rides near Hwy 135, adjacent to outlying communities, would increase ridership on RTA...." I personally fought for a park-n-ride parking lot on the Niccoli open space at the corner of SH 135 and Cement Creek Road. The feedback I got was strong and very negative to paving along the Highway and the ugliness of such park-n-rides. I would be wary of proposing any more along SH 135.

Page 26. Frustrations during peak times. The TMP says ...Many give up on visiting during peak times, out of concern about not finding a place to park, place to eat, or a sentiment that it feels like "too much." That's good. It is too much! Too many people, too much traffic. So, let's reduce the number of people not the bike racks, signs, flower barrels and bikes on sidewalks. If Elk Ave. seems like "too much" so does Peanut Lake Road, and a lot of trails and everywhere else in the valley. How about keeping the bike racks, signs and flower barrels and doing less advertising to bring more visitors.

Page 29: Success means. The fifth value says Keep our Rough Edges. What has happened to the alley between Sopris and Whiterock Aves.? Talk about polished! It looks like a great place for a drag race. What happened to the character of the plants growing in the middle, the holes where water gathered and the narrow alley? It used to be a great place for a walk, now I need to keep looking over my shoulder to make sure some car or truck isn't zooming up the alley. And now that it has snowed, and melted it is a muddy mess. Maybe that's the roughness the plan talks about.

Page 32. Maintenance Improvements I am happy to see Town plowing alleys is no longer a part of this plan.

Page 33. Improve Elk Avenue and Third Street intersection sightlines..." one of the biggest problems I deal with is people parking large SUVs and trucks at the Sopris and Third intersection. There are signs on the stop sign posts that say park at least 30 feet from the stop sign. But people park behind the stop sign and don't see that sign. There is a white line where you are supposed to stop before entering the intersection but from there you can't see anything. You need to pull forward at least 20 feet to see. To see around those parked vehicles one must enter the intersection and sometimes there is a vehicle traveling through the intersection. How about some parking enforcement behind the stop signs.

Page 34. Integrate public art in to sign replacement program, I like this.

Page 34. Introduce additional stop signs where warranted. Make Maroon and Third a three-way stop. Not a good idea. Stops like this are small town stuff. Keep the small town stuff.

Page 38. This page talks about LOS going to F soon and that therefore intersections should be improved. As I see this situation, LOS F gives people a good reason to use transit, or other means, to get from A to B. The plan seems to have the basic philosophy of if we make it more difficult to find parking, people will use transit. Well if traffic on Sixth St. drops to LOS F won't that be another way to get folks to use transit. Let it drop to LOS F.

Page 39. Elk Ave. Streetscape Plan. Level the brick and sidewalks on Elk Ave. to make a more consistent flat and accessible sidewalk.... Crested Butte has worked hard to maintain the small historic nature of the town since the early 1970s. Houses, Elk Ave. buildings, narrow streets, and Elk Ave. sidewalks all contribute. Making the sidewalks wide is not historic. The concrete and brick sidewalks used to be consistent but town maintenance of the bricks has been lacking in recent years. Try that instead.

Page 36 and page 44: Roundabouts. The upper drawing/photo shows a roundabout at Red Lady Ave. and SH 135. The second shows a decel lane and a middle lane in 135 for accelerating when traveling south. This is called a High-T intersection. I think the High-T intersection would be much better. It fits better with the street grid that is found throughout the Historic town. Roundabouts are incompatible and would change the character of the town, in a negative, suburban way and like so many other ski towns 20 years ago, that seemed to feel they needed to have roundabouts to keep up with the competition. This roundabout is the worst idea in the plan.

Last, it has been stated many times by Town Staff, that roundabouts are safer than intersections, mostly because there are a lot of potential interactions between pedestrians and autos at intersections. I disagree. Roundabouts allow cars to keep going and not stop, and crosswalks at roundabouts force drivers to stop. I think it is more frustrating to drivers to have to stop for a pedestrian, if they see them, after cruising through a roundabout, and the frustration is dangerous for pedestrians.

In addition, the backed up traffic at Bellevue, slows traffic down. That is a good thing. Cars and trucks need to be physically slowed to go through town so the crosswalks on Sixth St. are safe to use.

Instead of spending so much money on a roundabout, let's work with families who insist on driving their kids to school and put the kids on a bus. I rode a bus for K-12. Although some might argue differently, I think I turned out ok.

