



# Crested Butte Transportation & Mobility Plan



## Phase Three Kickoff

**Draft Success Measures & Alternative Solutions**

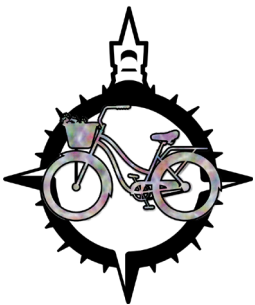
August 2023



# About this plan


The Crested Butte Transportation & Mobility Plan is creating a roadmap for the Town to **de-emphasize cars and focus on walking, biking, and transit.**

To learn more about the plan, its process, and how it stems from the Crested Butte Community Compass, check out the [plan's website here.](#)




## What's inside this document

This document serves as the kickoff to the third and final phase of the Transportation & Mobility Plan. Crested Butte’s existing mobility conditions ([Phase One](#)) are synthesized with community engagement ([Phase Two](#)) to identify draft success measures and alternative solutions for the community to review and refine into a draft implementation plan. This document identifies:



**Draft Success Measures**

What will the Town follow to meet the goal of de-emphasizing cars and focusing on walking, biking, and transit? What does success look like for the Crested Butte community?



**Alternative Solutions**

What solutions could be employed to meet these success measures and make the Town's transportation goal a reality?



## Defining Success Using Community Values

The goal of the Transportation & Mobility Plan is to de-emphasize cars and focus on walking, biking, and transit. But how does the Town successfully reach this goal? 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 draft 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:

- 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.
- 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.
- 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.
- Being bold means...** we are not afraid to experiment or be the first to try something, while acknowledging that success does not come without learning from failure.  
**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.



# Draft Success Measures

The following draft goal statement and associated success measures set the stage for developing and evaluating alternative solutions that would be implemented through the Transportation & Mobility Plan:

**Crested Butte will continue to be a pedestrian- and townie-first community by de-emphasizing cars and focusing on walking, biking, and transit through:**

- ✓ Ensuring the Town remains a 15-mph community.
- ✓ Safely embracing congestion on Sixth Street and providing alternatives to it.
- ✓ Increasing transit convenience and coverage.
- ✓ Managing parking in a way where driving isn't the first choice.
- ✓ Intentionally connecting our parks, businesses, and school and never dividing the town.
- ✓ Prioritizing pedestrians on our shared residential streets.
- ✓ Elevating the pedestrian on Elk Avenue and strengthening the corridor's vibrancy and character.
- ✓ Keeping the Town's rough edges and polishing only what is necessary.



# Alternative Solutions to Consider

The draft success measures aim to define how the Town intends to accomplish its transportation goal. The initial alternative solutions presented in this section under each success measure evolved from a combination of the community's ideas developed in Phase Two and technical response to the challenges identified in Phase One.

The following alternative solutions are listed for consideration for the community to debate and refine into an implementation plan with agreed upon solutions that complement one another and that are phased in an intentional way.

## 1 Ensure the Town remains a 15-mph community.

Crested Butte's streets will remain 15 mph and infrastructure combined with policy improvements will provide the conditions to ensure cars maintain this pedestrian and bicycle compatible speed.

### 1. Improve Crested Butte's gateways into Town.

a. Work with CDOT, CBCS, and Gunnison County to plan and implement an improvement at the entrance to Town at to the Red Lady Avenue and Sixth Street intersection. Two alternatives include a roundabout or a "High-T" (both shown to the right). The roundabout would slow traffic to having cars enter/exit the roundabout at 15 mph at oblique angles, where the "High-T" improves the left turning movement for cars on Red Lady to travel southbound, but will not physically slow speeds and doesn't create a gateway feel. Posted speed limits would not slow traffic, only physical geometric changes to the corridor will change actual speeds on Sixth Street. If infrastructure to slow traffic is implemented, the Town would work with CDOT to reduce the speed limit on Sixth Street to 15 mph from today's limit of 25 mph. (Anticipated Timeframe: 0-5 years)

i. Implement traffic calming measures on neighboring streets where increases in traffic are anticipated from traffic moving off the roundabout onto the Town grid (Red Lady, Fifth, Seventh, Eighth). (See 1.2 below for traffic calming policy). (Anticipated Timeframe: 0-5 years)

ii. Work with CDOT and Gunnison County to calm traffic above the hill before HWY 135 enters the Town, such as at the intersection of the Baxter Gulch Trailhead/County Public Works maintenance shop. (Anticipated Timeframe: 0-5 years)

