

Crested Butte Transportation Mobility Plan

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- CB South POA
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- Gunnison Valley RTA
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Executive Summary



The 2023 Crested Butte Transportation Mobility Plan (TMP) is a long-range roadmap for the Town of Crested Butte (Town) to meet its Community Compass identified goal of de-emphasizing cars and focusing on walking, biking, rolling, and transit.

Guided by the Community Compass, the TMP engaged the community and the Town's mobility partners with both a targeted and broad outreach effort to educate the community on Crested Butte's mobility challenges, learn about different mobility perspectives and opportunities, and identify solutions supported by the community.

The TMP describes Crested Butte's existing mobility conditions and identifies five key transportation challenges the plan seeks to address:

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.
3. 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.
4. 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.
5. 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?







Six measures of success were created using the Community Compass values of authentic, connected, accountable, and bold to guide the creation of alternatives. These success measures set the principles of how the Town can reach its Compass-defined TMP goal in a way that is aligned with Crested Butte's community values. Success for the TMP means that the Town will:

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

The TMP culminates in an implementation plan that identifies actions guided by a strategy of balancing increasing alternative modes of travel with reducing parking convenience, as well as integrating land use with transportation planning to set the future up in a way that prioritizes pedestrians.

A balanced approach to transportation planning recognizes the interrelationship between land use and transportation planning. This approach broadens the definition of transportation planning to include the movement of people through cars, transit, bicycling, and walking. This approach also recognizes the value of improving the quality of the trip as well as utilizing land use solutions to resolve transportation problems.

The implementation plan includes different solutions utilizing this strategy within the categories of:

-  Maintenance improvements
-  Corridor planning, design, and implementation
-  Traffic calming and pedestrian connectivity
-  Parking
-  Transit
-  Regulatory Changes

Within each category, recommended actions are summarized and identified within the context of key partners, estimated costs, and implementation timing and phasing within a 20-year timeframe. Each solution is evaluated to determine whether it meets the agreed-to success measures.

Introduction



About this plan

Crested Butte is known for townie-takeovers, colorful buses, skiing through alleys, and protecting the Town's historic character and surrounding environment: but, growth in vehicle traffic has eroded the walkability of Crested Butte and has become a major contributor to greenhouse gas (GHG) emissions. If intentional actions aren't taken to mitigate the growth in vehicle traffic, Crested Butte's pedestrian and bike experience, community character, and environmental impacts will continue to worsen.

Transportation investments play a critical role in any community's quality of life by influencing:

- The comfort, safety, and social interactions of those who live, work, and visit
- The location, orientation, and density of its land uses
- The fiscal and economic performance of the Town and its businesses
- The footprint, or impact, the Town has on the environment and climate

The mobility challenges Crested Butte faces are multifaceted and complex. Historically, the Town has reacted to these challenges incrementally without an established strategy designed to successfully navigate the inevitable change that is occurring in the valley.

Incremental reactions often take communities on paths where they may not want to go. The Transportation Mobility Plan (TMP) was created with the community (see the next page to learn more about the community engagement process) to not only develop a plan that de-emphasizes cars and focuses on walking, biking, rolling, and transit but also ensures Crested Butte's other six strategic goals identified in the Community Compass are achieved:

1. Approach community challenges through active collaboration and public engagement.
2. Accommodate growth in a way that maintains the Town's and Valley's rural feel.
3. Enable people who live and work here to thrive.
4. Retain the unique character and traditions of Crested Butte.
5. De-emphasize cars and focus on walking, biking, rolling, and transit.
6. Continue to passionately care for our natural surroundings and forever protect Red Lady.
7. Act on the urgency of climate change and prepare for the changes we expect from it.

This document is an extension of, and a long-range transportation action plan for, the Town's Community Compass. Together, the Compass and the TMP are intended to ensure Crested Butte achieves its strategic mobility goals in alignment with values of the community and the fiscal resources of the municipality.

The Goal
Remain a pedestrian and townie-first community by de-emphasizing cars and focusing on walking, biking, rolling, and transit.

A Crested Butte plan with a regional approach

The TMP is a Town document that focuses on municipal policies and investments for the one square mile of Crested Butte. However, transportation is a regional issue with local and regional impacts. How community members and visitors that live or work outside the Town boundaries travel into and around Crested Butte to work, visit, recreate, and connect with friends, is critical to the success of this plan. The regional nature of transportation is interwoven into this TMP. Opportunities to collaborate regionally with the Town's jurisdictional neighbors and its regional mobility providers are identified throughout this action plan. Collaboration is critical to achieve the goals of this plan and those of our mobility partners.



What does de-emphasizing cars mean?

The Community Compass formalized the Town's long-standing policy of prioritizing walking, biking, and riding transit over vehicles into a strategic goal. The new goal repositions the Town's historical approach of using incremental tactics in an attempt to maintain the Town's pedestrian culture into a more comprehensive multi-modal strategy that prioritizes walking, biking, and transit improvements AND actively reduces the negative impacts growing vehicle traffic has on Crested Butte's livability and the surrounding environment. The successful execution of this strategy will position Crested Butte to be a truly car-optional Town.

The "de-emphasizing cars" phrase was intentionally added to the Town's strategic plan because, despite the Town's tactical efforts to maintain the walking, biking, rolling, and transit experience, incremental actions have not yielded meaningful results. The number of people walking, biking, rolling, and riding transit has stayed flat since 2000. Furthermore, Crested Butte's pedestrian and biking environments have not improved; in fact, they have eroded, making them less comfortable and less safe in several places, including Sixth Street, Bellview Avenue, Red Lady Avenue, and Third Street (learn more about Crested Butte's mobility challenges in the next chapter).

These static results have occurred because despite expanding alternative transportation choices (see the next page to learn more about the Town's past transportation initiatives), the number of cars commuting into, and through, Crested Butte has increased by 153% since 1998 (Source: CDOT). This increase in commuting traffic has increased the number of cars parking in town and increased GHG emissions from the transportation sector, comprising 21% of the Town's total emissions (Source: 2018 GHG Emissions Inventory).

There are many reasons for the increase in cars commuting to and parking in Crested Butte. The most notable reason is the growing inequity of the real estate market and the associated housing crisis, which is displacing more members of Crested Butte's workforce and community down valley to live, causing them to now need to commute into town. The cost of transportation is only second to housing costs in household expenditures. While the Town will continue to actively pursue solutions to the housing crisis to ensure it can "enable people who live and work here to thrive," the TMP recognizes the interrelated connection between land use and transportation and uses it as one of the pillars of its guiding strategy.



How this plan is organized

The TMP was developed and is organized by the Community Compass 5-step decision-making framework to ensure the plan is aligned with the goals and values of the Crested Butte community.

Step 1. Understand the challenge and develop a goal statement: This chapter shares the TMP goal, which was guided by the Compass strategic plan. Chapter 2 provides a summary of Crested Butte's mobility challenges.

Step 2. Commit to a community engagement strategy: This introduction provides a summary of the community engagement strategy used to develop the TMP.

Step 3. Develop success measures: Chapter 3 identifies the six measures of success developed during the TMP process using the Compass values of authentic, connected, accountable, and bold.

Step 4. Identify alternatives and filter through the success measures: The implementation plan in Chapter 4 presents the culmination of refined alternative transportation solutions that were vetted by the community and filtered through the success measures with the TMP advisory committee.

Step 5. Make decisions based on informed consent: The TMP advisory committee, as well as the Town Council, used an informed consent model of decision-making to refine the plan and adopt it. Informed consent means that everyone has a shared understanding of the challenges, an opportunity to be aware of solutions identified in the TMP, and to participate in the discussion and adoption of the plan.

Community engagement strategy

The TMP was developed in three phases with a targeted and broad community outreach effort to educate the community on Crested Butte's mobility challenges, learn about different mobility perspectives and opportunities, and create and refine solutions that the community supported as the plan evolved.

Phase 1: Understanding CB's Existing Mobility Conditions | [View the summary here](#)

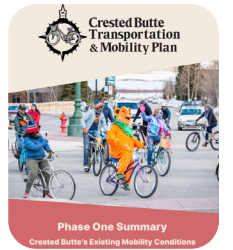
Phase One focused on data collection and analysis to take a deep dive into the Town of Crested Butte's existing mobility conditions. The analysis was also informed by national experts on transportation planning through a webinar series. Data collection included surveying the community on how they move throughout the Town, as well as facilitation of a Winter Walk & Roll audit to gain observations from the streets from a variety of mobility abilities. Additional data was analyzed from Streetlight, a data transportation software that analyzes cell phone location data to identify transportation patterns. This data was correlated with existing Town and CDOT traffic speed and volume data. The Town also worked with Kimley Horn, a traffic engineering firm, to conduct a corridor analysis for Sixth Street. The Town pulled data from parking studies conducted by the Town in 2018, 2020, 2021, and 2023 in partnership with Interstate Parking. Historic transit ridership data from Mountain Express and the Gunnison Valley RTA was provided by the Town's transit partners. Additional sources include the Town's GIS data and Town code.

Phase 2: Identifying CB's Biggest Challenges & Opportunities | [View the summary here](#)

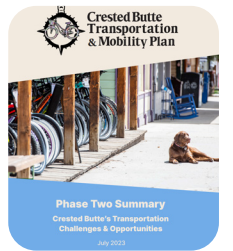
Phase Two during May to July 2023 focused on determining Crested Butte's biggest mobility challenges and identifying opportunities to address them. Through an open house, digital mobility concerns map, 5-part workshop series, summer Walk & Roll audit, and the "Think Tank" survey campaign, the Town solicited community feedback to learn from Crested Butte's mobility conditions to identify the biggest challenges and opportunities for this plan that the community would support.

Phase 3: Drafting the Plan

The final phase during August 2023 to February 2024 culminated in drafting the TMP by bringing all the pieces together. Draft success measures and alternative solutions were identified to provide a mix of different types of solutions to consider including in the TMP. These were identified by synthesizing Crested Butte's existing mobility conditions (Phase One) with community engagement (Phase Two). A 15-person advisory committee comprised of community members representing different neighborhoods, organizations, and businesses, along with different Town department representatives, was convened to collaboratively refine success measures and vet the alternative solutions. Concurrent with the advisory committee, Community feedback continued to be solicited through an open house and Town Council work sessions to help refine the draft and prepare for publication.



By the numbers
 406 Mobility survey responses
 185 Webinar watches
 5 Walk & Roll participants



By the numbers
 35 Open house attendees
 100 Workshop participants
 942 Think Tank responses
 20 Walk & Roll participants



By the numbers
 20 Open house attendees
 15 Advisory committee members
 32 Draft plan comments

This TMP's approach

Informed by the Compass framework and community engagement process, the TMP resulted in an intentional strategy based on three well-known national best practices proven to improve mobility choices, reduce vehicular trips, and increase community livability:

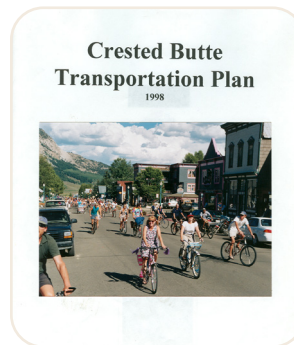
- 1 Improve transportation choices
- 2 Manage parking convenience
- 3 Integrate land use and transportation

The final chapter's Implementation Plan in this document further explains and identifies a 22-year action plan following this approach.

Learning from the past

A brief history of transportation planning in Crested Butte

Over the years, Crested Butte has long held a priority of encouraging alternative modes of travel over a private car. While specific challenges, needs, and technologies have evolved, much of the TMP's aspirations are the same today as they did in the 1990s and 2010s because they were only incrementally addressed. A brief summary of each past planning effort is described below.



Crested Butte 1998 Transportation Plan: In 1997-1998 the Town developed a Transportation Plan in response to a consensus that the quality of life in Crested Butte was degrading due to motorized traffic. The community felt that an increase in motor vehicle traffic was leading to increased difficulty crossing Sixth Street, high speeds on Whiterock Avenue, decreased comfort for pedestrians and bikes, and too much congestion on Elk Avenue. The 1998 plan was formed through a 17-member round table that worked alongside Town Staff to draft a 5-year implementation plan, and some longer-term initiatives for consideration.

Five key challenges identified (as you read the next chapters...do these sound familiar?)

1. There is too much traffic volume in town and moving through town.
2. There are too many intermodal conflicts and not enough accommodation of various modes.
3. Public transit does not provide enough trips per day, does not serve enough months per year, and does not serve enough geographic areas.
4. Parking is inadequate because it is not being properly used, not turning over enough, and designated parking areas are not clearly signed.
5. Trails are inadequate because they fail to connect key and important places.

1998 Plan Goals

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



Crested Butte 2014 Transportation Plan: In 2014, the Town looked to create a new Transportation Plan, which was never completed. The plan identified several challenges consistent with the 1998 plan, and identified the following goals:

2014 Plan Goals

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

Previously identified solutions

The following table shows solutions from the previous plans in regard to whether they were implemented or not. Many of the solutions discussed in the past are similar to solutions identified and vetted in the 2023 TMP.

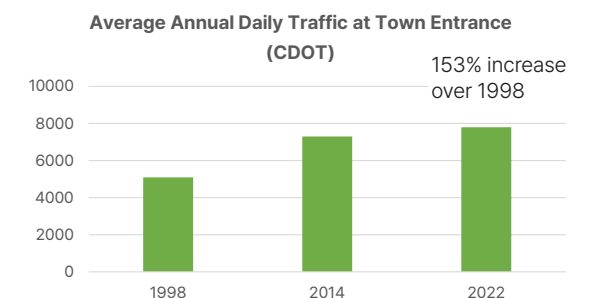
Implemented (or ongoing)	On the shelf
<ul style="list-style-type: none"> Enforce 2-hour time limits on Elk Avenue (Implemented in 2021) Residential parking permits in neighborhoods surrounding Elk Avenue (Implemented in 2021) Construct affordable housing in Crested Butte to have more people live closer to where they work (Ongoing) Enhance crosswalks at mid-block crossings and intersections (Improved on Elk Avenue and Sixth Street) Traffic calming throughout the Town using traffic circles and/or flower boxes (Implemented in early 2000s, with reprise and upgrades in 2021) Develop valley-wide public transportation (Implemented with launch of RTA) Expand transit schedules during the mornings, evenings, and off seasons (RTA has grown its schedule) Create more bike paths and walking trails (Ongoing, such as improved access to Woods Walk and Eighth Street sidewalk) Collect more data (The 1998 plan admitted to not having the right data and primarily going off experience and community feedback. This TMP emphasized data analysis during the first phase to inform the plan.) Pave the 4-Way Parking Lot (Implemented in 2019) 	<ul style="list-style-type: none"> Launch a circulator bus Develop an intercept parking lot with public transportation Restrict delivery times Educate the community on how to be more pedestrian friendly Increase outlying post office annexes to reduce vehicle trips into town Bike storage to help serve transit Educate people about carpooling and promote safe hitchhiking Improve the Red Lady intersection with a roundabout Update parking and land use regulations Consider making Third Street a pedestrian mall

Key takeaways

Change is hard for any community. Previously, the Town did not have the technical data and analysis, nor the Community Compass decision-making process, to successfully move forward on many transportation initiatives. Recently, the common theme with implementation actions is that they have been supported by detailed data analysis and the utilization of the informed consent model.

One constant from the previous transportation studies to today is the ever-increasing vehicle traffic using Crested Butte's streets and the increasing negative impacts they are having on the livability of Crested Butte. The community will not notice a reduction in negative impacts caused by the automobile until a comprehensive mobility strategy is implemented by the Town.

Incremental actions without a comprehensive strategy have unintended consequences and threaten the Town's ability to achieve the Town goal of de-emphasizing cars and focusing on walking, rolling, biking, and transit. This TMP for Crested Butte presents a phased comprehensive strategy that can be implemented incrementally over the next 20 years.

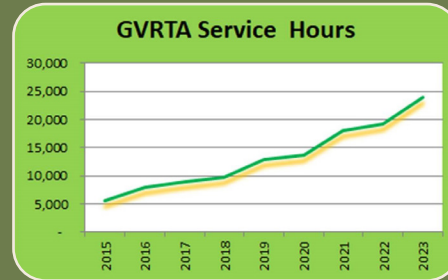


Celebrating local transit success

While several actions from past transportation plans were ultimately shelved, there are two major transportation successes in Crested Butte and the Gunnison Valley that are worth celebrating. The Gunnison Valley RTA and Mountain Express are two essential transit service providers that have both grown extensively over the years. Both entities were active partners with the Town through the TMP development and continuing to work together will be critical to the success of this plan.

Gunnison Valley RTA: The mission of the Gunnison Valley Transportation Authority (RTA) is to provide and improve air transportation to and from the Gunnison-Crested Butte Regional Airport on a year-round basis, to provide a long-term and energy efficient public transit system between the north and south ends of the Highway 135 corridor, and to provide senior and human services transportation in Gunnison County. The RTA has been steadily increasing service and in 2023 will provide more than 4 times the service hours than it did just eight years ago.

Mountain Express: Mountain Express' mission is to provide safe, free, and courteous public ground transportation services for residents of and visitors to the Mt. Crested Butte, Crested Butte, and surrounding north valley communities and to provide a safe, fair, and honest working environment for Mountain Express employees. While Mountain Express's fixed route bus service levels have stayed relatively flat for the last decade, recent additions of an expanded senior service program, the late-night taxi, and an on-demand service have raised annual service hours from 19,300 hours in 2014 to 33,400 hours in 2024. Based on its incredibly low cost per passenger measurement, Mountain Express is proud to boast its status as the most cost-efficient public transit system in the Mountain West.



Defining transportation lingo

What are the meanings of some transportation terms used in this plan?