The Previous draft had a comment to slow traffic on SH 135 before it enters town. That 's a good idea.

Page 39. : Elk Avenue Streetscape Plan. It seems to me that if restaurants and other Elk Ave. businesses are using Public rights-of-way to earn more income, the Town should be charging for that use. The Town requires parking for new Elk Ave. building floor area or a fee-in-lieu. I think a fee for using public right-of-ways should be charged also. Do we already have such a fee?

Page 39. Evaluate the cost benefits of not heating the entire Elk Ave. sidewalk network. Heated sidewalks result in 100 times the amount of greenhouse gas... Heated sidewalks work well as long as there is a carbon offset which we have in place already in the Town Code. Try as they might, having staff keep up with sidewalk plowing never works well. But sand buckets are a good idea.

Page 39 Consider adjusting parking on Third Street to be parallel or diagonal to provide for a sidewalk. We are still a town, not Disneyland. Parking is still needed for those who come into town from elsewhere. Losing parking is not a good idea. Short vehicle parking between Elk. Ave. and Sopris Ave. might allow for a sidewalk at the edge of the town right-of-way. The Third Street right-of-way is wider than most streets so short head-in parking and a sidewalk should both fit.

Page 44. Although not specifically mentioned in this draft, a roundabout at the Treasury Hill just seems crazy to me.

Page 44. Gateway improvements. A four-way stop at Butte and Sixth is not a bad idea, especially after the affordable housing gets built at Mineral Point.

Page 45. The Town can invest in strategically placed sidewalks Phase 1: Elk Avenue and Third Street in between Maroon and Sopris. There are already sidewalks on Third St. in most of this area but the west side, south of the alley and north of Sopris has been taken over by a private land owner and there is no sidewalk now, across Third St., south of the alley to Sopris Ave. See what I said about sidewalks on the edge of the Third St. ROW (page 39 comment) and making those head-in parking space for shorter vehicles (most cars, not trucks) that would not cover the sidewalk or hang out into the street. Making this car parking might also help sightlines at the Third St. and Sopris Ave. intersection.

Page 45. Phase 4: Third Street in between Sopris and Bellevue to Connect Elk Avenue to Big Mine on Third Street in between Sopris and Bellevue. This is not a good idea. The most effective traffic calming is people walking in the streets, especially with dogs. We don't need sidewalks south of Sopris Ave..

Page 46. Pedestrian Bridges across Coal Creek. This section could be strengthened by saying the Butte Ave. bridge is an important pedestrian bridge and other bridges at Gothic or Teocalli Avenues could be considered. I am happy to see that the Butte Ave. bridge is no longer proposed to be converted to for auto use. But having said that, since that was proposed, I am not so sure pedestrian bridges across Coal Creek at Gothic and Teocalli Avenues should be considered since that will only lead to recommending that they be auto bridges some day, just like what happened with the Butte Ave. bridge earlier in this planning process.

Page 46. Off system pedestrian Connections. First I want to say thank you for getting rid of the Deploy alleys to reduce traffic on residential streets. That was a terrible idea. I see this section seems to say only the historic alleys should be added to the off system pedestrian network. I disagree, all alleys are great places to walk.

Page 47. Perimeter trail. This section is a good addition to the plan. The map shows a trail along the Ninth street alley, south of Elk Ave. That is not a good location for a trail. There has already been a lot of discussion about this. The trail on the east side of the 40 acres of open space on the east side of town, and using the McCormick Ranch Road to get back to Elk Ave, is much better and should be shown on that map. An alternative could be to pursue extending the trail east of the 40 acres of open space, north of the McCormick Ranch Road to the Rec Path, similar to the Nordic trail is in the winter months.

Also, while you are planning the Mineral Point Affordable Housing, a trail should be added to that plan so folks can get from the end of the trail at Eight St. and Pyramid Ave. to the intersection of Sixth Street and Butte Ave.

Page 48. Parking management. So are we enforcing only resident parking on Sopris? This summer there seemed to be very little enforcement and I had many people ask if they needed to park elsewhere. My response was, I don't see a lot of enforcement so you may be ok to park on Sopris Ave.

Page 49. Parking permit program Town-wide. I don't think it is necessary.