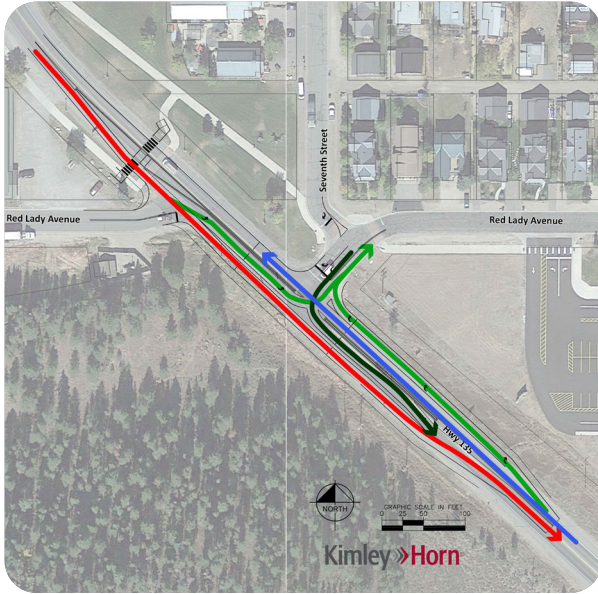
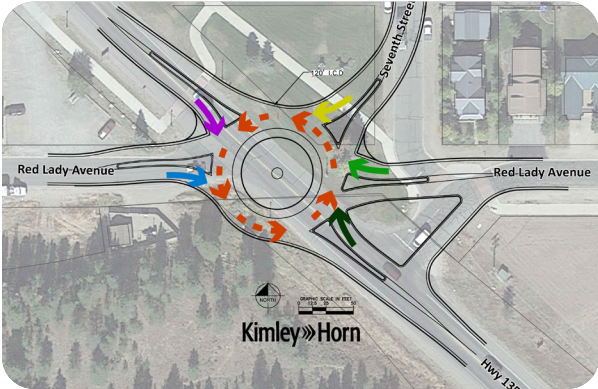


Figure 1 (Top): Alternative 1 showing a roundabout configuration at the Red Lady and Sixth Street intersection.

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



1. Improve Crested Butte's gateways into Town (cont).

b. Work with Gunnison County to consider a roundabout at Treasury Hill Road above Kebler Pass hill onto Whiterock to slow traffic before entering the Town. (Anticipated Timeframe: 0-5 years)

i. Continue to implement traffic calming on Whiterock Avenue during summers due to regional trips from Kebler Pass. (See 1.2 below for traffic calming policy). (Anticipated Timeframe: Ongoing)

c. Work with Gunnison County to consider a future roundabout at Pyramid Avenue to delineate entrance to Town and slow traffic, particularly when the Slate River Subdivision is built out. (Anticipated Timeframe: 10+ years)

i. Implement traffic calming on neighboring streets (anticipated to be Eighth and Ninth) where traffic volumes may increase from traffic moving off the roundabout into the Town grid. (See 1.2 below for traffic calming policy). (Anticipated Timeframe: 10+ years)

d. Create unique signage at each gateway to complement each infrastructure improvement to clearly delineate the entrance and message the pedestrian first nature of Crested Butte. (Anticipated timeframe: 0-5 years)

Figure 4 (Left): There are many different types of traffic calming measures that can be used in different situations, shown in the image below. As mentioned above, a creative seasonal solution (such as flower boxes shown on the right) is needed with Crested Butte's climate.