- **“De-emphasize”:** Providing the choice, but it doesn’t need to be the first choice. This plan does not call to remove cars from the Town, rather it focuses on providing alternative choices to driving.
- **“Managing Congestion”:** Refers to different strategies that can be adopted for managing the projected increase in vehicle traffic. Managing congestion does not mean eliminating it. It is more about providing mobility alternatives to congestion and ways of making congestion safer for pedestrians and drivers.
- **85th percentile of speeds:** This is the speed at or below which 85 percent of all vehicles are observed to travel. This is the national standard for measuring speeds along streets and is used to determine posted speed limits.
- **Average daily traffic (ADT):** ADT stands for “average daily traffic” and refers to the amount of cars that travel through or along a specific road segment.
- **Headway:** A transit term that refers to the amount of time between transit vehicle arrivals at a stop. For example, when Mountain Express runs every 15 minutes in the winter, their headway is 15 minutes.
- **Level of Service (LOS):** A score used to describe the operating conditions of a roadway or intersection for vehicles based on maneuverability and delay. The LOS is rated A-F. The CDOT standard for traffic operations is a LOS D or better on Highway 135.
- **Mobility:** Is defined as the potential for movement and the ability to get from one place to another using one or more mode of transportation.
- **Mode Split:** The percentage of travelers using a specific type of transport (% Driving, % Using Transit, % Walking, and % Biking).
- **Network:** The entire system of all transportation options available in an area including roads, trails, sidewalks, transit, and any infrastructure that connects land uses.
- **Origin and Destination:** An origin is anywhere that a transportation trip begins and a destination is considered the end of a trip. A trip is considered over when the subject stays in the same location for more than five minutes or changes their type of transport (i.e. stops driving and starts walking).
- **Parking duration:** Refers to the amount of time a parking space is occupied by a vehicle.
- **Parking turnover:** Parking turnover identifies how many times a parking space turns over to a different car in a period of time.
- **Parking utilization:** Utilization describes how full different parking areas are throughout different times of day. The number of cars parked in an area is divided by the amount of available parking. Remember in Crested Butte, the denominator of available parking can change in the winter due to high amounts of snow.
- **Snow:** Don’t forget about snow in Crested Butte! We have to plow it and store it until it can melt. The seasonality of Crested Butte’s mobility challenges and the implications snow management has on the solutions (and vice versa) are critical to remember in this plan.
- **Traffic Calming:** Deliberately slowing the speed of traffic through physical geometric interventions within the street.
- **Woonerf:** Refers to a living street. A Woonerf is a type of road designed to encourage multimodal transportation that blends (shares) pedestrian space and vehicle space together. They typically utilize traffic calming methods to slow down the speeds of vehicles.

Crested Butte's mobility challenges

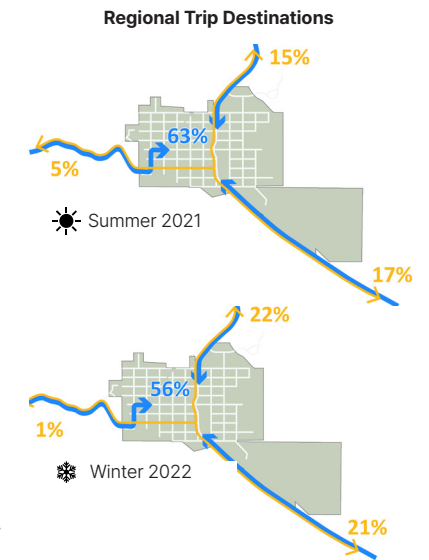


How Crested Butte moves

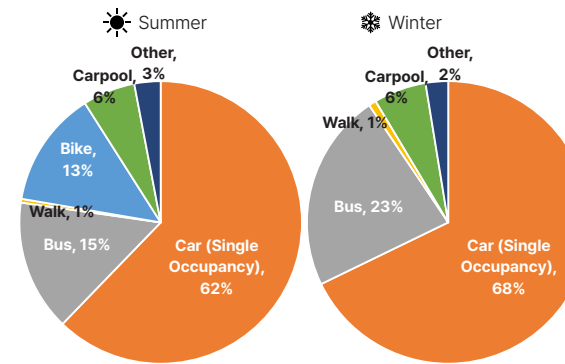
Movement into Crested Butte

The Town of Crested Butte is the primary activity hub of the north Gunnison Valley. During the summer seasons, 63% of all regional trips have a destination within the Town, while trips passing through Town equal 37%, including people traveling to Mt. Crested Butte and areas north (15%), Kebler Pass and areas west (5%), or areas south of Town (17%). During the winter, regional trips destined for Crested Butte reduce to 56%, while travel north to Mt. Crested Butte rises, indicating 7% more trips travel through the Town to head to the ski resort (Streetlight).

44% of Crested Butte's employees live outside of the Town during the summers (37% during the winters). Additionally, many Gunnison Valley residents travel to the Town on a weekly basis to go to the post office, dine, buy groceries, and for recreation and entertainment. Many of these activities are currently only available in the north valley within Crested Butte.



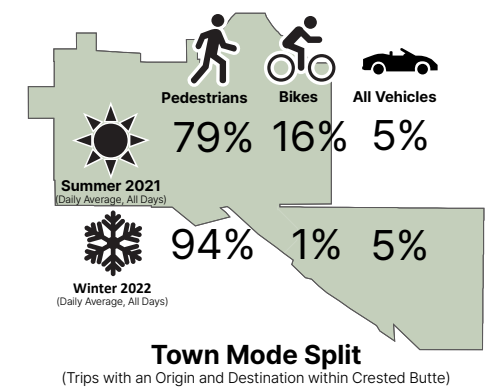
How do Gunnison Valley residents travel into Crested Butte?



The majority of Gunnison Valley residents travel by car to enter the Town. From a survey of 406 responses, when asked how travelers typically enter the Town, the majority of respondents (62% summer and 68% winter) drive a single-occupant car. Bus ridership comprises the second-highest mode of travel into the Town (15% summer and 23% winter) (2023 Mobility Survey).

Movement throughout Crested Butte

While the majority of non-Town residents indicated in the survey that they drive to the Town, Crested Butte residents predominantly walk and bike to destinations within the Town. For all trips that have an origin and destination within the Town, pedestrian travel dominates (79% in the summer and 94% in the winter), followed by bike travel in the summer (16%) (Streetlight).



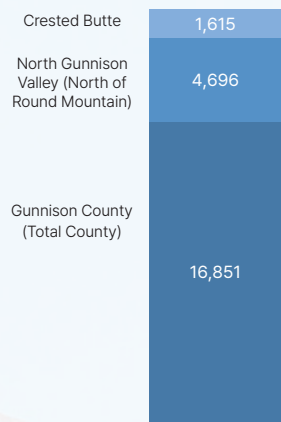
Crested Butte's small size (.9 square miles) lends itself to a high pedestrian mode split, townie-culture, and "park once" environment, however, as described in this chapter, increasing amounts of traffic entering the Town is eroding the pedestrian experience, the Town's mobility goals, and overall livability.

The following page shows a snapshot of Crested Butte's mobility, followed by five key mobility challenges identified for Crested Butte.

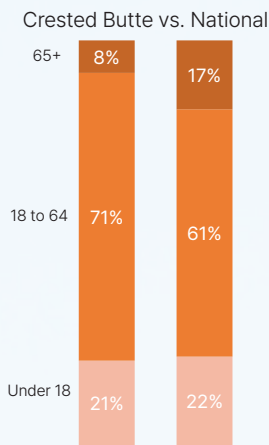
Crested Butte Mobility Snapshot

Demographics

The Region's Population (US Census)

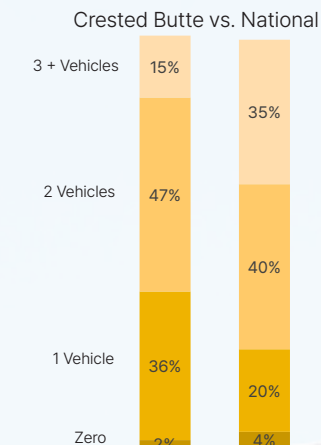


Age Breakdown (US Census)

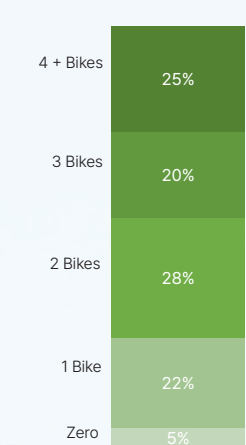


Car and Bike Ownership

Household Vehicle Ownership (US Census)

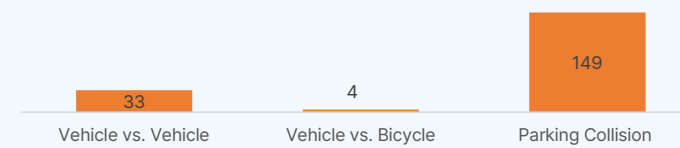


Individual Bike Ownership (Mobility Survey)



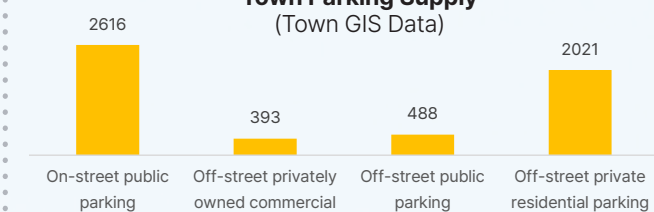
Collisions

Collisions over the past five years (CB Marshals Office)



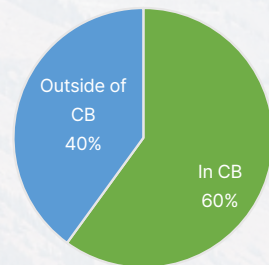
Parking Supply

Town Parking Supply (Town GIS Data)

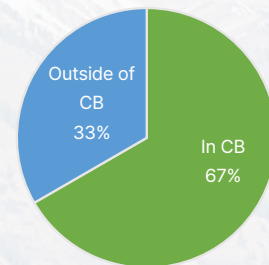


Live/Work and Commute Patterns

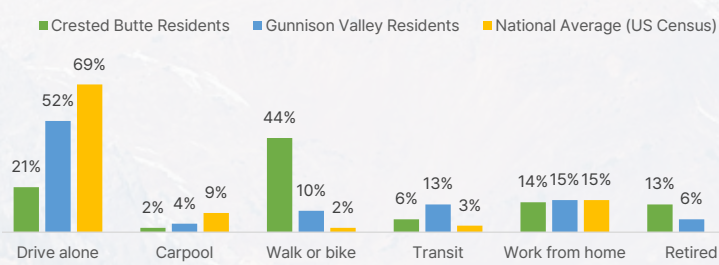
Where CB's employees live (Streetlight)



Where CB's residents work (Streetlight)

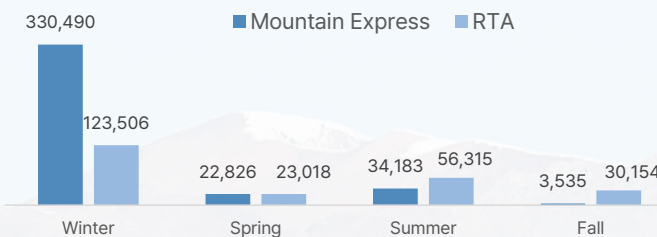


Typical commute to work (Mobility Survey)

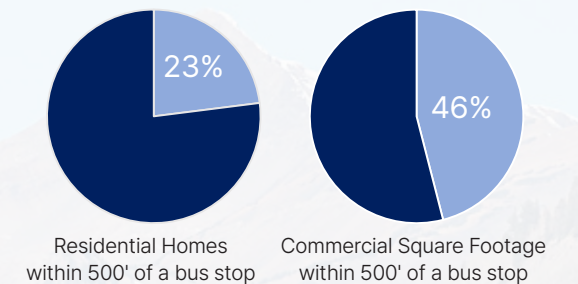


Transit

2022 Transit Ridership (Mountain Express and RTA)

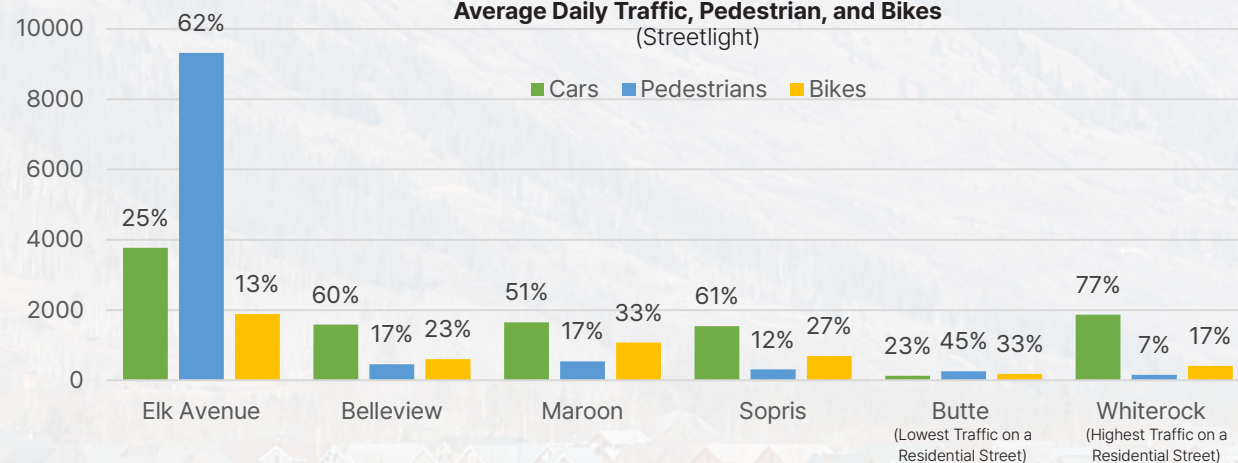


Proximity to Transit within 500' (Town GIS Data)



Mode Split on CB's Streets

Average Daily Traffic, Pedestrian, and Bikes (Streetlight)



Five Key Mobility Challenges

Data analytics and community feedback identified the following mobility challenges for Crested Butte:

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 by traffic during peak times and traffic operations on Sixth Street are projected to fail by 2045, resulting in negative effects town-wide.
3. 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.
4. 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.
5. 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?



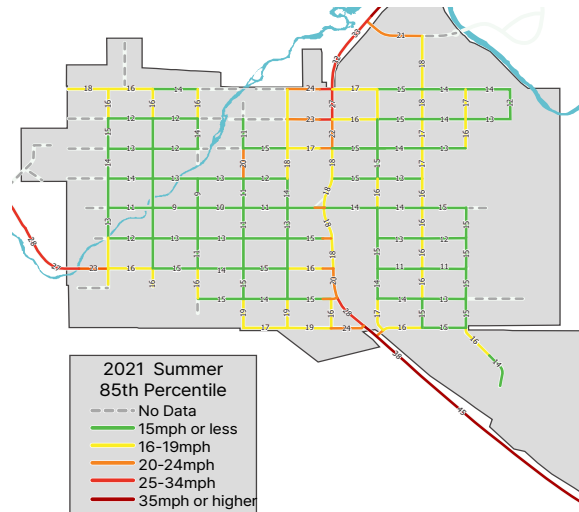
Challenge One

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.

Crested Butte's mixture of land uses and small size lends itself to a pedestrian-first culture. However, the town's high mode split for walking, rolling, or biking applies only to trips that begin and end within the Town itself. When looking at the regional context, most trips entering the town come by single-occupant vehicles. Higher amounts of traffic entering and leaving the town each year has begun to erode the pedestrian feel of Crested Butte.

Pedestrian comfort: Speeding is one of the largest complaints heard during the summer seasons and it impacts pedestrian comfort. As shown on the map to the right, speeds on the Town's streets are generally in compliance with the 15mph speed limit; however, cars diverting off of Sixth Street onto the Town's street network tend to experience the highest speeds (Streetlight).

Speeds are measured by the 85th percentile, which is a national metric used in transportation planning as 15% of the population typically speeds. While the metric shows general compliance, one bad experience can stick with a pedestrian forever. Crested Butte's marshals currently enforce speeding in select locations with a focus on education, by typically giving out warnings prior to tickets. Interestingly, roadway geometrics and the volume of traffic together influence the number of cars that are in compliance or speeding. For example, roadway geometrics limit the speed vehicles travel, but the number of cars influence how many cars are speeding.



Together, the volume and speed of traffic impacts pedestrian comfort, particularly on the Town's shared residential streets. While Sixth Street and Elk Avenue carry the largest amount of cars, they have sidewalks. The Town's shared residential streets have no sidewalks and their volume of traffic varies greatly, based on the connectivity of the street network. Higher traffic volume streets like Whiterock Avenue, First Street, Maroon Avenue, Sopris Avenue, and the streets exiting Sixth Street (Streetlight) are generally more overwhelming for pedestrians to comfortably negotiate.

Seasonality: Crested Butte's summers and winters have different pedestrian experiences. Traffic volumes and vehicle speeds throughout the Town are overall lower in the winter because high snowbanks and narrower streets result in natural traffic calming. However, winter poses different mobility pedestrian challenges throughout the Town with slippery streets and reduced visibility at intersections. While snow and ice are a reality of living at 8,885 feet of elevation, targeted infrastructure investments in key pedestrian corridors and ice awareness education can help improve the pedestrian experience for locals and visitors alike.

Regional Context: Based on Crested Butte's origin/destination data, Crested Butte really is the hub of the north valley and most people drive into town. While this plan looks at ways to use this data to improve the experience within the Town, future integrated regional land use and transportation planning would impact regional travel patterns as well. For example, future commercial development in outlying communities could influence frequency of trips into Crested Butte.

Pedestrian experience: Crested Butte's size promotes walking, biking, and rolling, but does its environment make pedestrian travel a pleasant experience throughout the year? When assessing walkability and rollability, it's important to remember that different ages in life, mobility abilities, perspectives, and individual comfort levels can impact each person's pedestrian experience. The following map shows a pedestrian assessment of Crested Butte's streets within four categories, guided by the six principles of walkability. Focusing infrastructure improvements in key locations could help improve the pedestrian experience in places where it is most disrupted by vehicle traffic, while deliberately connecting certain areas of town. Typically, the lowest quality pedestrian experiences are located on commercial streets with higher traffic volumes, disorganized driveways, and no sidewalks.