Page 51. This page is all about developing a charging system for electric vehicles at hotels. Electric vehicles are still less than 10% of new car sales, and somebody, somewhere, is probably burning coal to charge the electric vehicles. While this idea is not so bad, it seem like working with hotels to have bikes on hand for guests to use would be even better at getting folks out of their cars, once they arrive in town. And bikes produce even less green house gases.

Page 58. Peanut Lake Road shuttle pilot. While I doubt a shuttle will work well, I hope it will, because I fully support making Peanut Lake Road a pedestrian only road, except for property owners who access their property via that road.

Page 59. Develop an enclosed bike storage facility. Yes. That idea has been around since the TRAP report in the early 90s. This should probably be at the four-way so folks can park a car there all day. Another reason not to limit how long you can park there.

Page 61. Update Parking Ratios by reducing residential parking requirements. Bad idea. Often the parking spaces are the only outdoor spaces provided. The remainder of the lot is full of buildings. People need outdoor space, in addition to indoor space. So, you want to create more Bad Dog Alley places???

Thanks for listening/reading all this. But hey, you made a 66 page plan so I have 4 pages of comments. John Hess

David Leinsdorf

Hi Mel.

Thanks for reaching out and soliciting input on the Transportation Mobility Plan (TMP).

On June 6, I spent the afternoon participating in a Transportation Workshop with dozens of other Crested Butte residents and business owners. I also participated in the June 28 Mobility Audit. We spent hours discussing many of the issues in the latest Transportation Mobility Plan. Although a lot of different ideas were bandied about, there was strong consensus on only three:

1. Support for safer pedestrian and vehicle access to and from the Crested Butte Community School at Red Lady Avenue and Highway 135.
2. Opposition to a roundabout or any major change at the Elk Avenue 4-Way Stop.
3. Support for continuing the existing summertime configuration of Elk Avenue, with two-way traffic and restaurant seating in the parking lane, which functions well, creates a festive outdoor atmosphere and generates a lot of sales tax revenue for the Town.

Comments on Transportation Mobility Plan:

- 1A: Improve Elk Avenue and Third Street intersection sightlines through paint, bike racks, and enforcement during the summer season. I agree with most of this section of the plan,. However, I think mid-block crossings are more hazardous for pedestrians than intersection crosswalks. Drivers expect crosswalks at intersections and routinely yield to pedestrians in the crosswalks. Out-of-towners do not expect to have pedestrians walking out in the middle of the block, especially when the crosswalk paint is covered with ice and snow.
- A 4-way stop at Elk and Third would be helpful, in my opinion. That would calm traffic, slow speeders and facilitate safer left turns because the left turn sightlines from Third Street are not very good at that intersection.
- 1.B: Introduce additional stop signs where warranted. I agree that Third and Maroon and First and Whiterock might benefit from four-way stops because sightlines are limited. However, Second and Sopris and Second and Whiterock have better sightlines and additional stop signs would impede Mountain Express buses, which operate efficiently on a tight schedule.
- 2.A: Red Lady and Belleview intersection improvements. Question: How many T-bone accidents or pedestrian injuries have occurred at this intersection? If there is an immediate and present danger, the Town Marshal should be tasked with traffic control on Highway 135 during the busy morning rush hour to the Crested Butte Community School.
- One low cost immediate change to reduce the T-bone threat would be to prohibit left turns onto Highway 135 during the morning school rush. That would put more traffic on 7th Street and the 4-Way Stop, but a left turn at the Elk Avenue 4-Way Stop is a lot safer than a left turn onto Highway 135 during the morning rush. We're all taught to "Drive defensively." A short detour to avoid a difficult or hazardous left turn is a good option that defensive drivers do routinely. A "smart traffic signal," used in many urban areas, is another alternative that would provide more safety at the Red Lady / Highway 135 intersection during the morning school rush.
- If the Town insists on constructing a major "improvement," I think the "High-T" alternative is preferable to a roundabout. It's less expensive and, in my opinion, the "High T" would be more acceptable than a roundabout to a broader segment of the Town residents.
- 2.B: Sixth Street Corridor Plan. "Bus on shoulder" to bypass anticipated congestion at all stop sign controlled intersections is a good idea. Otherwise, I think the main issues at the Elk Avenue 4-Way intersection relate to inconvenience, not safety. As noted above, there is a strong consensus against major change at the Elk Avenue 4-Way Stop.
- 2.C: Elk Avenue Streetscape Plan. Since the Town has already eliminated a lot of the parking spaces on Elk Avenue in the name of pedestrian safety, it would be a mistake to reduce existing parking on Third Street. Although sidewalks already exist on the west side of Third Street between Maroon and Sopris, most pedestrians walk in the street anyway.
- 6.D: Expand Elk Ave parklet program to accommodate retail. I think this idea, designed to reduce Elk Avenue parking more than to help retail, is a bad idea. As noted above, the existing Elk Avenue summer configuration has broad community support. Accommodating retail would create an unattractive visual mixed bag. A lot of Elk Avenue parking has disappeared recently. Eliminating even more parking won't help retail or restaurants or sales tax revenue.
- Process. The Town Council holds lots of work sessions during which the public is not permitted to engage. The Transportation Mobility Plan, which most people don't have the time or patience to review, has the potential to urbanize our Town and smooth out its "rough edges." I think the Town Council should hold a stand-alone TMP public hearing on a Monday evening when there's no Bronco game and there are no other matters on the agenda to constrain citizen involvement.
- Conclusion. Crested Butte is a tourist town. We need to accommodate all visitors, including those who are older, limping, struggling with altitude, pulling luggage, pushing baby strollers or trying to corral young