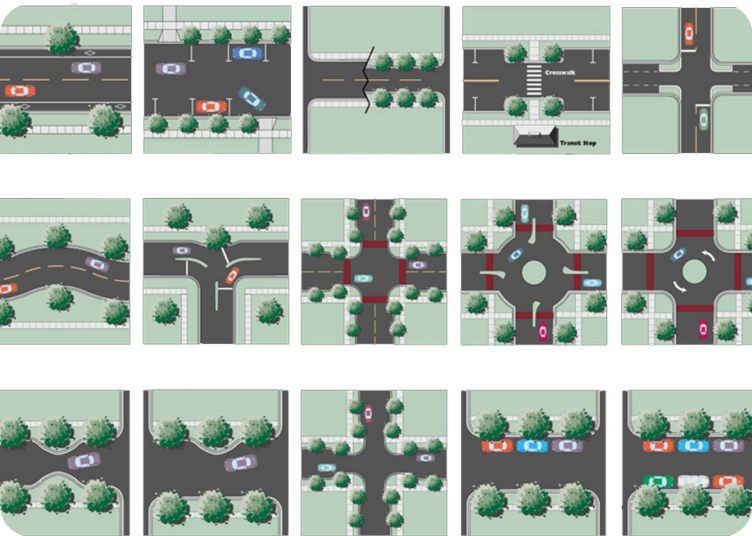
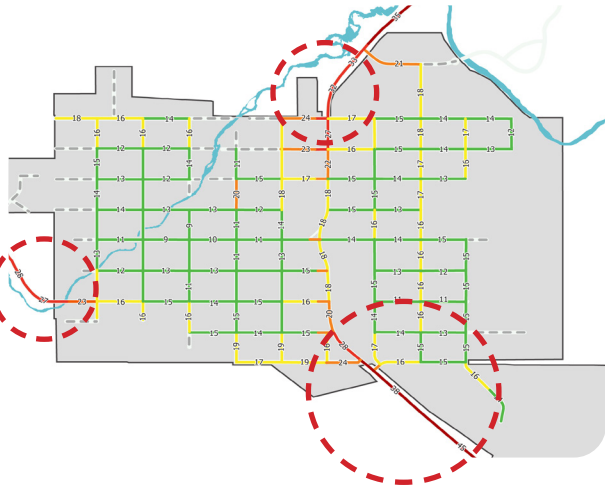


Figure 5 (Right): A bus driving through a chicane using flower boxes on Whiterock Avenue during summer 2022.

Figure 3: A map showing the 85th percentile speeds from Summer 2021. The Town's gateways experience the highest speeds and are challenged by topography.



2. Develop and implement a traffic calming policy.

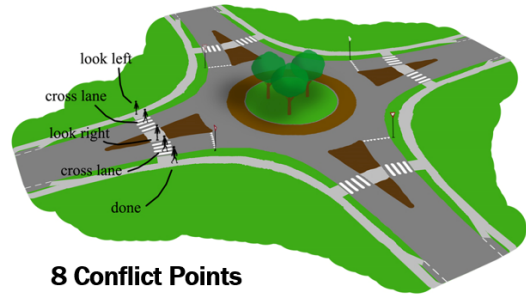
a. Develop and implement a traffic calming policy that utilizes creative seasonal solutions. The traffic calming policy would identify a formula that correlates added average daily traffic (ADT), number of residents, and speeds of cars with priority deployment for summer traffic calming. Seasonal solutions could include flower boxes (chicanes, mid islands, neck downs). This program would need to be developed intentionally to ensure the Town has the resources to manage and maintain the supplies. Traffic calming is also recommended to be funky/whimsical with art, gardens, or other things that display Crested Butte's authenticity. (Anticipated Timeframe: Immediate)

2 Safely embrace congestion and provide alternatives to it.

Sixth Street will inevitably see more traffic in the future and rather than widen the road to accommodate more cars, the Town can choose to safely embrace congestion during peak times, while providing local alternatives to avoid the congestion through flexing Crested Butte's Street network.



Single Lane Roundabout



8 Conflict Points (one-at-a-time, with refuge)

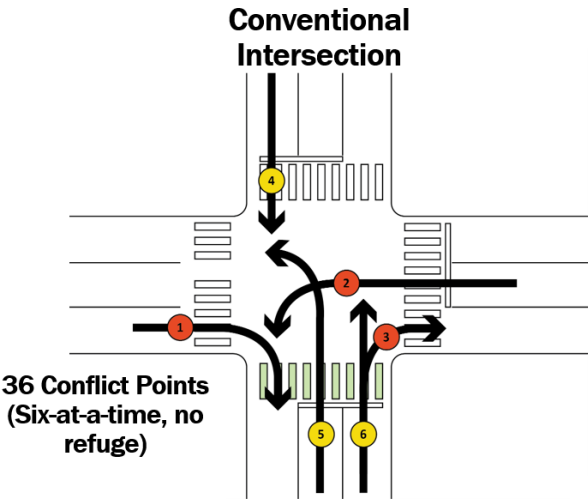


Figure 6 (Top): A rendering of what a potential roundabout could look like at the entrance to Crested Butte.

Figure 7-8 (Middle and Bottom): A single lane roundabout is compared to a conventional intersection when it comes to conflict points for pedestrians. The single lane roundabout has 8 total conflict points, where a pedestrian could experience them one at a time with refuge points. At a conventional intersection (comparable to the 4-Way today), there are 36 total conflict points, and pedestrian faces six of them at a time.