Walk & Roll Principles

- Accessible:** A place that can be enjoyed by people of all mobility levels and ages.
- Comfortable:** A place that provides a feeling of personal security and safety and you can feel at ease with your surroundings.
- Connected:** A place that connects multiple routes to different activities and resources regardless of how you are traveling.
- Convenient:** A place that is easily understood by ensuring the walking environment provides visual and physical directness between destinations.
- Engaging:** a visually interesting place that allows residents and visitors of all ages to connect with each other and the surrounding environment.
- Vibrant:** A place that is full of life, energy, and enthusiasm.

Accommodating: Elk Avenue's sidewalks and architecture are engaging for pedestrians, however, its intersections are more challenging for pedestrians to be seen and to cross.

Challenging: High amounts of driveways fronting the street result in pedestrians needing to be extra aware of cars backing up.

Chaotic: Higher amount of traffic combined with street facing parking on Belleview result in comfort challenges for pedestrians and cyclists.

Threatening: High volumes and congestion result in poor driver behavior and rushed decisions, making the 4-way a threatening intersection at times.

Opportunities to address this challenge

Reduce traffic volumes within the Town by influencing the mode split coming into Crested Butte. This can be accomplished by:

- Transit:** Increase the frequency, reach and comfort of transit to make it more of a competitive choice for people to use.
- Parking:** Manage parking in a way where driving isn't always the most convenient choice, which would, in time, reduce single-occupancy vehicle use and traffic volumes.

Improve the mobility experience throughout town by:

- Maintenance improvements:** Improving sightlines at high volume intersections can help improve pedestrian and bicycle safety and comfort.
- Pedestrian Connectivity:** Target sidewalk, footpath, and pedestrian bridge investments to improve the pedestrian experience on challenging streets and shorten walking distances strategically by using new bridges and footpaths to connect traditionally disconnected areas of town.

- Traffic Calming:** Implement seasonal traffic calming measures in needed areas to slow vehicles and elevate the pedestrian experience.
- Corridor planning:** Planning ahead for future street investments for the Elk Avenue and Sixth Street corridors can help improve the pedestrian experience, whether through a more accessible sidewalk or more comfortable and safer pedestrian crossings before traffic problems divide the town.

Tradeoffs that may need to be considered to address this challenge

- Parking:** While parking management is an opportunity to impact the amount of traffic traveling into Crested Butte, it is also a tradeoff in that the community may need to embrace less convenient and available on-street parking in certain areas or certain times of day to be effective.



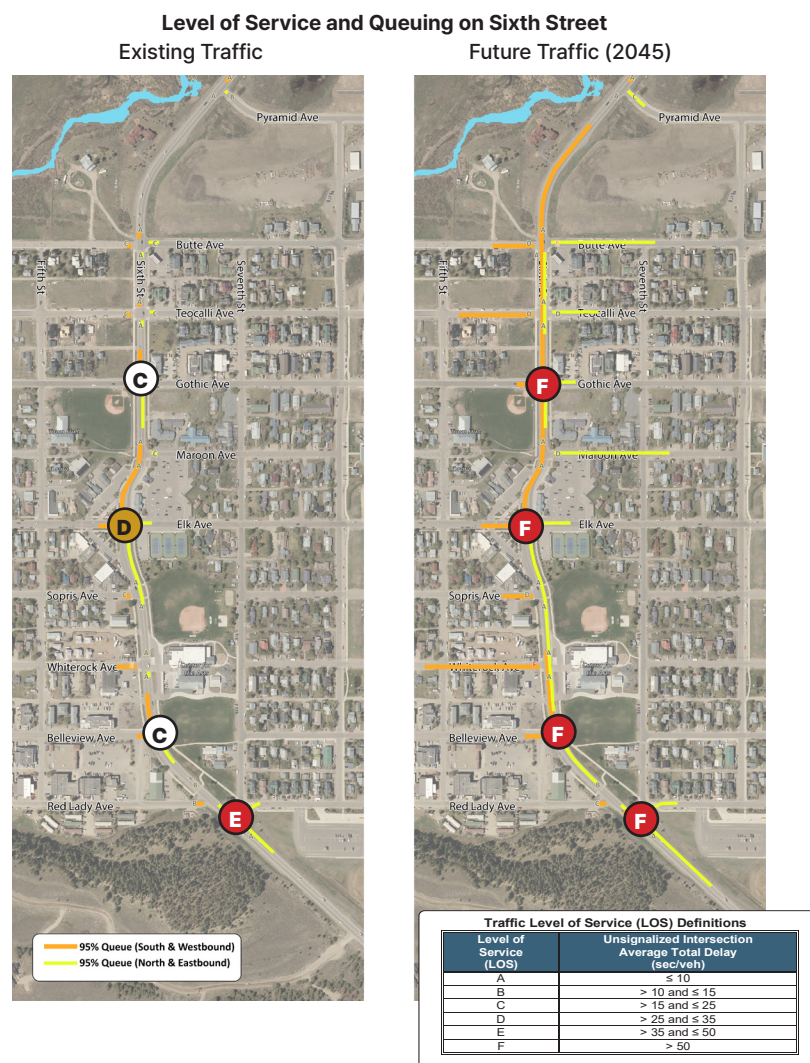
Challenge Two

Some of Crested Butte's streets feel overwhelmed by traffic during peak times and traffic operations on Sixth Street are projected to fail by 2045, resulting in negative effects town-wide.

Sixth Street is the main artery that carries traffic into and through Crested Butte. The roadway is owned and maintained by the Colorado Department of Transportation (CDOT) from the Town's south entrance to Elk Avenue as State Highway 135. The roadway is owned and maintained by the Town of Crested Butte north of Elk Avenue to Butte Avenue. The County owns and maintains the roadway as Gothic Road (County Road 317) north of Butte Avenue. On average, 63% of trips on Sixth Street have a destination in Crested Butte while only 37% of all the highway's trips pass through the Town (Streetlight).

Today's Challenges: The maps to the right show the traffic level of service (LOS) at each intersection, as well as the anticipated 95th percentile queuing distance of cars, today and projected to the year 2045. LOS is categorized by the delay experienced at each intersection, shown in the accompanying table. The Red Lady Intersection already operates at a LOS E today, which is below CDOT standards (Kimley Horn). This intersection is challenged by the difficulty for southbound traffic from Red Lady Avenue to make a left turn onto Sixth Street (Hwy 135). The difficulty in making a left turn causes many cars in the eastern portion of Crested Butte to either backtrack or divert to Elk Avenue (the 4-Way) to exit southbound out of Town. This diversion causes unnecessary congestion at the 4-Way.

The voter-approved expansion plans of the Crested Butte Community School will require the School District and the Town to apply for a new CDOT access permit for the Red Lady and Sixth Street intersection. It is anticipated the current deficiency (westbound left LOS E) will trigger the need to improve this intersection before a new certificate of occupancy can be issued for the school.



Looking to the future: The future corridor traffic projection shows the Belleview, Elk Avenue, and Gothic intersections will all reach a LOS F by 2045, where motorists will experience a 50 second or more delay (Kimley Horn). Not only will motorists experience delays, but longer delays can result in rushed decisions and poor driver behavior when it comes to vehicle collisions and accounting for pedestrians crossing the street. Safety becomes a primary concern with congested intersections.

Flexing the network: The biggest challenge for Sixth Street is determining the role the Crested Butte community wants it to play in the future and how the Town wants to manage increased congestion. With 63% of trips ending their trip in Crested Butte, finding ways to improve transit operations and improve local street network connections can better disperse this traffic onto the local street network and prevent the need for significant intersection investment in the corridor. Improved connections would reduce or delay congestion on Sixth Street. Additionally, focusing on streetscape and intersection improvements that improve pedestrian safety and comfort can ensure that Sixth Street will never divide the town.

Regional Context: Most cars entering or passing through Crested Butte utilize Sixth Street at some point during their trip. About a third of traffic is traveling through to another destination in the region. The Town needs to find a way to safely manage congestion of through traffic on Sixth Street without dividing the town.



Opportunities to address this challenge

Accommodate through traffic without dividing the Town by:

- Corridor planning, design, and implementation:** Planning for needed intersection improvements and focusing on the interplay between Sixth Street and local network connectivity can help disperse local traffic off Sixth Street. Intersection improvements can also be made to create a formal gateway to the town, slow traffic, and improve pedestrian safety.
- Transit:** The strategic corridor plan can facilitate a way for transit to efficiently bypass congestion on Sixth Street, which will help keep transit on schedule and make it a more competitive choice than driving during busy times.
- Traffic Calming:** If more cars are moving off Sixth Street, using traffic calming on adjacent streets that are most impacted will help decrease speeds and improve the pedestrian experience.

Tradeoffs that may need to be considered to address this challenge

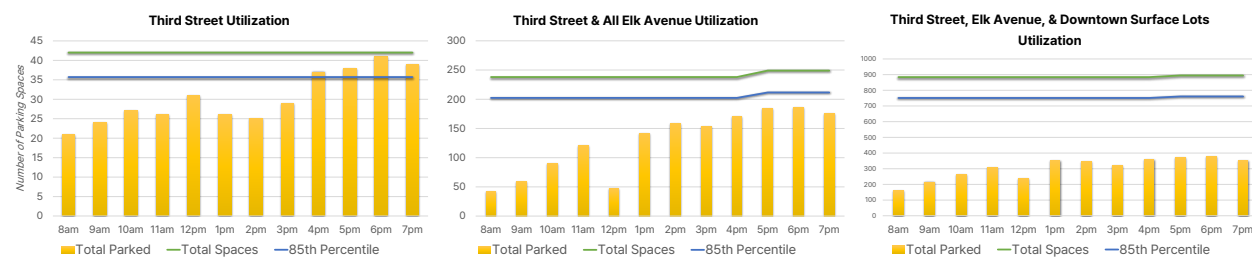
Corridor planning, design, and implementation: Infrastructure changes, such as an intersection improvement like a single lane roundabout or signal, is a significant change to the look and feel of Crested Butte. However, traffic exceeding 8,000 cars a day will also change the character of Crested Butte. According to the Federal Highway Administration (FHWA), the Transportation Research Board (TRB) and the National Association of City Transportation Officials (NACTO), roundabouts are proven to slow traffic, improve flow, and create a safer pedestrian crossing when compared to any other at-grade intersection configuration. [\(Check out the resource library on the Town's website to learn more about roundabouts from these entities.\)](#)



Challenge Three

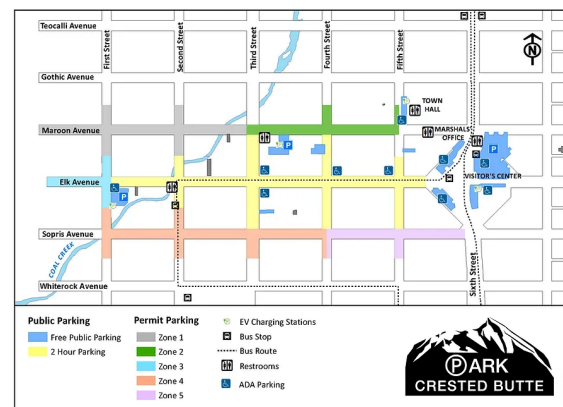
Crested Butte has a perceived parking problem because everyone wants to park at the same place at the same time. While it is challenging to park in popular areas in the peak seasons, it's still convenient to park in town. The availability of parking encourages personal vehicle use over other modes of travel.

Parking is a resource that needs to be managed effectively: Crested Butte has plenty of parking to accommodate the vehicle demand being placed on the Town. However, everyone wants to park as close as they can to their destination. Third and Elk is currently the epicenter of Crested Butte's perceived parking challenge. While parking at Third and Elk in the peak season is challenging, there is available parking within walking distance of Third and Elk. Parking in popular areas can be managed by creating a park-once environment, combined with an improved walking environment and access to transit where there is plenty of available parking. This strategy will more effectively spread out the parking demand.



Crested Butte has historically not managed parking, except for recent enforcement of 2-hour parking on Elk Avenue and a residential neighborhood permit program on Sopris and Maroon. This recent program has yielded positive results with increased turnover of cars on Elk Avenue, improved utilization of parking throughout the downtown, and reduced neighborhood impacts from Elk Avenue spillover.

Parking is a tool to promote travel choice: The readily available nature of Crested Butte's parking promotes a drive first mentality for people coming into Crested Butte as there is no incentive nor disincentive to take an alternative form of transportation. The general desire and ability to park as close to their destination as possible leads to spillover into residential streets and added traffic as people circulate around Elk Avenue looking for parking. Spillover into neighborhood streets is also occurring during the winter in adjacent neighborhoods to the 4-Way parking lot and Mountain Express bus stop at Sixth and Teocalli.



Parking management is an important tool to consider, as the availability and convenience of parking is the biggest factor that will influence a person's travel choice for their trip. However, parking management can be perceived as a heavy handed or an urban solution, and finding ways to manage parking with a small-town touch are important to consider in a place like Crested Butte. For example, Crested Butte's current program does not charge for parking and only operates during the peak summer and winter seasons, when parking challenges are evident.

Parking as a tool to promote affordability: Parking is also about more than where residents and visitors are going to park their car. Best planning practices across the nation are revisiting how municipalities regulate parking, as parking is a significant cost driver for housing affordability and the single largest determinant of traffic generation in towns and cities. Crested Butte's parking regulations maintain parking minimums that are higher than average household vehicle ownership and adjusting them can help increase opportunities for more affordable housing and development within the Town. Having more people live closer to where they work is the biggest way the Town can reduce traffic and meet its mobility goals. But to do so, the Town will need to leverage its available on-street parking. There is a surplus of available on-street parking, but combining parking management with adjusted parking requirements can help ensure residents of future developments have a guaranteed place to park within the Town if they choose to own a car.

Opportunities to address this challenge

Manage parking within the Town to better utilize the Town's existing parking resources and promote alternative modes of travel by:



Parking: Introducing time-limits and permit programs in key areas will help delineate where to park for different reasons (short-term, long-term, employee, residential), which would lead to more efficient use of Crested Butte's existing available parking.

Provide easy and convenient alternatives when parking is over utilized during peak times by:



Transit: Increase the frequency, reach, and comfort of transit to make it a more competitive choice over driving, particularly during busy times.



Parking: Regionally collaborate with RTA and Gunnison County and plan for park-n-rides from outlying communities to facilitate more efficient connections to transit.



Pedestrian Connectivity: Target sidewalk, footpath, and pedestrian bridge investments to improve the

pedestrian experience on challenging streets and strategically connect key areas of town. If people need to park farther away from their destination, improving their comfort and experience during the longer trip will help make this an attractive alternative.

Lower barriers to affordable infill development by:



Regulatory Updates: Adjusting parking requirements, as part of the 2024 Strategic Infill Plan, can help better utilize limited and available land space to provide more affordable housing and business opportunities, while flexing Crested Butte's available on-street parking.

Tradeoffs that may need to be considered to address this challenge



Parking: Parking management is an inherent tradeoff in transportation planning. While ADA accessible parking and loading zones will be maintained, changing habits is hard and the public won't always be able to park as close to where they want to shop, go out to dinner, or work.

Regional Context: While Crested Butte's small size and street network results in high mode splits for walking and biking, the broader region's land use patterns are not currently set up to efficiently be served by transit. There are significant first/last mile gaps to RTA transit service for residents of outlying communities such as Skyland, Buckhorn, CB South, and Almont to conveniently ride transit to Crested Butte. This results in driving typically being the first choice of travel, as demonstrated by the Town's mobility survey. Future planning along the Hwy 135 corridor will need to keep in mind how to promote more transit and pedestrian oriented development, while finding ways to reduce the first/last mile gap. Building park-n-rides can help existing outlying communities be better served by transit and reduce the need to drive and search for parking in Town.

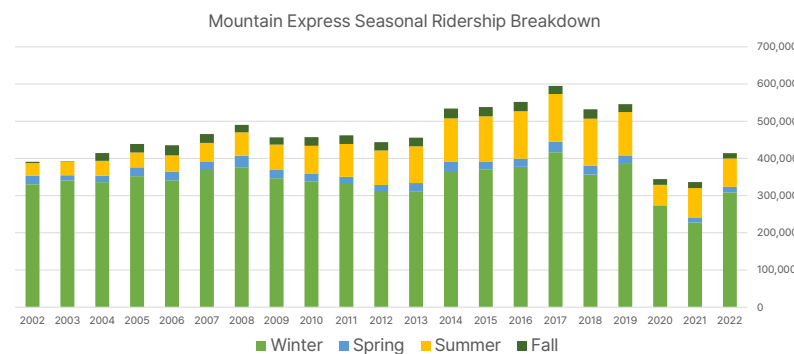


Challenge Four

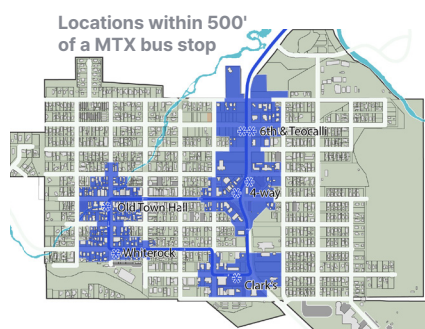
Crested Butte loves its local transit services, but they are limited in where they go and how frequently they can travel, and not all of the transit facilities are convenient or comfortable for people of all ages and mobility levels.

Crested Butte has two transit systems in the valley, the Mountain Express and Gunnison Valley RTA, who have both worked hard to improve their services over the years.

Mountain Express: Mountain Express was originally founded through an intergovernmental agreement between the Towns of Crested Butte and Mt. Crested Butte to connect visitors and the community from the ski resort to the dining and entertainment options on Elk Avenue. Their service route remains true to this mission and focuses on circulating through Elk Avenue and Sixth Street on a seasonal schedule, with the most frequent headways occurring during the winter season. Mountain Express is beloved by the community due to its convenient access to the ski area, the colorful buses painted with murals, and opportunities to connect with friends on the powder express or after a concert.