children. Not everyone is fit and mobile like most locals. We must accommodate everyone and make everyone feel welcome in our small town. We must be more inclusive, not more exclusive.

- Town has changed a lot in the 50+ years since a visiting member of my family dubbed Crested Butte (population 250) "Grimy Gulch." Town was plenty "authentic" then - all rough edges and no polish - to paraphrase the Community Compass definition of authentic. Back then, Crested Butte was cool. It's still cool. Beware of unintended consequences.
- Most of the Transportation Mobility Plan addresses inconvenience, not safety, in my opinion. And most of every day and most of the year, there's very little inconvenience. If it ain't broke, don't fix it.
- Please let me know if you have any questions.
- Thanks for hearing me out.

Paula Martin

Dear Council Members, Troy, and Mel:

I am writing to highlight what appears to be a gaping hole in the Draft TMP—namely, the absence of concepts, ideas, or plans addressing our in-town pedestrian experience and mobility over the half of the year when there is ice and snow on our streets and sidewalks. (If I am in error and have missed such proposals, please let me know).

As you know, one of the professed central goals of the TMP is to improve our pedestrian experience because, among other things, the pedestrian experience (1) is core to our culture, (2) strengthens our sense of community and our connections to each other, and (3) reduces the number of cars on our streets, traffic, and associated problems.

While the plan acknowledges that the "seasonality of Crested Butte's mobility challenges...are critical to remember in this plan" and that "winter poses different mobility pedestrian challenges...with slippery streets and reduced visibility," I could discover nothing in the plan that addresses these challenges. How can we assert that pedestrian mobility is a top priority, acknowledge that pedestrian mobility is challenged for HALF of the year due to snow and ice, and offer NOTHING as far as a suggestion or a solution to address this challenge? (Indeed, the only possible mention relates to a future discussion about heating sidewalks on Elk, though this suggestion is not a proposal, nor does it address issues throughout the rest of town).

Without an idea or a plan to address the pedestrian experience over at least half of the year, describing the plan as having a top priority on pedestrians rings hollow at best. Honestly, as an in-town resident who would prefer to leave my car at home for all in-town activities, I was eager to see how the plan would suggest to improve the pedestrian experience between November and April. I read it through three times to see what I could have missed, but I think I described above every mention of "pedestrian" in "winter" that I could find.

Please do not agree to a TMP that states that it is designed to, among other things, improve the pedestrian experience without a plan for how that will be achieved during that half of the year when our streets and sidewalks are covered with snow and ice. If such a plan is not intended, please revise the mission and scope of the TMP as covering only the non-snow/ice months as it relates to pedestrian mobility. To do otherwise would be misleading.

Better yet, please request that staff and the advisory committee address these issues directly with a comprehensive discussion of the many associated challenges with on-foot mobility between November and April and some ideas for how those challenges might be addressed. Otherwise, please know that you will be voting on a plan that DOES NOTHING to increase pedestrian mobility and de-emphasize cars over six months of the year.

Thank you in advance for your attention,

Paula Martin

11 Ruth's Road