Figure 9 (Right): An example of what a bus bypass on Sixth Street could look like.

1. Improve the safety of the Sixth Street corridor by marginally improving the flow of Sixth Street at Red Lady and the 4-Way while prioritizing transit and pedestrian movements and not dividing the Town. (also included under Success Measure #5)

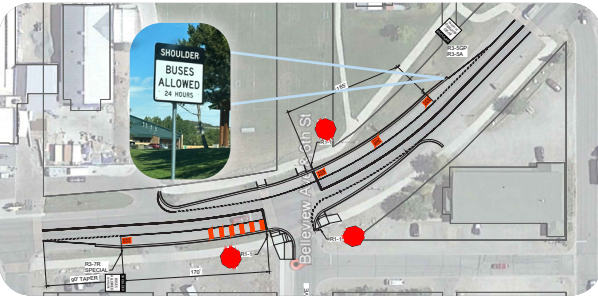
a. Work with CDOT, Gunnison County, CBCS to plan and implement an intersection improvement at Red Lady and Sixth Street intersection to improve pedestrian crossing and access to the school. (See 1.1.a for more information). (Anticipated Timing: 0-5 years)

b. Work with CDOT to reduce Sixth Street speed limit to 15 mph to slow traffic traveling through Town. (See 1.1.a for more information). (Anticipated Timing: 0-5 years)

c. Maintain a 3-way stop at Bellevue, 4-way stop at Gothic, and introduce a 4-way stop at Butte Avenue (if the Butte Avenue Bridge is opened) to stop traffic and maintain safe pedestrian crossings. (Anticipated Timing: 0-5 years)

d. Determine and re-evaluate a future long-term solution for the 4-Way due to projected future traffic, which is anticipated to need either a roundabout or traffic signal. (Re-evaluate in 2030)

e. Modify the shoulders on Sixth Street and permit buses on shoulder to ensure transit runs efficiently during times of congestion. (Anticipated timeframe: 5-10 years)





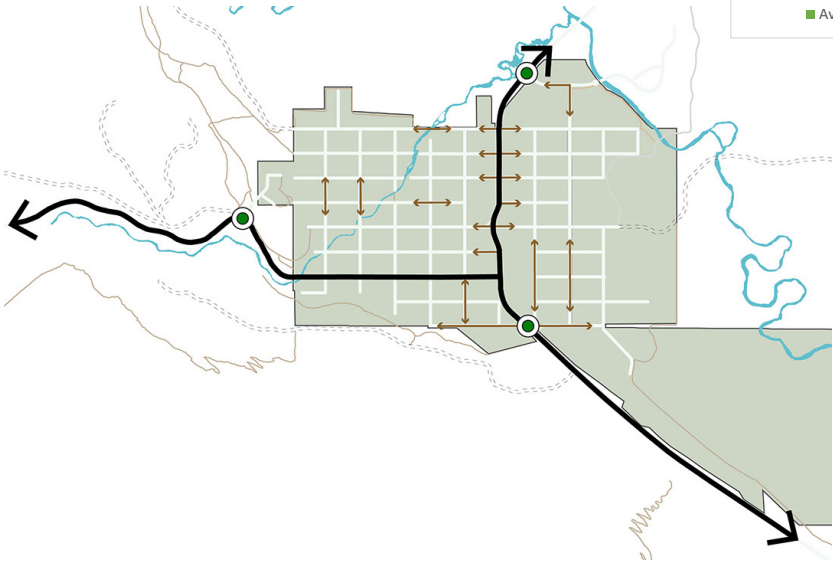
2. Flex Crested Butte’s Street network to distribute traffic throughout Town and provide alternatives to congested areas.

a. If determined to be feasible from engineering standards, convert the existing **Butte Avenue bridge** to a **one-way shared yield bridge** to provide an alternative for residents of the northwest side of Town to travel to/from home without needing to go through the 4-Way stop, particularly during congested times. (Anticipated timeframe: 0-5 years).



Figure 10 (Top): An example image one a one-way shared yield bridge in Wayland, MA.

Figure 11 (Left): A map showing new network connections from improving the Red Lady and Sixth Street intersection and opening the Butte Avenue bridge to vehicle traffic.