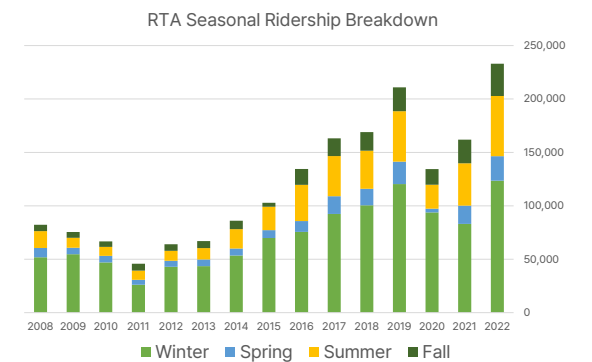


However, its ridership has remained relatively flat over the last twenty years and it is still experiencing decreased levels since the pandemic. While it effectively serves the need of connecting the ski resort to Elk Avenue, the Town believes it could be leveraged to better serve the residents and other commercial areas of the Town. Currently, only 23% of residential units and 46% of commercial spaces are served within 500' of a bus stop, which is a national standard for local transit service. Additionally, the high steps to access the bus provide challenges for different mobility levels and those carrying equipment, which can be an inhibitor of using transit. Lastly, for both services, having a comfortable and warm place to wait for the bus is important when it comes to ensuring riding transit is a pleasant experience. In general, Mountain Express is an opportunity to consider evolving in the future to build on and increase use of this beloved system.



Regional Context: Transit improvements have the potential to better connect everyone throughout the Gunnison Valley, whether providing connections between communities, connections from home to work or connections to recreation, all while helping to meet the valley's climate action goals through reducing single-occupancy vehicle use. Transit is an opportunity to build on the successful partnerships that created both the Mountain Express and RTA and will require continued collaboration to leverage this asset to meet the Town's transportation goals.

Gunnison Valley RTA: The Gunnison Valley RTA began bus service 16 years ago to connect the north and south valley and has significantly grown since. From starting with only a few routes per day, the RTA is running 41 routes in the upcoming winter season. Its ridership has consistently increased each year, which is attributed to the increase in service frequency. The RTA is also most used during the winter, similar to Mountain Express, but is seeing its ridership grow in other seasons as well, as it is becoming a more common form of commuting up or down the valley.



As a regional fixed-route service, the RTA is most efficient when it can move as quickly as it can up and down the HWY 135 corridor. Diverting the RTA off HWY 135 increases trip time and service costs, and decreases overall ridership. While some locations can easily access the RTA, 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. Most of the down valley communities are lower density, spread out, and distant from an RTA bus stop. This common challenge in transit is referred to as the first/last mile gap. Finding ways to lessen this gap with alternative options to access the bus is important to continue making transit a competitive trip choice. Frequency improvements will increase the number of transit riders in areas effectively served by RTA. The development of park-n-rides near Hwy 135, adjacent to outlying communities, would also increase ridership on RTA for those experiencing the first/last mile gap.

Cost inhibitors of transit: Expanding and evolving transit services requires significant investments in funding, whether to increase frequency, implement first/last mile solutions, develop park-n-rides, or to gradually transition a fleet to have more comfortable and accessible buses. Additionally, the more often and more places buses are desired to run, the more drivers are needed, which is difficult to achieve with the Town and Valley's affordable housing challenges. As new solutions are identified and implemented, focusing on the most cost-effective options that provide the biggest bang for the buck will be important to consider, as well as how to sustainably fund new programs over the long-term.

Opportunities to address this challenge

Collaborate with Mountain Express and RTA to continue growing transit and make it a more competitive trip choice. This can be achieved through:

Transit: Collaborate with Mountain Express and the RTA in their upcoming Transit Development Plans to support ways to improve transit service, continue growing frequency, and innovate ways to reduce the first/last mile gap.

Transit: Plan for infrastructure investments that improve the convenience and comfort of transit, including prioritizing transit with a bus-on-shoulder allowance on Sixth Street to bypass congestion, collaborating on regional park-n-rides, and improving bus stops and shelters.

Pedestrian Connectivity: While a goal is to have more locations served closer to bus stops, by improving the pedestrian experience around town, transit riders may be willing to walk further distances. Strategic pedestrian connections and bridges may shorten the walking or biking distance to transit for many.

Collaborate regionally to promote more transit-oriented development and easier access to the RTA by:

Parking: Collaboratively developing a HWY 135 Corridor Plan/3-Mile Plan to evaluate ways to promote future transit oriented land use, as well as identify locations for origin community park-n-rides, which could help reduce the first/last mile gap.

Tradeoffs that may need to be considered to address this challenge

Parking: Similarly to the previous challenges, parking management is an inherent tradeoff to consider when it comes to encouraging more people to ride the bus. Parking can heavily influence if a person decides to utilize public transit. If driving and parking are more convenient than taking transit, then transit will rarely be the first choice.

Challenge Five

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?

Elk Avenue is the economic and cultural epicenter of Crested Butte and the main place people go to eat, shop, and gather. It's known for its colorful historic architecture, bountiful flower baskets, picturesque snowbanks, bike racks full of townies, and benches full of people. It's the home to many of Crested Butte's unique local businesses, cherished special events, and the weekly farmer's market.

Frustrations during peak times: In the past decade, higher amounts of visitation have led to Elk Avenue feeling overwhelming to visit during peak times, which reached an all-time high during the pandemic. High volumes of cars combined with blocked sightlines, due to illegal parking, have led to close calls with pedestrians crossing the street. Full blocks of parked cars result in a car-dominated atmosphere with less attention paid to the street's architecture. The inability to find a parking spot has led to higher volumes of cars circulating around each block. Additionally, the turnover of restaurants and more closures due to staffing shortages has led to increased wait times and frustrated customers. High amounts of pedestrians, while a good thing, can make things feel squeezed on Elk Avenue's sidewalks, particularly when there are bike racks, signs, flower barrels, and other items in the uneven brick furnishing zones. While Elk Avenue is the heart of Crested Butte, many give up on visiting during peak times, out of concern about not finding a place to park, a place to eat, or a sentiment that it feels like "too much".



Piloting in recent years: While the pandemic led to all time highs in visitation levels, it also created an opportunity to think about the role of the street in promoting community gathering spaces. Crested Butte, like many towns and cities across the nation, experimented with and continues to offer an outdoor dining parklet program for outdoor restaurant seating in the Town right of way. The parklet program additionally led to a pilot of enforcing 2-hour parking on Elk Avenue, combined with a neighborhood permit program, to increase the turnover of parked vehicles and mitigate neighborhood impacts. Both pilots were tweaked and improved each year and will be recommended to continue on a longer-term basis through this TMP.

Many opinions: What to do with Elk Avenue has been a topic of Town planning throughout history. Opinions have always varied from Elk Avenue should have never been paved to Elk Avenue should become a pedestrian mall. With an upcoming need to tear up the street to update the underground utilities on Elk Avenue within the next five to ten years, there is an opportunity to collaboratively design for the future of Elk Avenue's streetscape. While the community may never reach a full consensus on a future for Elk Avenue, there is a desire to design future improvements for Elk Avenue that balance community opinions in ways that elevate the pedestrian, promote business vibrancy, and ensure Elk Avenue remains a community gathering place year-round.



Regional Context: Crested Butte, and particularly Elk Avenue, is the commercial activity hub of the north valley. It's important to retain its charm and vibrancy and ensure it remains a place where people want to come and connect with each other, year-round. However, with increased visitation and increased amount of travel, finding ways to deliver people to Elk Avenue without a car will be important to consider regionally in the future.

Opportunities to address this challenge

Strategically plan and enhance Elk Avenue's streetscape by:



Maintenance improvements: In the short-term, the Town can continue piloting operational changes on Elk Avenue to improve the pedestrian experience. This could include painting and hatching corners to improve sightlines, as well as placing bike racks in these areas to create more space on the sidewalks.



Corridor planning, design, and implementation: With the upcoming need to replace underground utilities on Elk Avenue, the Town has an opportunity to collaboratively plan and design streetscape improvements. This could include a wider, more accessible sidewalk, improved pedestrian crossings, considerations on heating sidewalks or not, and more. In addition to timing a streetscape plan with the utility upgrades, the Town can also consider strategically coordinating Elk Avenue's streetscape with facility master planning to find opportunities for community connectivity and gathering areas.



Transit: Finding ways to leverage transit to deliver more people to Elk Avenue without a car can reduce parking and circulation stresses while promoting business vibrancy by encouraging more people to stroll from transit along Elk Avenue to check out different shops.

Tradeoffs that may need to be considered to address this challenge



Parking: Consistent with previous challenges, parking is a tradeoff that may need to be considered with Elk Avenue. While two-hour parking enforcement has proven to work well for the corridor to increase turnover and available parking, considering opportunities to adjust parking arrangements on Elk Avenue's side streets to accommodate improved sidewalks could be considered as part of the streetscape planning.

Defining success for the future



The goal of this TMP is to keep Crested Butte a pedestrian and townie-first community by de-emphasizing cars and focusing on walking, rolling, biking, and transit. The previous chapter identified the Town's existing mobility conditions and biggest transportation challenges. The next chapter will lay out a long-term implementation plan to help the Town achieve its goal. **But determining what transportation tools and projects to deploy will need guidance by success measures determined by the community that are in alignment with Crested Butte's values.**

Success measures need to be identified to set the principles of how the Town can reach this goal in a way that is aligned with Crested Butte's community values. Following the Community Compass decision-making framework, these success measures were generated by (1) identifying how the community's values relate to Crested Butte's transportation challenges and (2) filtering the community's values through the goal statement to establish success measures. Some examples of how Crested Butte's values relate to this plan (and pulled directly from the Compass) include:

Authentic

Being authentic means... the Town has more rough than polished edges.

To be authentic, the Town may need to consider... prioritizing the community's needs over individual preferences and comforts.

Connected

Being connected means... residents don't need a car to live here and visitors don't need a car to travel here.

To be connected, the Town may need to consider... being inconvenienced by parking regulations while embracing slower speeds in our streets.

Accountable

Being accountable means... living in Crested Butte is accessible to those who work locally.

To be accountable, the Town may need to consider... changing our expectations for manicured landscapes, growth along our rivers, availability of parking, and recreational access.

Bold

Being bold means... we are not afraid to experiment or be the first to try something.

To be bold, the Town may need to consider... being open to counter-intuitive solutions like reducing the amount of parking to promote higher transit use and ridership.

Success means...

Crested Butte will continue to be a pedestrian and townie first community by de-emphasizing cars and focusing on walking, rolling, biking, and transit. **To do so, the Town will:**

- ✓ **Increase mobility choices and improve people's mobility experiences.**

How will this be measured? Quantitative data like transit ridership will be measured and analyzed year over year and qualitative feedback from the community on their mobility experiences will be solicited through Town outreach and events.

- ✓ **Reduce vehicle traffic and single-occupancy vehicle use within the Town.**

How will this be measured? The Town will bi-annually quantify and map traffic volumes on different streets and alleys and measure each corridor against the 2021 baselines established in this plan.

- ✓ **Ensure traffic moves slowly with nothing faster than 15 mph.**

How will this be measured? The Town will also bi-annually assess 85th percentile speeds in different corridors against the 2021 baseline.

- ✓ **Strengthen our sense of community and our connections to each other.**

How will this be measured? Understanding transportation impacts on sense of community will continuously be evaluated through qualitative feedback and engagement opportunities as the Town develops more specific streetscape and corridor plans.

- ✓ **Keep our rough edges and polish only when necessary.**

How will this be measured? This metric is challenging to measure, but during implementation of each action item, the Town will need to hold itself accountable to understanding and discussing how a project may intentionally or unintentionally "smooth" Crested Butte's rough edges.

- ✓ **Test and tailor solutions when and where we can to ensure we achieve the result we want.**







How will this be measured? In the implementation plan, many action items within its phasing identifies if and how different actions can be tested before a more permanent solution is implemented.

Implementation plan

How this chapter is organized

This Implementation Plan is a roadmap that identifies actions to help the Town meet its goal of de-emphasizing cars and focusing on walking, biking, rolling, and transit over the next 20-years.

Solutions to meet the Town's goal are organized by following categories:


-  Maintenance improvements
-  Corridor planning, design, and implementation
-  Traffic calming and pedestrian connectivity
-  Parking
-  Transit
-  Regulatory Changes

A guiding strategy


The solutions identified in this chapter stem from an overarching strategy of balancing increasing alternative modes of travel with reducing parking convenience, as well as utilizing land use planning to set the future up in a way that prioritizes pedestrians, which together will help the Town meet its TMP goal.


1 Improve transportation choices


The TMP expands Town actions to not only maintain alternative transportation choices but also improve them. These improvements are necessary to make Crested Butte a car-optional community. The TMP increases mobility choices beyond the car by:


 **Investing in transit** (Page 54): Transit needs to evolve to become the mobility workhorse of the north valley's transportation network. The Town needs to work with Mountain Express and the RTA to make improvements to routing, frequencies, amenities, and technologies to improve customer experience and shorten the gaps in the first and last mile between transit stops and where people live and work.

Traffic calming, corridor plans, and streetscapes: The Town embraces and celebrates its slow streets and alleys, but several of Crested Butte's streets need to be reimaged to improve their livability, safety, and comfort to ensure walking, biking, rolling, and transit are meaningful mobility choices. The TMP identifies a comprehensive list of planned improvements:

 **Traffic calming** (Page 42): Many of the Town's residential streets need action to slow traffic and discourage speeding to ensure pedestrians and bicyclists feel comfortable sharing streets with motorists.

 **Sixth Street corridor** (Page 36): Regional traffic and school expansion are causing congestion and safety concerns on HWY 135 (Sixth Street). Physical improvements are needed in the near-term at Red Lady that will be addressed by constructing a roundabout. Solutions for future concerns in the corridor need to be vetted with the CDOT and the community through a comprehensive corridor plan in the coming years.

 **Elk Avenue and Third Street streetscape** (Page 36): Water and wastewater infrastructure improvements are needed in Elk Avenue in the near future. The last time Elk Avenue was rebuilt was in the 1970s. The Town will be initiating a streetscape design of Elk Avenue and Third Street concurrent with the water and wastewater improvements to set a more multimodal vision of Elk Avenue for the next 50 years.

 **Improved pedestrian connections and safety improvements** (Page 36): Improved pedestrian connections (new paths, trails, strategically placed sidewalks, and pedestrian bridges) are planned throughout Town to extend the reach and mobility of pedestrians and bicyclists.

2 Manage parking convenience

The TMP specifically addresses the availability of parking through parking management of overparked areas and making safety improvements through parking arrangements. The convenience of parking is the biggest factor that determines if someone will drive a car or not. Parking management on Elk Avenue and the surrounding neighborhoods proved motorists will change their behavior. Before parking management was implemented in 2021, 58 cars were parking on Elk Avenue for more than six hours and parking along Maroon and Sopris Avenues was experiencing 95% utilization. After parking management, the Town is experiencing higher parking turnover on Elk and lower utilization in the neighborhoods. Further, Town sales tax collections continued to grow.

Strategically addressing parking (Page 49): Going forward, the TMP lists a set of methodical actions over the next 20 years to incrementally manage over-parked areas and improve parking safety that will result in reducing the number of cars entering Crested Butte. Safety improvements are needed because parking crashes over the last five years account for 149 of 186 crashes (80%) town-wide. Lastly, the TMP recommends the 2023 Infill Plan reduce the parking requirements of various land uses in certain areas of Crested Butte to encourage more deed-restricted units in town, so more people can live closer to where they work.

3 Integrate land use and transportation

Land use has the most significant impact on people's transportation choices, including their need to travel, and which mode of travel they choose. Residential land uses are transportation origins, while non-residential land uses represent transportation destinations. The location, mixture, and arrangement of residential and non-residential land uses are the key variables influencing travel patterns and whether people choose to walk, bike, ride transit, or drive.

- **Location:** When residential, commercial, and industrial land uses are separated over larger distances, people tend to use their cars and make trips more often than developments with land uses that are in close proximity to one another. More compact development is more walkable and capable of being efficiently served by transit.
- **Mixture:** Developments with a mixture of land uses when compared to developments with single purpose land uses tend to also have a reduced number of trips, shorter travel distances, and facilitate more walking, biking, rolling, and riding transit.
- **Arrangement:** Like location of land uses, the arrangement of buildings can either increase, or reduce people's propensity to walk, bike, drive, or use transit. Buildings arranged farther back from the street with parking between the building and street increase the likelihood of driving, while buildings arranged close to the street with parking in the back are more walkable, increasing the likelihood of people walking, biking, or riding transit.

Planning for the future (Page 61): While the TMP does not take specific land use actions, the document emphasizes the importance of the upcoming Infill Plan and Historic Preservation Plan in town and the Three-Mile/Corridor Plan for the unincorporated areas of Gunnison County. These plans can ensure future development is organized in a way where more people live closer to where they work, shop, and recreate, and ensure other required travel is set up with transit in mind, along with preserving the character of Crested Butte.

The Town's Infill Plan will investigate the community's willingness to explore areas of the town where changes in zoning regulations should encourage higher land use densities by incentivizing private development to help the Town achieve its affordability, climate action, historic preservation, and transportation goals. This effort could allow more people to live closer to where they work and have a significant influence on reducing the number of cars commuting into Town.

An intentionally phased approach

Within each category, each action is summarized and identified within the context of key partners, estimated costs, and an evaluation to determine whether they meet the success measures identified in the previous chapter. Additionally, each action is intentionally timed and phased within the following timeframes:

Short-Term		Mid-Term			Long-Term	In the future...
1 - 2 Years		3 - 5 Years			6 - 10 Years	11 - 22 Years
2024	2025	2026	2027	2028	2029 - 2033	2034 - 2045

At the end of this chapter, a 5-year executive summary of short-term and mid-term actions is provided on page 67, and a full 20-year roadmap of all actions together is shown on page 68. This roadmap identifies a path forward for the Town to work towards meeting its mobility goal.



1. Maintenance Improvements

Operational fixes to the Town's maintenance practices can help immediately improve the Town's mobility conditions. The following operational improvements were identified to improve pedestrian comfort and safety across Town. While the Town already strives to incorporate best practices into its operations that maintain pedestrian safety, challenges with amount of snow, staffing, equipment, and more, are barriers that need to be considered and evaluated as these operational improvements are considered.

Overall phasing of solutions includes:

Project	Timing						
	Short-Term		Mid-Term			Long-Term	In the future...
	1 - 2 Years		3 - 5 Years			6 - 10 Years	11 - 22 Years
	2024	2025	2026	2027	2028	2029 - 2033	2034 - 2045
1. Operational improvements							
1.A: Corner paint and bike racks on Elk Avenue							
1.B: Additional stop signs where warranted							
1.C: Integrate public art into sign replacement program							

1.A: Improve Elk Avenue and Third Street intersection sightlines through paint, bike racks, and enforcement during the summer season

Overview: Paint and improved parking enforcement should be used at Elk Avenue intersections, Third and Maroon/Sopris intersections, mid-block crossings, and challenging ingress and egress from alleys in these high pedestrian traffic zones. In 2023, the Town improved intersection sightlines along Elk Avenue with paint by adding cross-hatching, in compliance with the Manual on Uniform Traffic Control Devices (MUTCD).

To improve upon this, bike racks are recommended to be placed in the street in the cross-hatched corner areas to improve space on the sidewalk and encourage bikes to not ride on the sidewalk, ensure cars don't park in the corner areas (while maintaining the height limit per the MUTCD) to maintain sightlines, and to better highlight Crested Butte's townie culture. Placing bike racks in the street was experimented with during Elk Avenue's parklet program, as well as in front of the museum in 2023.

The addition of cross-hatching on Elk Avenue reduced illegal parking in these areas and made enforcement of illegal parking more effective.



Key Partners

- **Paint and Bike Racks:** Public Works Department, Parks, Recreation, Open Space, and Trails (PROST) Department
- **Enforcement:** Town's Parking Management Contractor (Park Crested Butte)

Estimated Costs

- **Capital Cost:** None
- **Annual Maintenance/Operating:** No additional Full-Time Equivalent Staff (FTE)

Timing

- **Short-term (1-2 Years):** Incorporate into operations in 2024.

Success Measure Alignment

Increase mobility choices and improve people's experiences.	+
Reduce vehicle traffic and single-occupancy vehicle use within the Town.	Neutral
Ensure traffic moves slowly with nothing faster than 15 mph.	Neutral
Strengthen our sense of community and our connections to each other.	+
Keep our rough edges and polish only when necessary.	+

1.B: Introduce additional stop signs where warranted



Overview: Challenging intersections were identified as warranting an adjustment to an all-way stop to improve safety and sightlines, including Third and Maroon, Second and Sopris, Second and Whiterock, and First and Whiterock.

Key Partners

- Public Works Department

Estimated Costs

- **Capital Cost:** \$1,000
- **Annual Maintenance/Operating:** No additional FTE

Timing

- **Short-term (1-2 Years):** Incorporate into operations in 2024.

Success Measure Alignment

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

1.C: Integrate public art into sign replacement program



Overview: Crested Butte has a unique pedestrian and townie culture, and the Town can reflect this by integrating public art into its ongoing sign replacement program, within the allowances within the Manual on Uniform Traffic Control Devices (MUTCD). Fun and whimsical art can make improvements to the pedestrian experience and communicate Crested Butte's pedestrian values to visitors as well. Besides, who doesn't smile when they see the Flauschink King and Queen crossing sign?

Key Partners

- Collaboration between the Public Art Commission (under the Community Development Department) and Public Works Department

Estimated Costs

- **Capital Cost:** \$5,000
- **Annual Maintenance/Operating:** No additional FTE

Timing

- **Mid-Term (3-5 Years):** Develop the program and issue a call for artists in 2026. Integrate into the sign replacement program for ongoing implementation.

Success Measure Alignment

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



2. Corridor planning, design, and implementation

The Town should develop corridor and streetscape plans for both Sixth Street (CO Hwy 135) and Elk Avenue. The functionality of Sixth Street influences circulation Town-wide. The roadway's congestion influences where and how traffic enters and leaves the Town, which streets are used for diverting traffic, pedestrian and bicyclist comfort crossing the street, and if people ride transit or not. Elk Avenue is the Town's cultural and economic center and has an opportunity to plan ahead and implement a streetscape plan when the utilities need to be replaced under the street.

Plans for Sixth Street and Elk Avenue should address needed upgrades to ensure they can accommodate future growth, ensure transit mobility, and foster community and business vibrancy, without dividing the town.

Overall phasing of solutions includes:

Project	Timing						
	Short-Term		Mid-Term			Long-Term	In the future...
	1 - 2 Years		3 - 5 Years			6 - 10 Years	11 - 22 Years
	2024	2025	2026	2027	2028	2029 - 2033	2034 - 2045
2. Corridor planning, design, and implementation							
Sixth Street							
2.A: Red Lady and Belleview Intersection	Preliminary Eng	Final Eng (pending CDOT)	Construction (pending CDOT)				
2.B: Sixth Street Corridor Plan	Infill Plan					Corridor Plan	Implement
Elk Avenue and Third Street							
2.C: Elk Ave Streetscape Plan		Plan	Design	Construction			
2.D: Elk Ave Patio Program		Design	Bid	Implement			
2.E: Festival Street Pilot							

Sixth Street

2.A: Red Lady and Belleview Intersection Improvements

Overview: The Red Lady and Sixth Street (CO Hwy 135) intersection westbound movement currently operates at a traffic Level of Service (LOS) E during peak times. This results in congestion during peak times and exacerbates traffic safety concerns (t-bone collision) for the intersection. The current intersection configuration results in residents from the east side of town utilizing Elk Avenue to leave town (adding unnecessary congestion and safety concerns to the Sixth Street and Elk Avenue intersection). The Town has identified the need to improve this intersection since 2014.

Technical analysis and community feedback identified several deficiencies and opportunities that a redesign of the intersection should address, while also addressing the traffic congestion and safety concerns of the westbound Red Lady Avenue traffic. These include:

1. Improve pedestrian and bicycle safety at the intersection.
2. Enable the Sixth Street corridor speed limit to be reduced to 15 mph.
3. Facilitate the distribution of traffic away from Sixth Street.
4. Improve the gateway experience at this entrance to Town.

The recent voter-approved expansion of the Crested Butte Community School exacerbates the need to improve the intersection quickly.

The school and Town will need to apply for an Access Permit with the Colorado Department of Transportation (CDOT) and coordinate with Gunnison County to implement an improvement at the intersection. Approval of the CDOT Access Permit is required if the proposed expansion exceeds 20% of the existing traffic flow, or if there is an existing deficiency at the intersection. The existing LOS E is deficient to the CDOT Minimum LOS D expectation.

A complete access permit presents the anticipated traffic analysis and design drawing for the proposed improvement. The School District will require approval of the access permit before it can receive a Certificate of Occupancy for the expansion of the Community School.

Alternatives developed in the TMP include multiple roundabout alternatives or a "High-T" (two concepts are shown above). The TMP's assessment of the two alternatives shows the roundabout is the preferred solution for the improvement of the intersection.



Figure 1 (Top): Alternative 1 showing a roundabout configuration at the Red Lady and Sixth Street intersection.

Figure 2 (Bottom): Alternative 2 showing a "High-T" intersection at Red Lady and Sixth Street.

Deficiency/Opportunity	Roundabout	High-T
Westbound Red Lady Avenue - Traffic Congestion LOS E / LOS F (2045)	Improvement to LOS A / LOS B (2045)	Improvement to LOS B / LOS C (2045)
Traffic Safety Concerns	Minimized (Reduces speeds, conflicts and crash types, and improves visibility)	Reduced (Reduces conflicts and crash types, and improves visibility)
Pedestrian / Safety Concerns	Minimized (Reduces speeds, conflicts, exposure, and improves visibility)	Reduced (Reduces exposure and improves visibility)
Reduce Sixth Street speed to 15 mph	Likely (Speeds reduced)	Doubtful (Speeds neutral or increasing)
Traffic Distribution	Improved (direct connection to all Town streets)	Reduced (denies access to Red Lady west)
Improve the gateway experience	Yes	No
Estimated Cost	\$2.8 million (Source: Kimley Horn)	\$1.9 million (Source: Kimley Horn)

The TMP identifies the preferred solution conceptually. To implement, the Town will need to collaborate with the School District and complete an Access Permit Application with CDOT in 2024. The Access Permit Application would include a detailed traffic impact study, preliminary engineering, and design of the intersection to 60%. Engineering an improvement to the Red Lady intersection will include operation modifications of the Belleview intersection to ensure the changes do not negatively impact the next intersection.

Roundabout Context: Roundabouts at schools and entrances to mountain towns are common. Data and experience has shown they are safer for all modes of travel. These two photos show Telluride (left) and Snowmass (right) roundabouts.



Key Partners

- CDOT, Gunnison Watershed School District, Gunnison County

Estimated Costs

- **Preliminary Engineering Cost:** \$300,000
- **Capital Cost:** Roundabout - \$2.8 million, High T - \$1.9 million
- **Annual Maintenance/Operating:** No additional FTE

Timing

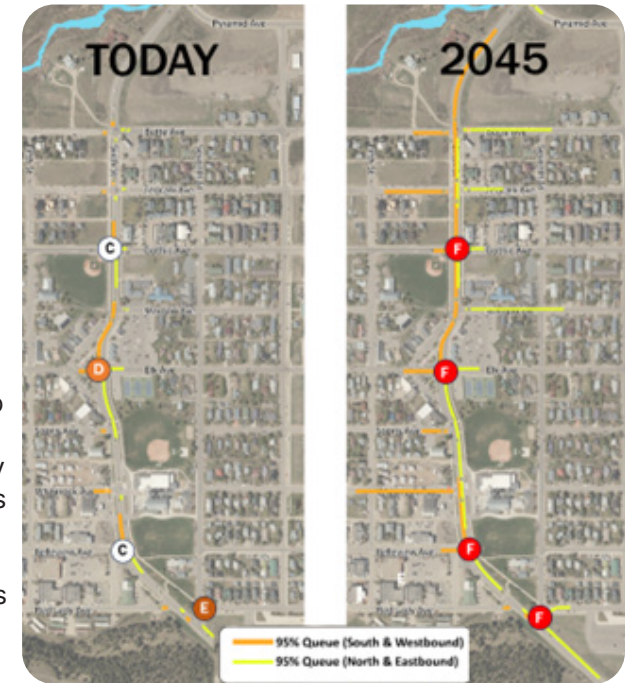
- **Short-term (1-2 Years):** Town and CBCS Access Permit Application to CDOT and preliminary engineering in 2024.
- **Mid-Term (2-5 Years):** Conduct final engineering and potential implementation in 2025/2026, pending CDOT approval and funding.

Success Measure Alignment

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

2.B: Sixth Street Corridor Plan

Overview: While the Red Lady intersection is identified as a short-term need due to the CBCS expansion, Sixth Street is projected to incur challenges throughout its corridor over the next 20 years. The Elk (4-Way) intersection is operating at CDOT minimum traffic LOS D today. Projected traffic results in LOS F at all controlled intersections by 2045. Traffic queues backing up in the corridor will become a frequent experience in typical summer days at the Elk (4-Way) and Gothic Avenue intersections by 2045. It is recommended to develop a Sixth Street Corridor Plan to identify solutions that improve the safety of the corridor and transit's ability to bypass the congestion. This TMP's analysis shows potential improvements could include a roundabout at the 4-Way, pedestrian improvements at each crossing, and introducing bus-on-shoulder to bypass anticipated congestion at all stop sign controlled intersections.



Additionally, Sixth Street is an opportunity to tie to future land use planning, specifically through the 2024 Infill Plan. This plan can identify land use and development opportunities on Sixth Street that can foster a complete street environment and utilize development decisions to slow traffic and improve the pedestrian experience.

Key Partners

- CDOT, Gunnison County, Mt. Crested Butte

Estimated Costs

- **Capital Cost:** Corridor Plan - \$100,000
- **Annual Maintenance/Operating:** N/A

Timing

- **Short-Term (1-2 Years):** Identify land use and development opportunities for Sixth Street through the 2024 Infill Plan.
- **Long-Term (6-10 Years):** Develop corridor plan for Sixth Street/Hwy 135 in 2029 or 2030, when the timing will be ripe to reevaluate future needs at Elk Avenue intersection.
- **In the future... (11-22 Years):** Phased implementation between 2034 and 2045.

Success Measure Alignment

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

Elk Avenue

2.C: Elk Avenue Streetscape Plan

Overview: The wastewater utilities in Elk Avenue are scheduled for replacement within the next 5-10 years. This significant capital project will require rebuilding Elk Avenue and is the most efficient opportunity to develop a new streetscape plan for this corridor. Community feedback in the TMP calls for an improved experience on Elk Avenue that promotes business vibrancy and ensures Elk Avenue remains the focal point for community connection in Crested Butte.



The streetscape plan, aligned with the needed upgrades in water and wastewater infrastructure, would identify specific design elements and finishes of the street that should be implemented with the rebuilding of the street. The following components are recommended to be considered during the future streetscape plan:

- Level the brick and sidewalks on Elk Avenue to create a more consistent, flat, and accessible sidewalk for pedestrians. This could include eliminating brick and or grass areas (between Fourth and Sixth) and introducing pavers, stamped concrete, or other finishes that are ADA accessible, eliminate tripping hazards, and are more sustainable to maintain.
- Evaluate heating or not heating the entire Elk Avenue sidewalk network. This would be a big decision regarding pedestrian friendliness of the corridor and deserves a complete assessment and community engagement effort during the development of the streetscape plan. The streetscape plan will evaluate the feasibility and costs, discuss community expectations and perception, and explore creative solutions that improve pedestrian safety while reducing environmental impacts.
- Improve sightlines and pedestrian crossings with either continued summer paint/hatching/bike racks (identified in operational improvements), seasonal flower boxes, or a permanent flush curb extension.
- Consider adjusting parking on Third Street to be parallel or diagonal to provide a sidewalk and improve the pedestrian experience and possibly a festival street, or woonerf. Additionally, evaluate and explore opportunities to foster a safer and more comfortable pedestrian crossing at Third Street.

Key Partners

- Public Works Department, Elk Avenue Business Owners, Mountain Express, CB/Mt. CB Chamber of Commerce

Estimated Costs

- Capital Cost:** Corridor Plan - \$100,000, Implementation - TBD
- Annual Maintenance/Operating:** N/A

Timing

- Short-Term (1-2 Years):** Develop the Elk Avenue Streetscape Plan in 2025. It is recommended to align the 2025 Streetscape Plan with the Town's Facilities Use Plan to simultaneously master plan Elk Avenue with the 308 Third Street/Fire Station re-development, as well as re-envisioning the 4-Way, to develop a cohesive plan for the corridor that aligns with the Town's mobility and community vitality goals.
- Mid-Term (3-5 Years):** Conduct final engineering and design in 2026 and implementation in 2027 (pending timing for utility improvements – currently anticipated to be 2027).

Success Measure Alignment

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

2.D: Elk Avenue Patio Program

Overview: Elk Avenue experimented with a seasonal outdoor dining parklet program beginning in 2020 with many iterations from flower boxes and rope to today's program with flower boxes and fencing. Based on community feedback, it is recommended to commit to a permanent seasonal program with ADA accessible patios to improve the program and enhance the pedestrian and dining experience (example ADA accessible patios are shown in the photo to the right).



Key Partners

- Public Works Department, Elk Avenue Business Owners

Estimated Costs

- Capital Cost:** \$500,000
- Annual Maintenance/Operating:** No additional FTE

Timing

- Short-Term (1-2 Years):** Design the patios in 2025 as part of the Elk Avenue Streetscape Plan.
- Mid-Term (3-5 Years):** Bid and construct the patios in 2026 and deploy the patios in 2027 (pending construction of Elk Avenue).

Success Measure Alignment

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

2.E: Pilot a festival street

Overview: Community outreach in the TMP identified a desire to explore more pedestrian only opportunities on Elk Avenue and find ways to promote more social and community connections. The Town can test a temporary weekly closing of sections of Elk Avenue and Third Street to provide more pedestrian and bike only opportunities in the street outside of special events.



Key Partners

- Public Works Department, Marshals' Department, Elk Avenue Business Owners, Special Event Planners

Estimated Costs

- Capital Cost:** Staff time as part of Streetscape Plan
- Annual Maintenance/Operating:** No additional FTE

Timing

- Short-Term (1-2 Years):** As part of the Streetscape Plan in 2025, test weekly closings on different blocks of Elk Avenue and Third Street as an opportunity to solicit input/feedback regarding Elk Avenue and experiment with different festival street locations.

Success Measure Alignment

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



3. Traffic Calming and Pedestrian Connectivity

The Crested Butte community already embraces the slow vibe of its streets and alleys, but the pedestrian experience within Crested Butte can be improved through the deployment of traffic calming measures on shared residential streets where they are needed to slow traffic. Specific investments in sidewalks, pedestrian bridges, and trails are needed to connect key corridors between the Town’s commercial areas, parks, and school.