- i. Implement traffic calming on neighboring streets (Butte Avenue) where traffic volumes may increase from traffic from utilizing the bridge. (See 1.2 above for more information on traffic calming). (Anticipated Timeframe: 0-5 years)
- ii. Implement a **residential parking permit program** in the northwest corner of Town to deter non-residential traffic from driving through the Butte Avenue Bridge in search of parking. (See 4.1 for more information). (Anticipated Timeframe: 0-5 years)
- iii. Partner with Mountain Express and/or Crested Butte Nordic to pilot a **Peanut Lake Road trailhead shuttle program** and consider restricting individual vehicles on Peanut Lake Road to promote a pedestrian and bicycle environment. (See 3.1.c for more information). (Anticipated timeframe: 0-5 years)

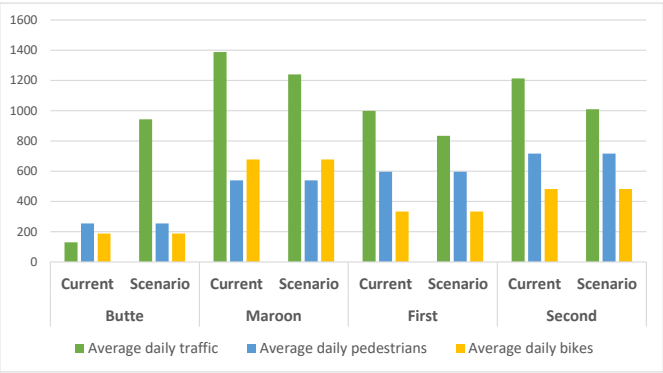


Figure 12 (Right): Comparison of vehicle/bike/ pedestrian traffic on different streets with a projected scenario of potential added traffic from opening the bridge to vehicle traffic. The scenario assumes 33% of local traffic will use the Butte Avenue bridge instead of First or Second Streets, and that 10% of traffic to Elk Avenue will choose to use the Butte Avenue bridge and second street.



Figure 13 (Bottom): A drone image comparing street facing parking to alley parking.

3. Deploy alleys to reduce traffic on residential streets. (also included under Success Measure #6)

- a. Require all **future off-street parking** to be accessed from the alley. (Anticipated timeframe: 0-5 years)
- b. Evaluate the potential of the **Town maintaining and plowing the alleys** in the future. (Anticipate timeframe: 0-5 years)
- c. Develop an incentive program to proactively **convert street-facing private residential parking to the alleys**. (Anticipated timeframe: 0-10 years)

4. Initiate regional planning and collaboration efforts to provide convenient alternative modes of travel. (also included under Success Measure #3)

- a. Collaborate with the RTA to test on-demand service to outlying communities and provide a

public connection to the airport. (Also included under 3.5). (Anticipated timeframe: Coordinate with RTA Strategic plan)

- b. Extend Bustang to Mt. Crested Butte and Mountaineer Square. (Also included under 3.5). (Anticipated timeframe: Coordinate with RTA Strategic plan)
- c. Designate the 4-Way and tennis courts to be the **designated 4-hour parking** for people driving into Town. This recommendation would be implemented concurrently with regional park-n-ride lots implemented at origins of each regional community, such as Skyland/ Buckhorn, Crested Butte South, and the City of Gunnison. (See 3.5 and 4.1 for more information). (Anticipated timeframe: To incorporate into Mountain Express and RTA 5-year plans and regional transportation and land use plan).
- d. Collaborate and support current planning efforts to **improve connectivity between communities**, including the Crested Butte to Crested Butte South Trail. (See 3.5 for more information). (Anticipated timeframe: 0-5 years)



### 3 Increase transit convenience and coverage.

Strategic investment and collaboration with the Town's transit partners can provide opportunities where transit will compete as a first choice for many trips.