Overall phasing of solutions includes:

Project	Timing						
	Short-Term		Mid-Term			Long-Term	In the future...
	1 - 2 Years		3 - 5 Years			6 - 10 Years	11 - 22 Years
	2024	2025	2026	2027	2028	2029 - 2033	2034 - 2045
3. Traffic calming and pedestrian connectivity							
Traffic calming							
3.A: Traffic calming policy development and priority streets deployment	Develop, implement, and solicit outreach						
3.B: Gateway Improvements			Red Lady (pending CDOT)				Evaluate other gateways
Sidewalks and Trails							
3.C: Strategic Sidewalks				Elk + Third		School to Big Mine, Fourth	Third to Big Mine
3.D: Pedestrian Bridges							Evaluate Bridges
3.E: Off-System Pedestrian Connections	Survey alleys through preservation plan		Community outreach, Town Park connection	Rec Path and Rainbow Park connection		Update wayfinding	
3.F: Perimeter Trail		PROST Plan	Mineral Point			Pending PROST	Pending PROST
3.G: Winter Ice Awareness Campaign	Develop and launch campaign						

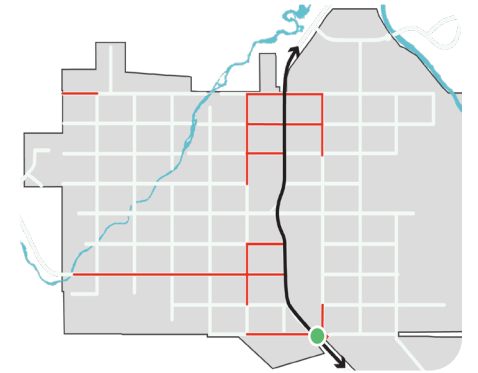
Traffic Calming

3.A: Develop a summer traffic calming policy and deploy on priority streets

Overview: Every summer, the Town fields requests from several neighborhoods seeking flower boxes, pop-up speed limit signs, or other measures intended to slow vehicle traffic on their street. It is recommended the Town develops a summer traffic calming policy, which would create a hierarchy of criteria to prioritize Town action.



In many Town streets, pedestrians and bikes are expected and encouraged to be in the road, which acts as natural traffic calming. But higher volume streets, as well as streets that experience higher speeds, will benefit from physical measures to slow traffic. The traffic volume policy would identify a formula that incorporates multiple criteria and a number of variables, which may include: average daily traffic (ADT), number of residents, number of pedestrians, and vehicle speeds, to name a few. Seasonal solutions should be experimented with over time to make tweaks and improvements to the program. Seasonal measures include horizontal deflectors using Town-made boxes in multiple configurations, such as neckdowns, islands, chicanes, and traffic circles. Alternative measures should also include testing vertical deflectors such as portable speed humps and bumps. Potential traffic calming measures should be modest and funky/whimsical with art, gardens, or other things that display Crested Butte’s authenticity. Lastly, this program would need to be developed intentionally to ensure the Town has the resources to manage and maintain the supplies, as once it is developed, it will be an ongoing operational change.



2024 implementation will be determined by the policy formula created. Initial areas that will be evaluated through the policy based on speed and volume data include Whiterock, Fifth and Seventh Streets and the impacted residential streets in between, along with Town entrances on Red Lady and Butte Avenue, which currently experience the highest speeds. Following the first year of implementation, the Town will refine and enhance the policy based on neighborhood feedback solicited through pop-up neighborhood block party outreach opportunities.

Key Partners

- Community Development, Public Works, PROST, Marshals, Crested Butte Fire Protection District (CBFPD), Mountain Express, Public Art Commission

Estimated Costs

- Capital Cost:** No Cost for the Policy. Costs for supplemental calming measures will be determined through the policy

- Annual Maintenance/ Operating:** No additional FTE, but storage concerns. Flowers will not be able to be planted or maintained in all boxes.

Timing

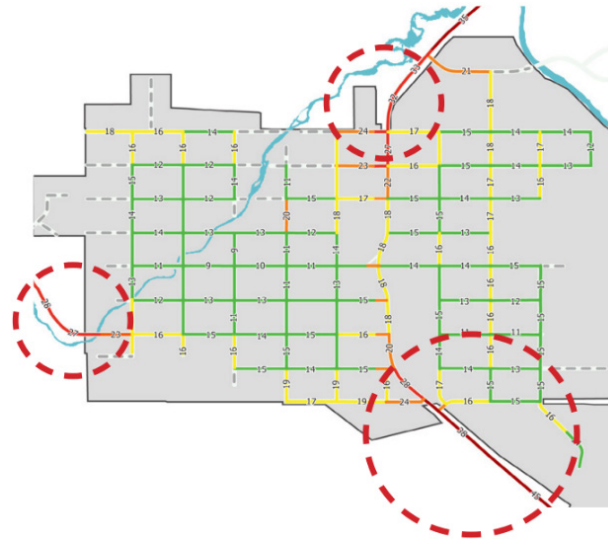
- Short-Term (1-2 Years):** Develop policy and implement policy in 2024. Solicit neighborhood feedback through neighborhood outreach pop up events in 2024 and 2025 to refine the program.

Success Measure Alignment

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

3.B: Gateway improvements

Overview: The Town's gateways/entrances experience the highest speeds and are challenged by topography. The Red Lady entrance will be evaluated under CDOT Access Permit Application. The Pyramid Avenue's entrance should be evaluated during the future Sixth Street Corridor and Streetscape Plan in 2029/30. Lastly, the intersection at Treasury Hill Road should be evaluated in the more distant future to find a solution that would slow traffic entering the Town from Kebler Pass, while providing a safer pedestrian crossing experience for accessing the Woods Walk.



Key Partners

- Gunnison County, Public Works, Community Development

Estimated Costs

- Capital Cost:** Red Lady Roundabout - \$2.9 Million, Other gateways - TBD
- Annual Maintenance/Operating:** No additional FTE

Timing

Red Lady Gateway

- Short-Term (1-2 Years):** Town and CBCS Access Permit Application to CDOT and preliminary engineering in 2024.
- Mid-Term (3-5 Years):** Conduct final engineering and potential implementation in 2025/2026, pending CDOT approval and funding opportunities.

Pyramid Avenue Gateway

- Long-Term (6-10 Years):** Evaluate during the Sixth Street Corridor and Streetscape Plan in 2029 or 2030.
- In the future...(11-22 years):** Implementation between 2034 and 2045.

Treasury Hill Gateway

- In the future...(11-22 years):** Evaluate a gateway improvement beyond 2045.

Success Measure Alignment

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

Pedestrian Connectivity

3.C: Strategic sidewalks in connectivity corridors

Overview: The Town can invest in strategically placed sidewalks that intentionally ensure safe and comfortable pedestrian connections between parks, businesses, and schools in areas overwhelmed by vehicle traffic, as identified on the map below. It is important to note that sidewalks will require additional maintenance and snow storage, which are challenging and costly factors that will need to be vetted prior to implementation of each improvement. Strategically placed sidewalks can improve pedestrian connectivity in both the summer and winter by providing a direct, plowed mobility connection for pedestrians.

- Phase 1:** Elk Avenue and Third Street in between Maroon and Sopris (aligned with streetscape improvements on Elk Avenue)
- Phase 2:** Connect the school and Town Park to Big Mine Park on either Red Lady or Belleview, recognizing challenges with maintenance and snow storage will need to be resolved prior to implementation.
- Phase 3:** Connect Town Hall to Elk Avenue on Fifth Street
- Phase 4:** Third Street in between Sopris and Belleview to connect Elk Avenue to Big Mine on Third Street in between Sopris and Belleview.



Key Partners

- Public Works, PROST

Estimated Costs

- Capital Cost:** TBD
- Annual Maintenance/Operating:** Snow storage and removal needs to be further evaluated.

Timing

- Mid-Term (3-5 Years):** Phase 1 in 2027 (aligned with Elk Avenue implementation).
- Long-Term (6-10 Years):** Phase 2 and 3 between 2029-3033.
- In the future... (11-22 Years):** Phase 4 in between 2034 – 2045.

Success Measure Alignment

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

3.D: Pedestrian/bike bridges across Coal Creek

Overview: The Town can explore the opportunity for additional pedestrian bridges across Coal Creek on Gothic Avenue and Teocalli Avenue to improve pedestrian and bike connectivity and further connect different neighborhoods. Pedestrian bridges can additionally reduce walking and biking distances to transit stops and the commercial areas of town.



Key Partners

- Public Works, PROST

Estimated Costs

- Capital Cost:** TBD
- Annual Maintenance/Operating:** No additional FTE

Timing

- In the future... (11-22 Years):** Evaluate, design, and implement bridges in the longer term between 2035 – 2045.

Success Measure Alignment

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

3.E: Off-system pedestrian and bike connections

Overview: The Town should better understand and enhance its off-system pedestrian connections to further improve the walkability and bike-ability of the Town. Examples of such pedestrian connections are formally located along Coal Creek and informally within historic alleys. The Town will solicit neighborhood feedback to better understand the ways its residents informally move throughout Crested Butte. New connections initially recommended include a connection from the tennis courts to Town Park and Seventh Street as well as a connection from the Rec Path to Rainbow Park's playground and bathrooms.



Crested Butte's historic alleys also provide important walking and townie-cruising refuge for many. The challenge is that alleys also play an important utility and access function for many homeowners. The Town is conducting a Historic Preservation Plan to identify which alleys have historic resources. Those historic alleys would be identified for additional protection and should be added to the Town's off-system pedestrian network.

3.E (Cont.): Key Partners

- Community Development, Public Works, PROST

Estimated Costs

- Capital Cost:** TBD
- Annual Maintenance/Operating:** No additional FTE

Timing

- Short-Term (1-2 Years):** Evaluate alleys through Historic Preservation Plan in 2024 and consider applying historic protection to designated alleys.
- Mid-Term (3-5 Years):** Conduct neighborhood outreach to better understand and inform unique off-system connections. Implement connections between tennis courts and Town Park/Seventh Street and between the Rec Path and Rainbow Park.
- Long-Term (6-10 Years):** Update the Town's wayfinding signage to include off-system connections.

Success Measure Alignment

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

3.F: Perimeter Trail

Overview: A perimeter trail has long been discussed with specific portions constructed. The upcoming update to the Town's Parks Recreation Open Space and Trails (PROST) Plan in 2025 provides the opportunity for a renewed look at planning missing links to improve pedestrian and bike connectivity around Crested Butte. The perimeter trail can take many forms and may include using shared streets in certain corridors and utilizing improved at-grade pedestrian crossings of Sixth Street (CO Hwy 135). It is also recommended to identify where components of the trail can be a wide path to be more inclusive of different mobility needs. The PROST plan should identify where alignments and ongoing phased implementation could occur.



Key Partners

- Community Development, PROST, CB Nordic, CBMBA, CB Land Trust

Estimated Costs

- Capital Cost:** To be evaluated through PROST plan
- Annual Maintenance/ Operating:** No additional FTE

Success Measure Alignment

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

Timing

- Short-Term (1-2 Years):** Re-evaluate perimeter trail through PROST plan in 2025.
- Mid-Term (3-5 Years):** Add a connection on the north side of Town through the new Mineral Point housing development in 2026.
- Long-Term (6-10 Years):** Implement components of the plan.
- In the future... (11-22 Years):** Implement a connection and pedestrian bridge from the new fire station to the Cemetery.



3.G: Winter Ice Awareness Campaign

Overview: Ice and snow are a reality of moving around during Crested Butte's winters. While strategic pedestrian connectivity improvements can improve walking or rolling distances and connections, it is recommended for the Town to partner with organizations involved in visitor education services to conduct a winter ice awareness campaign, possibly through unique and creative signage, educational tips on proper footwear, discounts on Yak Traks or spikes, and more. An example poster of a creative campaign is shown to the right.



Key Partners

- Visitor education organizations such as the CB/Mt. CB Chamber or Commerce and/or TAPP

Estimated Costs

- Capital Cost:** \$10,000
- Annual Maintenance/ Operating:** No additional FTE

Success Measure Alignment

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

Timing

- Short-term... (1-2 Years):** Collaborate, design, and implement campaign prior to the 2024/2025 winter season.



4. Parking

Parking management is the most powerful tool available to influence how people move in and around town. How the Town manages its public parking supply informs motorists behavior on where, when, and how long they can park their cars. Parking policy can promote a “park once” environment, where it is more convenient to ride transit, or “park once” and walk or bike to their destination. Considerations for managing the Town’s on-street parking and surface parking supply should include collaborating and planning regionally for park-n-ride opportunities at origin communities throughout the Gunnison Valley. Parking management can also be a tool to incentivize carpooling and the use of electric vehicles.

Overall phasing of solutions includes:

Project	Timing							
	Short-Term		Mid-Term			Long-Term	In the future...	
	1 - 2 Years		3 - 5 Years			6 - 10 Years	11 - 22 Years	
	2024	2025	2026	2027	2028	2029 - 2033	2034 - 2045	
4. Parking								
Parking management								
4.A: Parking Management	CFTA, commence annual evaluation	Plan	Expand Key Areas					Re-evaluate
4.B: Organize parking and move towards reducing head-in parking on Town streets.	Commence annual evaluation	Implement Fifth Street Pilot						
Regional Planning								
4.C: Regional Corridor Planning	Safe Streets for All		3 Mile /Corridor Plan					Implement Corridor Plan
EV Charging Infrastructure								
4.D: Origin Incentive Programs (VR, Hotel, Multi-Family)	Incentive	Incentive	Incentive	Incentive	Incentive			
4.F: Provide space for future public charging installed by GCEA								Re-evaluate

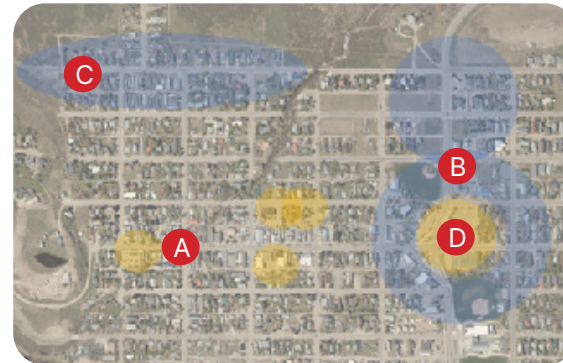
Parking Management

4.A: Manage the Town's on-street parking and surface lots

Overview: The Town began managing its downtown parking in 2021 by enforcing two-hour limits on Elk Avenue and deploying a free permit program for residents and employees on Maroon and Sopris Avenues during the peak summer and winter seasons. This program has improved parking within the Town by spreading utilization across the downtown area, reducing circulating traffic in the areas surrounding Elk Avenue, and increasing turnover of spaces on Elk Avenue. Additionally, the Center for the Arts began enforcing resident only parking in the neighborhood east of the Center for events with more than 250 people to aim people to park their vehicles in available spaces at the Crested Butte Community School (of which they have a lease to utilize) and the 4-Way.

Expanding the Town's parking management through other parts of Town would allow better utilization of the Town's public parking supply, mitigate overparking in various places, and delineate where people should park for different reasons. Examples could include:

- A:** Prioritizing the surface lots surrounding Elk Avenue for employee parking
- B:** Reducing overflow skier parking into the neighborhoods surrounding the 4-Way and Teocalli Bus stops during the winter
- C:** Managing parking on Butte Avenue for those accessing Peanut Lake Road concurrent with the proposed pilot testing of a transit shuttle
- D:** Delineating key areas for parking, such as the 4-Way for all-day parking and Elk Avenue for short-term 2-hour parking.



Please note, all the Town's ADA accessible parking spaces would be maintained and not impacted, except for time limits like 2-hour parking on Elk.

In the long-term, parking permits could be considered Town-wide to reduce vehicle traffic entering Crested Butte and promote transit, reduce storage of gear and overflow parking from outlying communities in the Town, and flex Crested Butte's available on-street parking for residents. This would enable the Town to reduce its off-street parking requirements and promote more affordable infill housing.

The current convenience and lack of managed parking in Town provides little incentive for individuals to use an alternative mode of transportation into the Town. By managing parking in a phased approach, the Town could more effectively use this critical municipal resource, while encouraging alternative modes of travel during peak times when parking is less available.

Key Partners

- Community Development, Park Crested Butte, Marshals, Town businesses, Town residents

Estimated Costs

- **Capital Cost:** None
- **Annual Maintenance/ Operating:** \$50,000 (base)- \$70,000 (improved enforcement) per year

Timing

- **Short-Term (1-2 Years):** Begin having an annual

Town Council parking evaluation and discussion. Continue the existing program with the Center for the Arts expansion (which the Center funds) in 2024 and work to improve enforcement. In 2025, evaluate the program and determine if an expansion is warranted to key areas identified, as well as improve permitting procedures such as allocating a certain number of permits with a charge for additional permits.

- **Mid-Term (3-5 Years):** Expand the program into key areas identified, with a soft launch of warning periods and free permits.
- **In the future... (11-22 Years):** In the long-term, consider expanding the program Town-wide and re-evaluating the role of parking in the Town, in conjunction with regional planning efforts (see 4.B below) for origin park-n-rides and last-mile transit.

4.A (Cont.): Success Measure Alignment

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

4.B: Organize parking and move towards reducing head-in parking on Town streets

Overview: Head-in parking along the Town's streets is a large safety concern for pedestrians, bicyclists, and motorists because of limited visibility of the driver when they back-up into the street. It is recommended to ensure future private developments and Town projects do not add additional head-in parking that fronts Town streets. On the private development side, the "Update Parking Arrangements" section under Regulatory Updates identifies a move to update parking regulations in different zones to reduce head-in driveways of new developments in Town and improve pedestrian safety. On the public project side, the "Elk Avenue Streetscape Plan" under Corridor Planning includes evaluating adjusting parking on Third Street to be parallel or diagonal to provide a sidewalk and improve pedestrian safety and experience. In addition to these action items, the Town should look to conduct additional pilot projects to adjust head-in parking in the Town right of way, starting with Fifth Street between Elk Avenue and Maroon Avenue.



Key Partners

- Public Works, Marshals

Estimated Costs

- **Capital Cost:** \$1,000 per pilot project
- **Annual Maintenance/ Operating:** TBD pending pilot programs

Timing

- **Short-Term (1-2 Years):** Evaluate pilot opportunities during annual parking evaluation. Pilot Fifth Street conversion to parallel parking.