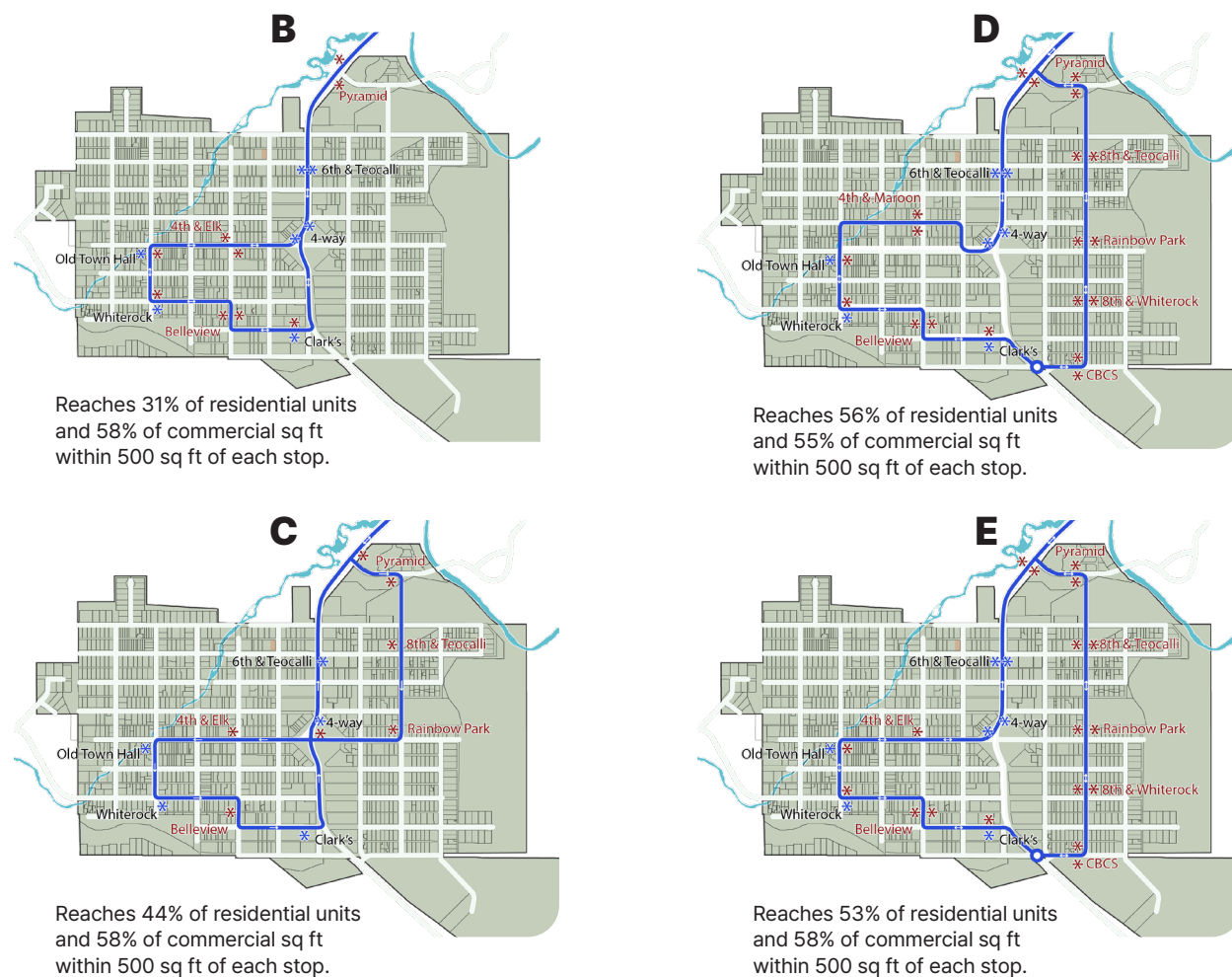
#### 1. Improve Mountain Express coverage within the Town.

a. Evaluate and improve the Mountain Express route through Town, including the following examples: (Anticipated timeframe: To develop through Mountain Express 5-year plan update)

- Consider converting current loop to two-way operations.
- Consider expanding the two-way loop to serve Bellevue.

- Consider expanding the two-way loop to serve Eighth Stret.
- Consider expanding the two-way loop to serve Maroon and increase access to the upper west side of Town.
- Consider expanding the two-way loop to serve the school.
- Consider decreasing the spacing of stops to 600-800 feet to better serve the actual range of pedestrians.

**Figure 14:** Potential route modifications for Mountain Express through the Town of Crested Butte. Today's route reaches 21% of Crested Butte's residential units and 42% of commercial square footage within 500 feet of each stop.