Success Measure Alignment

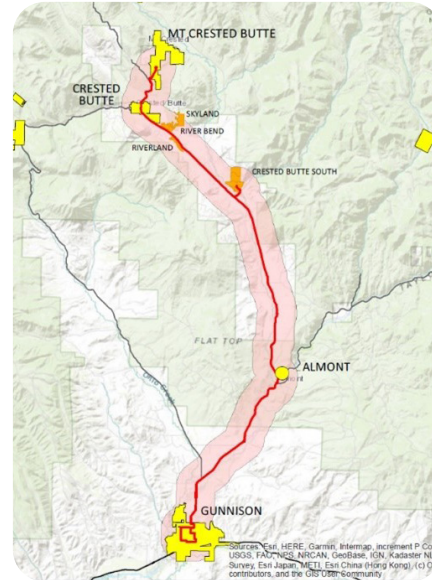
Increase mobility choices and improve people's experiences.	+
Reduce vehicle traffic and single-occupancy vehicle use within the Town.	+
Ensure traffic moves slowly with nothing faster than 15 mph.	Neutral
Strengthen our sense of community and our connections to each other.	+
Keep our rough edges and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

Regional Planning

4.C: Collaborate in regional planning processes to identify park-n-ride opportunities

Overview: Regional collaboration and planning is critical to change behavior and promote alternative modes of travel into the Town. The Town has an opportunity to collaborate through 2024's Safe Streets for All (SS4A) planning process, the 2024 RTA Transit Development Plan (TDP), as well as the 2026 3-mile plan/integrated land use, transportation, and infrastructure corridor plan for CO HWY 135 to identify opportunities for park-n-rides at outlying communities, such as CB South or Skyland.

The purpose of this effort is to work collaboratively with the Town's regional partners and collaboratively identify a framework for future growth along the corridor to be efficiently served by transit. Regional planning and implementation will take time, and while the Town can simultaneously begin managing parking for key areas in the Town, the Town can continue to act as an intercept lot at the 4-Way for those needing to connect to Mountain Express to access the resort. In the long-term, regional park-n-ride areas that can be served by RTA will allow the Town to re-evaluate the role of parking in the town in a way that promotes transit.



Key Partners

- Gunnison County, CDOT, Mt. CB, City of Gunnison, Almont, CB South POA, Skyland HOA, Mountain Express, RTA

Estimated Costs

- Capital Cost:** \$4,000 (SS4A – Town share), TBD for future planning and implementation efforts
- Annual Maintenance/Operating:** N/A

Timing

- Short-Term (1-2 Years):** Participate in the 2024 RTA TDP and Hwy 135 Safe Streets for All (SSFA) Plan, a regional collaboration plan with Gunnison County, City of Gunnison, and CDOT, funded by the US Department of Transportation, to identify safety improvements throughout the HWY 135 Corridor

Mid-Term (3-5 Years):

- Update the Town's 3-Mile Plan, as part of a regional HWY 135 integrated Land Use, Infrastructure, and Transportation Corridor Plan, identifying opportunities for projects as well as a framework for future development

Long-Term (6-10 Years):

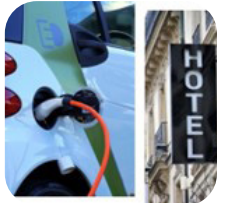
- Collaboratively work to implement the corridor plan, such as pursuing a park-n-ride opportunity at the Brush Creek intersection and CB South.

Success Measure Alignment

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

Electric Vehicle Infrastructure Preparedness

4.D: Incentivize electric vehicle chargers at trip origins



Overview: Electric vehicles are shifting the automobile market, and the Town needs to ensure that it can accommodate this shift in a strategic way that is aligned with its mobility goals. By focusing on incentivizing charging stations at trip origins, the Town can continue to foster a "park once" environment where visitors or residents can charge their car at home or where they are staying and leave it there during their stay in Crested Butte. It's recommended for the Town to develop an incentive program for hotels/lodges/bed and breakfasts, vacation rentals, and multi-family residential developments to introduce the infrastructure at trip origins as more electric vehicles come on the market.

4.C (cont.) Key Partners

- Sustainability Department, GCEA, Hotels/lodges/bed and breakfasts, Vacation Rental license holders, multi-family owners or HOAs

Estimated Costs

- Capital Cost:** Up to \$150,000 per year for five years
- Annual Maintenance/Operating:** No additional FTE

Timing

- Short-Term (1-2 Years):** Implement the annual incentive program.
- Mid-Term (3-5 Years):** Implement the annual incentive program.

Success Measure Alignment

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

4.F: Provide space for future public charging needs

Overview: In the past several years, the Town has partnered with Gunnison County Electric Association (GCEA) to install public charging infrastructure at the 4-Way, First and Elk Parking Lot, Town Hall, and Fire Station Lot. These public chargers are being used but are currently underutilized. On average, all chargers are used 10% of the day. These public chargers provide an option for day travelers or employees without charging at home to charge their vehicle. It is recommended to continue to monitor the need for public charging as demand grows, and rely on GCEA to evaluate the demand, need, and ultimate implementation of new infrastructure.



Key Partners

- Sustainability, Public Works, GCEA

Estimated Costs

- Capital Cost:** None
- Annual Maintenance/Operating:** No additional FTE

Timing

- In the future... (11-22 Years):** Re-evaluate public charging needs.

Success Measure Alignment

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



5. Transit

Crested Butte’s local transit services, Mountain Express and the Gunnison Valley RTA, are successful and critical mobility partners to the Town. They are loved by the community and used heavily in the winter seasons. Yet, there is always room for improvement. During the TMP outreach, feedback was raised regarding how both services are great, but they are not necessarily convenient nor comfortable for everyone. Through the upcoming Transit Development Plan (TDP) processes at each entity, the Town can collaboratively work with its transit partners to propose ideas from the Crested Butte TMP into their TDP processes and evaluate ways the Town can collaboratively support each agency to ensure successful implementation.

Overall phasing of solutions includes:

Project	Timing						
	Short-Term		Mid-Term			Long-Term	In the future...
	1 - 2 Years		3 - 5 Years			6 - 10 Years	11 - 22 Years
	2024	2025	2026	2027	2028	2029 - 2033	2034 - 2045
5. Transit							
Mountain Express							
5.A: Transit Development Plan (TDP)	Plan						
5.B: Potential Route Adjustments (Pending TDP)		Pending TDP					
5.C: Bike Share Pilot			4-Way (Pending TDP)				
5.D: Car share pilot			Mineral Point + 4-Way				
5.E: Improved bus shelters			Pending TDP				
RTA							
5.F: Transit Development Plan (TDP)	Plan						
5.G: New southbound stop and shelter			Pending TDP				
Town Investments							
5.H: Peanut Lake Road Pilot (Summer and Winter Peak)	Plan	Pilot					
5.I: 4-Way Bike Storage + Shared Mobility Hub		Plan	Construct				

Mountain Express

5.A: Participate in Mountain Express Transit Development Plan (TDP)

Overview: Mountain Express plans to update its TDP in 2024. The Town can collaboratively participate in developing the five-year plan to support improving the transit experience for Crested Butte residents and visitors. Recommended improvements suggested for evaluation include considering route adjustments in the Town to serve more residents, improving bus stops and shelters for comfort and accessibility, and considering piloting bike share and car share mobility programs to improve the reach of transit. Each topic is further described below.



Key Partners

- Mountain Express, Town of Mt. Crested Butte

Estimated Costs

- Capital Cost: TBD
- Annual Maintenance/Operating: N/A

Timing

- Short-Term (1-2 Years): Participate in Mountain Express TDP in 2024.

Success Measure Alignment

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

5.B: Suggested route adjustments for evaluation

Overview: The Town requests Mountain Express evaluate adjusting the Town Shuttle route within Town to serve more residents and employees, as Mountain Express current route only serves 23% of residential homes and 46% of non-residential space within a 500’ walk to a bus stop. Three alternative routes were identified for Mountain Express to consider and evaluate, as shown below. The Town recognizes that modifying the potential route of the Town Shuttle could impact Mountain Express’s ability to maintain its 15-minute headway, which will need to be considered. Additionally, stops will need to be located strategically to serve more homes without taking away from the transit experience.



5.B (Cont.): Key Partners

- Mountain Express, Town of Mt. Crested Butte

Estimated Costs

- Capital Cost:** TBD, pending MX TDP
- Annual Maintenance/ Operating:** TBD, pending MX TDP

Timing

- Short-Term (1-2 Years):** Pending the final recommendations from the TDP, pilot potential route adjustments.

Success Measure Alignment

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

5.C: Suggested bike share program pilot

Overview: The Town requests Mountain Express evaluate and consider piloting shared mobility programs in partnership with the Town. A bike share program would increase the reach of local transit services through improving the first and last mile ends of transit trips in the summer season. While a bike storage facility is proposed below in 5.I for residents and visitors that already own a bicycle, a bike share program can be used by both residents in town and throughout the valley, along with visitors, to explore Crested Butte by bike without needing to own a bike. Bike share programs can take several different forms and the Town recommends the use of e-bikes. Different vendors use different systems and technologies to keep track of bicycles whether through a phone app or other methods. The logistics of developing the program, choosing a vendor, whether the program is free or develops into a pay for use program, would be identified through implementation of the TDP, if piloting such a program emerges as a priority.



Key Partners

- Mountain Express, Town of Mt. Crested Butte

Estimated Costs

- Capital Cost:** TBD, pending MX TDP
- Annual Maintenance/ Operating:** TBD, pending MX TDP

Timing

- Mid-Term (3-5 Years):** Pending the final recommendations from the TDP. This pilot could be aligned with the Town's facility planning effort for the 4-Way to create a shared mobility hub and cohesive plan for the corridor connected to Elk Avenue (described under Elk Avenue streetscape in 2.C). The facilities plan, slated for 2025, would plan for an indoor bike storage facility at the 4-Way (described in 5.I below), and it is recommended to align launching a bike share pilot at this location with the new facility.

Success Measure Alignment

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

5.D: Suggested car share program pilot

Overview: The Town requests Mountain Express also evaluate and consider piloting an electric car share program in partnership with the Town. Car shares expand the reach of transit by providing an opportunity for residents or visitors to live or travel in Crested Butte without needing to own a car. Car share programs allow residents to be transit dependent and live without cars, knowing they can use the car share to access the grocery store or outlying trailheads. Piloting a car share program is requested at the central location of the 4-Way, and eventually expanded and placed in higher density residential developments like Anthracite Place or Mineral Point. Details of how many cars to start the pilot with, who the vendor would be, and what the fee structure would look like would be vetted through the Mountain Express TDP, or subsequent implementation action.



Key Partners

- Mountain Express, Town of Mt. Crested Butte

Estimated Costs

- Capital Cost:** TBD, pending MX TDP
- Annual Maintenance/ Operating:** TBD, pending MX TDP

Timing

- Mid-Term (3-5 Years):** Pending the final recommendations of the TDP. The Town recommends piloting the car share in 2026 to correspond with the shared mobility hub at the 4-Way (with the bike storage facility and bike share pilot), as well as at the Mineral Point community housing development, which is anticipated to be completed in 2026.

Success Measure Alignment

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

5.E: Improve bus stops and shelters

Overview: Once potential route adjustments are vetted and potentially put into action, the Town will work with Mountain Express to improve bus stops and shelters throughout the in-Town route to improve comfort and accessibility of loading and unloading the bus, including ensuring adequate room for the wheelchair lifts to deploy. While the 4-Way bus shelter and Old Town Hall stop are comfortable and convenient, the Clarks Market, Whiterock, Teocalli stops, and potential new stops should be evaluated to improve the transit experience for people of all ages and mobility levels. Town anticipates shelter improvements costs will require Town contributions.



5.E (cont.): Key Partners

- Mountain Express, Adaptive Sports Center, Public Works

Estimated Costs

- Capital Cost:** TBD, pending MX TDP
- Annual Maintenance/Operating:** TBD, pending MX TDP

Timing

- Mid-Term (3-5 Years):** Pending the final recommendations from the TDP, if route adjustments are made and confirmed in 2025, the Town can begin implementing improved shelters and stops in 2026. If route adjustments are not made, the Town should still improve the existing stops and shelters (Clarks Market, Whiterock, and Teocalli) in 2026.

Success Measure Alignment

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

Gunnison Valley RTA

5.F: Participate in RTA TDP

Overview: The Gunnison Valley RTA also plans to update their TDP in 2024. Through their planning effort, it is recommended for the Town to support the RTA's current successful efforts on increasing service frequency and identifying regional park-n-rides adjacent to outlying communities. Furthermore, the Town would advocate for first/last mile gap solutions to access the RTA through the HWY 135 corridor planning effort (identified earlier under 4.B), as well as collaborate with the RTA to improve the southbound RTA stop in the Town, further described on the next page.



Key Partners

- Gunnison Valley RTA, Gunnison County, Mt. Crested Butte, City of Gunnison, CB South POA

Estimated Costs

- Capital Cost:** TBD
- Annual Maintenance/Operating:** No additional FTE

Timing

- Short-Term (1-2 Years):** Participate in the RTA TDP update in 2024.

Success Measure Alignment

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

5.G: Improve the Southbound RTA Stop

Overview: The Town has identified a need to improve the southbound RTA stop at the 4-Way to increase comfort, particularly during the winter seasons. Through the 4-Way facility planning effort identified to occur subsequently with the Elk Avenue streetscape plan in 2025, the Town could evaluate the potential of shifting the RTA bus stop slightly north to be closer to the northbound transit center with a restroom, as well as the future bike storage facility (further described in 5.I below). If it is determined not to be feasible or necessary to move the stop, the Town would construct an improved facility at the existing location that is enclosed, heated, and more comfortable.



Key Partners

- Gunnison Valley RTA, Public Works

Estimated Costs

- Capital Cost:** \$300,000
- Annual Maintenance/Operating:** No additional FTE

Timing

- Mid-Term (3-5 Years):** Improving the southbound stop is recommended to be implemented in 2026, to occur simultaneously with improving Mountain Express shelters, as well as occurring after the 4-Way facilities plan is complete.

Success Measure Alignment

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

Town Initiatives

5.H: Peanut Lake Road shuttle pilot

Overview: Both the TMP community outreach process and the Gunnison County Sustainable Tourism and Outdoor Recreation Committee (STOR), have identified a goal of evaluating and piloting opportunities to access outdoor recreation trailheads by transit to lessen environment impacts from increased use, as well as improve opportunities to access the outdoors without needing to own a car. Peanut Lake Road has been identified as an opportunity to pilot a program due to its close proximity to Town, access to several trailheads, limited private landowners, and County control of the roadway.



It's recommended to collaboratively work with the STOR committee to evaluate, plan, and pilot a shuttle program during peak periods in the summer and winter, to coincide with a vehicular closure of the road during the shuttle periods. The collaborative group would then analyze the pilot's performance for the consideration of a full shuttle program. The Town would work with Gunnison County to limit access of the roadway to local landowners only during peak times. The Town could hire a vendor to provide the shuttle service and would collaboratively work with the STOR committee, including Gunnison County, CB Nordic, Mountain Express and the Crested Butte Land Trust to identify the peak periods, implementation measures, and funding solutions to pilot the program.

5.H (cont.): Key Partners

- STOR, PROST, Gunnison County, CB Nordic, CB Land Trust, Mountain Express

Estimated Costs

- **Capital Cost:** \$125,000
- **Annual Maintenance/Operating:** No additional FTE

Timing

- **Short-Term (1-2 Years):** The Peanut Lake Road pilot, due to its alignment with both the TMP and STOR strategic plan, is an opportunity collect data and plan in the short-term in 2024, with potential implementation in the summer of 2025 and winter of 2025/2026.

Success Measure Alignment

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

5.I: Shared mobility hub with secure bike storage facility at the 4-Way

Overview: As described under the Elk Avenue Streetscape Plan, a corridor and streetscape planning effort of the 4-Way was identified in the Town's facilities plan to evaluate ways to make the 4-Way a shared mobility and visitor information hub. Conducting a planning effort, simultaneously with the Elk Avenue Streetscape Plan, can identify ways to improve use of the 4-Way to access transit, connect to shared mobility pilot programs, and distribute visitor information.



Additionally, it is recommended to plan for and develop a secure indoor bike storage facility at this mobility hub for residents and visitors throughout the valley to securely store their bicycle to use in Town after riding transit. Through the TMP's outreach process, limited space to transport bicycles on buses was raised as a deterrent to riding transit. Having the opportunity to securely store a bike within the Town can help reduce this deterrent for those riding the RTA or Mountain Express into Town and wanting to use a bicycle to access different areas of Crested Butte. The bike storage facility could use a membership system to ensure accountability for storing a bicycle within it. The type of facility would be identified through the 4-way facility planning process, such as a simple storage shed or a facility co-located with other mobility services and/or housing.

Key Partners

- Mountain Express, RTA, Public Works

Estimated Costs

- **Capital Cost:** TBD depending on master plan
- **Annual Maintenance/Operating:** TBD

Timing

- **Short-Term (1-2 Years):** The 4-Way facility planning process is recommended to occur simultaneously with the Elk Avenue streetscape plan in 2025.
- **Mid-Term (3-5 Years):** The bike storage could be constructed in 2026, after the streetscape plan, and to align with construction of improved bus shelters.

Success Measure Alignment

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



6. Regulatory Changes

This final section of alternatives includes regulatory changes to consider updating in the Town code that can help improve the pedestrian experience in the future over time. This section includes different regulatory changes that would need to be changed in the Town code to successfully implement the other alternatives identified.