#### 2. Align, improve, and expand transit schedules.

a. Match the Mountain Express schedule with the RTA schedule to serve the commuting workforce in the valley. (Anticipated timeframe: To incorporate into Mountain Express and RTA 5-year plans)

b. Consider matching Mountain Express schedule with that of the Bustang service. (Anticipated timeframe: To incorporate into Mountain Express and RTA 5-year plan)

c. Consider consistent year-round scheduling for Mountain Express to ensure transit is predictable, convenient, and easy to understand year-round, as well as to maintain a professional workforce. (Anticipated timeframe: To incorporate into Mountain Express 5-year plan)

c. Commit to and invest in a permanent solution for the late-night transit/taxi service. (Anticipated timeframe: 0-5 years)

#### 3. Improve bus stops and shelters.

a. Develop a new southbound RTA bus shelter closer to the current 4-Way transit center that is enclosed, heated, and more comfortable. Ensure it is compatible with a potential redesign of the Elk and Sixth intersection. (Anticipated timeframe: 0-5 years)



**Figure 15:** This rendering shows a potential new location for the RTA southbound bus stop, across from the visitor center. A potential roundabout at this location was identified as an improvement to re-evaluate in 2030 under 2.1.d.

b. Improve Mountain Express bus shelters to be more comfortable and inviting. (Anticipated timeframe: To incorporate into Mountain Express 5-year plan and ultimate update route through Town)

#### 4. Improve comfort and ease of taking the bus.

a. Work with Mountain Express to transition their fleet to low floor electric buses that are more accessible and comfortable to enter and exit, and to reduce noise, pollution, and align with the Town's climate action goals. (Anticipated timeframe: To incorporate into Mountain Express 5-year plan)

b. Work with Mountain Express to encourage improved bike racks on buses that are easier to use, and people feel comfortable placing their bikes on. (Anticipated timeframe: 0-5 years)

c. Develop an enclosed and secure indoor bike storage facility at the 4-Way to encourage community members to store their bicycle for use once arriving town from transit. (Anticipated timeframe: 5-10 years)

d. Work with Mountain Express and RTA to monitor and improve customer experience and satisfaction, including providing a comfortable environment and having contingencies for full buses. (Anticipated timeframe: Immediate)

#### 5. Pilot shared mobility and micro-mobility programs and incentives.

a. Partner with Mountain Express to pilot an electric car share program at the 4-Way and high-density residential areas for community members to utilize. (Anticipated timeframe: To incorporate into Mountain Express 5-year plan)

b. Partner with Mountain Express to pilot an electric bike share program to encourage residents and visitors to bike around town. (Anticipated timeframe: To incorporate into Mountain Express 5-year plan)



5. Pilot shared mobility and micro-mobility programs and incentives. (cont.)

c. Partner with Mountain Express and/or Crested Butte Nordic to pilot a **Peanut Lake Road trailhead shuttle program** and consider restricting individual vehicles on Peanut Lake Road to promote a pedestrian and bicycle environment. (Also included under 2.2.a.iii). (Anticipated timeframe: 0-5 years)

d. Incentivize, encourage, or require **lodging establishments and vacation rentals to provide electric bikes** for guests to use or rent. (Anticipated timeframe: 0-5 years)



Figure 16 (Top): An example bike share program in Vail, CO.  
Figure 17 (Bottom): An example car share in Denver, CO.

6. Prioritize transit during congestion. (also included under Success Measure #2)

a. See 2.1.e for more information on prioritizing buses on shoulder on Sixth Street.

7. Manage parking in Town to promote regional transit. (also included under Success Measure #2 & 4)

a. Implement a resident and employee **permit parking program**, combined with time limits for parking, to reduce convenience and availability of parking in Town, particularly during peak times, which will act as an incentive to promote regional transit into Crested Butte. (See more under 4.1). (Anticipated timeframe: 0-5 years)

8. Initiate regional planning and collaboration efforts to promote and improve regional transit ridership. (also included under Success Measure #2)

a. See 2.4.a-b for more information on extending the Bustang service area and transit service to airport.

c. Work regionally to plan and develop **park-n-ride lots at origins** of each regional community, such as Skyland/Buckhorn, Crested Butte South, and the City of Gunnison. (Also included under 2.3.c). (Anticipated timeframe: To incorporate into Mountain Express and RTA 5-year plans and regional transportation and land use plan)

d. Work towards piloting **on-demand collector systems** in outlying communities to feed into the RTA. (Also included under 2.3.c). (Anticipated timeframe: To incorporate into Mountain Express and RTA 5-year plans and regional transportation and land use plan)

e. See 2.4 e for more information on supporting regional connectivity.

4 Manage parking in a way where driving isn't the first choice.

Parking is a key tool that needs to be managed to change the paradigm of promoting other modes of travel over driving.