Overall phasing of solutions includes:

Project	Timing						
	Short-Term		Mid-Term			Long-Term	In the future...
	1 - 2 Years		3 - 5 Years			6 - 10 Years	11 - 22 Years
	2024	2025	2026	2027	2028	2029 - 2033	2034 - 2045
6. Regulatory Updates							
6.A: Update Parking Ratios	Strategic Infill Plan						
6.B: Update Parking Arrangements	Historic Preservation Plan	Design Standards					
6.C: Special events policy - Transportation demand management		Plan	Implement				
6.D: Expand parklet program to retail	Expand						
6.E: Strategic Infill Plan	Strategic Infill Plan	Design Standards					
6.F: Regional 3-Mile/Corridor Plan		Regional Plan	Regional Plan				

6.A: Update parking ratios

Overview: Towns and cities across the nation are revisiting parking ratios and requirements for new developments in their zoning codes, as many zoning codes require more parking than industry standards for mixed-use environments with quality transit services. Parking requirements are a key determinant in the cost of development. It is recommended that the Town further evaluate and update its parking ratios as part of its upcoming Strategic Infill Plan, with the following considerations:

- For residential developments, it is recommended to reduce the on-site requirements because there is an abundance of on-street parking spaces. Furthermore, the introduction of a car share program (described under 5.D) would allow more individuals to live in Crested Butte without a car. Parking flexibility would allow the development of vacant parcels, or the redevelopment of existing developments, to use the land that would otherwise be used for parking to be used for community housing.
- For lodging and industrial commercial land uses, it is recommended to continue with today's parking requirements due to typical car needs for these types of land uses. The payment in lieu of parking fee is recommended to be adjusted to reflect today's construction conditions and provide incentives for payment in lieu for deed-restricted commercial buildings. Additionally, the future payment in lieu of parking program would be adjusted to create a nexus to utilize funding for multi-modal transportation, transit, and parking management programs.
- For restaurant, retail, office, and entertainment commercial land uses, it is recommended to consider only allowing payment in lieu of parking instead of requiring on-site parking to provide funding for transit, multi-modal transportation, and parking management to ensure efficient delivery of customers and employees.
- Lastly, it is recommended to update the payment in lieu of parking fee, as \$13,000 per space does not reflect to costs of constructing a parking space in today's real estate market.

Town of Crested Butte Parking Requirements:		
Building Type	Required Parking Today	Example New Requirements
Single Family dwelling	<ul style="list-style-type: none"> • 2 spaces for 4 bedrooms or less • 1 space for a fifth bedroom • 1 space for every two bedrooms over 5 	<ul style="list-style-type: none"> • Minimum: 1, Maximum: 2
Two Family dwelling unit	<ul style="list-style-type: none"> • 4 spaces for 4 bedrooms or less • 5 spaces for 5 bedrooms • 1 space for every two bedrooms over 5 	<ul style="list-style-type: none"> • Minimum: 1 per dwelling unit, Maximum: 2 per dwelling unit
Three family and multi-family dwelling	<ul style="list-style-type: none"> • 1.5 spaces for each residential unit • 1 additional space for every unit with more than 2 bedrooms 	<ul style="list-style-type: none"> • Minimum: 1 per dwelling unit, Maximum: 1 per dwelling unit
Accessory Dwelling Units/Employee dwellings	<ul style="list-style-type: none"> • 1 space per 1 bed & studio units • 2 spaces for 2 & 3 bedroom units • 3 spaces for a 4 bedroom unit • 1 space for every two bedrooms over 5 	<ul style="list-style-type: none"> • Minimum: 0, Maximum: 1
Congregate Housing	<ul style="list-style-type: none"> • 1 space per bedroom 	<ul style="list-style-type: none"> • Minimum: 0, Maximum: 1 per bedroom
Bed & Breakfast	<ul style="list-style-type: none"> • 1 space per rental bedroom • 2 spaces for the owners quarters • 1 additional space for every 2 beds in excess of two beds per room 	<ul style="list-style-type: none"> • Same requirements
Hotel, lodge, motel	<ul style="list-style-type: none"> • 1 space per rental bedroom • 2 spaces for the owners quarters • 1 additional space for every 2 beds in excess of two beds per room 	<ul style="list-style-type: none"> • Same requirements
Restaurant, club, bakery, distillery etc.	<ul style="list-style-type: none"> • 1 space for every 500sf of usable space up to 1000sf • 1 space for every 250sf of usable space from 1001sf to 2000sf • 1 space for every 100sf of usable space over 2001sf 	<ul style="list-style-type: none"> • 1 space for every 500 sf, only payment in lieu permitted
Retail	<ul style="list-style-type: none"> • 1 space for every 500sf of usable space 	<ul style="list-style-type: none"> • Same requirements, only payment in lieu permitted
Office	<ul style="list-style-type: none"> • 1 space for every 500sf of usable space 	<ul style="list-style-type: none"> • Same requirements, only payment in lieu permitted
Auto-related service	<ul style="list-style-type: none"> • 1 space for every 100sf of usable space 	<ul style="list-style-type: none"> • Same requirements
Mobile Homes	<ul style="list-style-type: none"> • 2 spaces per mobile home 	<ul style="list-style-type: none"> • Minimum: 1, Maximum: 2
Theatre, auditorium, and other fixed seat establishments	<ul style="list-style-type: none"> • 1 space for every 4 seats 	<ul style="list-style-type: none"> • Same requirements, only payment in lieu permitted
Museum	<ul style="list-style-type: none"> • 1 space for every 1000sf of usable space 	<ul style="list-style-type: none"> • Same requirements, only payment in lieu permitted
Dry Storage	<ul style="list-style-type: none"> • 1 for every 2000sf of storage building space 	<ul style="list-style-type: none"> • Same requirements
Churches	<ul style="list-style-type: none"> • 1 space for every 8 seats • 1 space for every 500sf of usable space outside the sanctuary 	<ul style="list-style-type: none"> • Same requirements, only payment in lieu permitted

Key Partners

- Community Development, Board of Zoning and Architectural Review (BOZAR), Town Council

Estimated Costs

- **Capital Cost:** None
- **Annual Maintenance/Operating:** No additional FTE

Timing

• **Short-Term (1-2 Years):** It is recommended to update parking ratios in 2025, as an immediate outcome of the Strategic Infill Plan. The Town's on-street parking has the capacity to absorb increased on-street parking use as new development is incrementally implemented. In the long-term, the Town can consider expanding its parking management program (described under 4.A) to ensure residents of new developments with guaranteed permits to park on-street.

Success Measure Alignment

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

6.B: Update parking arrangements

Overview: The Town's alleys have historically been used for utilities, private storage, and resident parking. The Town's current Design Standards and Guidelines encourage residential parking to be located off the alley, as well as prohibit garages facing the street. The current guidelines were developed for neighborhoods to align with Crested Butte's historic architecture as well as promote entrances and porches of homes to front the street to support a more engaging and connected atmosphere for pedestrians. At the same time, many of the Town's alleys have evolved to become charming, shared vehicle and pedestrian walkways, where pedestrians can connect with Crested Butte's unique historic sheds and gardens.



The Town is planning to update its Design Standards and Guidelines in 2026, after completing a Historic Preservation Plan and Strategic Infill Plan in 2024. Within these upcoming plans, it is recommended to evaluate and survey the Town's alleys as they relate to the historical context, as well as the role different alleys may play in the future when it comes to infill development and accessory dwelling units. Using the evaluation from both plans, during the Design Guidelines and Standards update, the Town can evaluate updating its parking arrangement requirements in different zones to work towards having more parking be off the alley in key areas identified.

This adjustment would incrementally, over many years, lead to more residents accessing their homes from the alleys, resulting in reduced traffic volumes on the street, with only slight traffic increases in car use of the alley. No physical changes to the alleys would be needed. Residents of future developments could still parallel park on-street in front of their homes in the Town right of way, but this change in the code would incrementally reduce the number of head in driveways on the street and increase pedestrian safety and experience on each street without compromising the pedestrian experience on the alley.

Key Partners

- Community Development, BOZAR, Town Council

Estimated Costs

- **Capital Cost:** None
- **Annual Maintenance/Operating:** No additional FTE

Timing

- **Short-Term (1-2 Years):** Incorporate into the Design Standards and Guidelines update, slated for 2025 after completion of the Historic Preservation Plan and Strategic Infill Plan in 2024.

Success Measure Alignment

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

6.C: Develop a Special Events Policy to include a transportation demand management component

Overview: The Community Compass identified the need to develop a special events policy to ensure the Town's special events reflect the homegrown spirit of the community. As part of this policy development, it is recommended to create a transportation demand management component to reduce the impacts large special events have on neighborhoods.



Key Partners

- Community Development, Clerk's Department, Special Event Organizers, Town Council

Estimated Costs

- Capital Cost:** None
- Annual Maintenance/Operating:** No additional FTE

Timing

- Short-Term (1-2 Years):** Develop the special events policy in 2025.
- Mid-Term (3-5 Years):** Implement the special events policy in 2026, giving event organizers time to prepare for potential new requirements.

Success Measure Alignment

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

6.D: Expand Elk Ave parklet program to accommodate retail

Overview: Accessible sidewalk space on Elk Avenue is a constraint each summer. Every summer, the Town faces challenges with receiving complaints and issuing violations for retail items on the sidewalks and brick areas, including chalkboard signs and bike storage. Due to the success of the parklet program for restaurant seating, the Town can adjust its parklet program to allow retail in parklets to provide a designated space outside of the sidewalk for retail items. With such a change, retail businesses could apply for seasonal parklet permits, which could be used for storing bikes or other allowed retail needs. This change would simultaneously support retail businesses while improving pedestrian space on the sidewalk and brick areas.



Key Partners

- Community Development, Elk Avenue Business Owners, Town Council

Estimated Costs

- Capital Cost:** None for policy change, future patio program cost is \$500,000 (shown under 2.D)
- Annual Maintenance/Operating:** No additional FTE

Timing

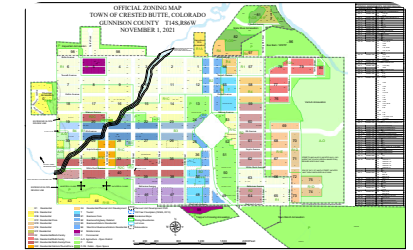
- Short-Term (1-2 Years):** Allow retail in the parklet program in 2024 and evaluate annually.

6.D (cont.): Success Measure Alignment

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

6.E: Strategic Infill Plan

Overview: While parking regulations and management are the most powerful transportation tools available to the Town in determining which mode people use to travel into and throughout Crested Butte, land use regulations are the most powerful tool available to the Town regarding why and how far people travel. The Town's zoning code regulates the use, density, and character of land use.



The mixture, density, and placement of land uses dictate why, when, and how far people need to travel. The upcoming Strategic Infill Plan presents the Town with an opportunity to ensure people can live closer to where they work. It can also ensure people who live in Crested Butte can shop for essential goods and services within Crested Butte and not travel to Gunnison to meet their daily needs.

The TMP recommends the Strategic Infill Plan allow, through intentional planning, additional incentives and allowances for more deed-restricted housing, higher density housing types, and discourage single-family housing within higher density zoning districts. Furthermore, the TMP recommends the Strategic Infill Plan allow for more incentives and allowances for affordable essential goods and services that meet the day-to-day needs of the residents of Crested Butte.

Key Partners

- Community Development, BOZAR, Town Council, Property owners, Town residents

Estimated Costs

- Capital Cost:** Planning process: \$200,000 (applied for grant)
- Annual Maintenance/Operating:** No additional FTE

Timing

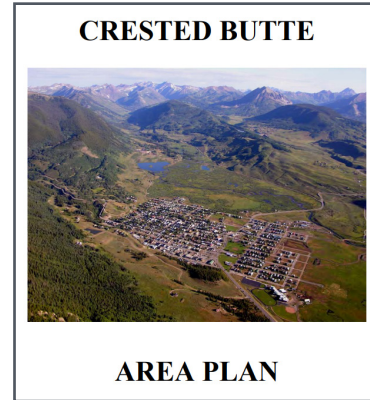
- Short-Term (3-5 Years):** Complete the Strategic Infill Plan in 2024 and Update the Town's Zoning Code and Design Standards and Guidelines in 2025.

Success Measure Alignment

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

6.F: Regional Three-Mile Plan/Corridor Plan

Overview: Similar to how the Strategic Infill Plan will support the Town's mobility goals to promote the opportunity for more people to live closer to where they work and shop, an update to the Town's three-mile plan through a collaborative HWY 135 corridor Plan will help strategize where growth and development occur regionally in the future, which will impact how people move into and through Crested Butte. By planning an update to the Town's three-mile plan through a collaborative corridor plan, the Town and its regional partners can create a shared framework to ensure future development reduces the need to travel by placing higher density residential land uses in areas closer to planned employment growth areas and that future development is oriented to be walkable and efficiently served by transit. Similarly, public investments, like school expansions and town center revitalization efforts within CB South and Mt. Crested Butte will help reduce vehicle miles of travel the valley.



Key Partners

- Community Development, Town Council, Gunnison County, Town of Mt. CB, CB South POA,

Estimated Costs

- Capital Cost:** Planning process: TBD depending on final scope determined by partners
- Annual Maintenance/Operating:** No additional FTE

Timing

- Short-Term (1-2 Years):** Initiate plan in 2025 with regional partners and complete the plan in the mid-term in 2026.

Success Measure Alignment

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

5-Year Priority Actions

On the next page, the full 22-year roadmap is shown for all actions identified. The following summary identifies the priority **short-** and **mid-**term actions within each category that the Town plans to begin implementing over the next five years.

1. Maintenance improvements

- 1.A: Corner paint and bike racks on Elk Avenue (2024).
- 1.B: Additional stop signs where warranted (2024).
- 1.C: Integrate public art into sign replacement program (2026).

2. Corridor planning, design, and implementation

- 2.A: Preliminary engineering (2024) and potential construction (2026) of the Red Lady and Belleview intersection improvements.
- 2.C: Develop Elk Avenue Streetscape Plan (2025), with anticipated implementation in 2027.
- 2.D: Design (2025) and implement (2027) the Elk Avenue patio program.

3. Traffic calming and pedestrian connectivity

- 3.A: Develop traffic calming policy deploy on priority streets, and conduct neighborhood outreach (2024).
- 3.F: Identify perimeter trail needs through PROST plan (2025).
- 3.G: Implement ice awareness education campaign (2024).

4. Parking

- 4.A: Begin annual parking management evaluation by Town Council and launch Center for the Arts events parking management program (2024).
- 4.B: Implement Fifth Street parallel parking conversion pilot project (2025).
- 4.C: Participate in Safe Streets for All regional corridor planning (2024).

- 4.D: Begin EV charging origin incentive program at hotels, vacation rentals, and multi-family residences (2024).

5. Transit

- 5.A: Participate in Mountain Express TDP (2024).
- 5.B: Evaluate potential route adjustments in 2025 (pending Mountain Express TDP).
- 5.C: Launch potential bike share program pilot in 2026 (pending Mountain Express TDP).
- 5.D: Launch potential car share program pilot in 2026 (pending Mountain Express TDP).
- 5.E: Improve bus shelters in 2026 (pending Mountain Express TDP).
- 5.F: Participate in RTA TDP (2024).
- 5.G: Improve southbound stop and shelter in 2026 (pending RTA TDP).
- 5.H: Collaboratively evaluate and plan Peanut Lake Road shuttle pilot in 2024, with potential launch in 2025.
- 5.I: Plan (2025) and potentially construct (2026) the 4-Way bike storage and mobility hub.

6. Regulatory Updates

- 6.A, 6.B, 6.G: Complete Strategic Infill Plan (2024), Historic Preservation Plan (2024), Zoning Code update (2025), and Design Guidelines and Standards Update (2025), including parking ratios and arrangements updates.
- 6.C: Update special events policy to include transportation demand management component (2025).
- 6.D: Expand parklet program to allow retail (2024).
- 6.G: Collaboratively develop Three-Mile Plan/HWY 135 Corridor Plan (2025 - 2026).

A 22-Year Roadmap

Project	Timing						
	Short-Term		Mid-Term			Long-Term	In the future...
	1 - 2 Years		3 - 5 Years			6 - 10 Years	11 - 22 Years
	2024	2025	2026	2027	2028	2029 - 2033	2034 - 2045
1. Operational improvements							
Operational improvements	Paint, bike racks, stop signs	Traffic calming	Public art				
2. Corridor planning, design, and implementation							
Sixth Street	Red Lady Prelim Engineering, Infill Plan	Red Lady Final Engineering (pending CDOT)	Red Lady Construction (pending CDOT)			Corridor Plan	Corridor Implementation
Elk Avenue and Third Street		Elk Ave Streetscape & Patio Plan, Festival Street pilot	Final Engineering and Design	Elk Ave Construction			
3. Traffic calming and pedestrian Connectivity							
Traffic calming	Develop policy and deploy priority streets, community outreach						Evaluate and implement gateways
Pedestrian connectivity	Winter ice awareness campaign	Perimeter Trail in PROST Plan	Perimeter Trail through Mineral Point, off system outreach	Sidewalk: Elk + Third		Sidewalks: Big Mine, Fourth, Implement PROST	Sidewalk: Third to Big Mine, Pedestrian Bridges
4. Parking							
Parking management	CFTA Large Events, initiate annual evaluation,	Pilot parallel conversion on Sixth Street, plan management expansion	Expand Key Areas				Re-evaluate
Regional Planning	Safe Streets for All Plan		3 Mile/Corridor Plan			Implement Park-n-rides (pending opportunities)	
EV Charging Infrastructure	Origin Incentive program	Origin Incentive program	Origin Incentive program	Origin Incentive program	Origin Incentive program		Re-evaluate public charging needs
5. Transit							
Mountain Express Collaboration	Participate in TDP	Route Adjustments (Pending TDP)	Improved shelters, Bike share, car share pilot				
RTA Collaboration	Participate in TDP		New southbound shelter				
Town Initiatives	Plan Peanut Lake Pilot	Implement Peanut Lake Pilot, Plan 4-Way Mobility Hub	Construct 4-Way Mobility Hub & Bike Storage				
6. Regulatory Updates							
Regulatory Updates	Infill Plan, Historic Preservation Plan, Parklet retail	Parking ratios and arrangements, Regional Corridor Plan, special events policy	Regional Corridor Plan, Update parking regulations (pending management program)				