1. Actively manage the Town's parking supply. (also included under Success Measure #3 & 6)

a. Expand the Town's **parking permit program** to be Town-wide, by allowing on street parking beyond two hours by permit only for residents and employees that work within the Town boundary. Ensure a small-town feel by easing into the program, having a grace period for temporary parking, accommodating special events, and only enforcing during peak transportation times (summer and winter seasons). (Anticipated timeframe: 0-5 years)

b. Retain **2-hour time limits** for parking on Elk Avenue, its side streets, and initiate 2-hour parking on the commercial corridor on Bellevue to encourage high turnover for cars that choose to park in the business districts. (Anticipated timeframe: 0-5 years)

c. Designate the **small surface lots** surrounding Elk Avenue (i.e. Fire Station, Museum, Pitas, First & Elk) to be used for permitted employee parking parking to provide a space for employees

working outside of transit hours to park and reduce cars circulating on Elk Avenue searching for parking. (Anticipated timeframe: 0-5 years)

d. Consider enacting **4-hour time limits** at parks and other parking areas, with exemptions for special events or recreational events to encourage turnover and reduce parks becoming go-to long-term parking areas. (Anticipated timeframe: 0-5 years)

e. **Designate the 4-Way and tennis courts** to be the designated day parking for people driving into Town. This recommendation would be implemented concurrently with regional park-n-ride lots implemented at origins of each regional community, such as Skyland/Buckhorn, Crested Butte South, and the City of Gunnison. (Also included under 2.3.c). (Anticipated timeframe: To incorporate into Mountain Express and RTA 5-year plans and regional transportation and land use plan)

f. Require **special events** to create an approved parking management plan for events over a certain size, as part of an overarching special events policy. (Anticipated timeframe: 0-5 years)

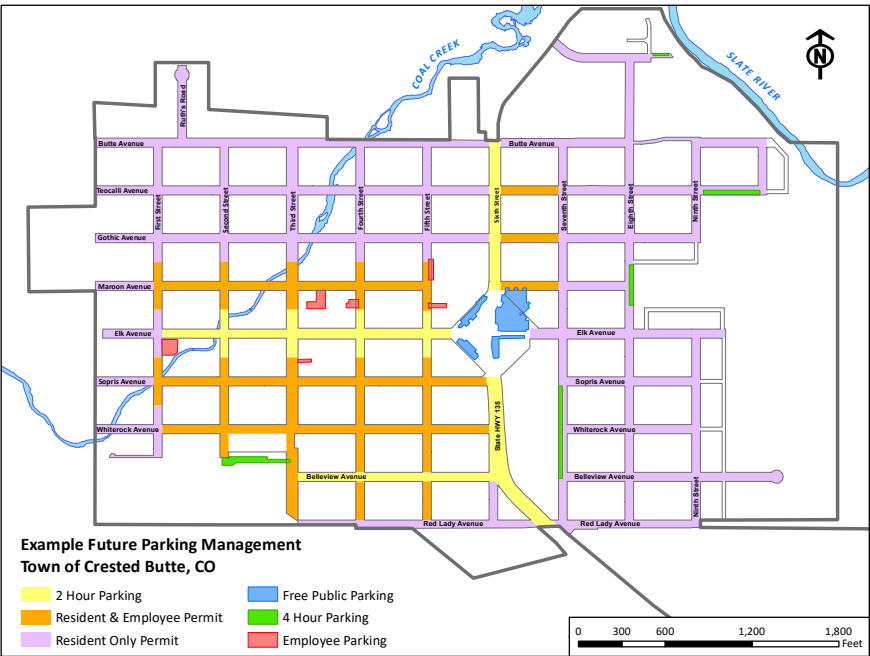


Figure 18: An example of potential future parking management regulations for the Town of Crested Butte.



g. Once parking is managed, consider **re-thinking existing surface lots** (for example, 1st and Elk, the fire station lot, and/or the 4-Way) for other uses (such as community housing and/or a community center) to continue working towards having more people live closer to where they work. (Anticipated timeframe: 5-10 years)

**2. Initiate regional planning and collaboration efforts to reduce parking demand in the Town.** (also included under Success Measure #2 & 3)

- a. See 2.4 a-d for more regional collaboration planning.
- b. Work with Crested Butte Mountain Resort and Mt. Crested Butte to improve **parking management during peak winter weekends** and holidays to reduce parking demand in the Town. (Anticipated timeframe: 0-5 years)

**3. Adjust parking requirements to promote transit and pedestrian oriented developments.**

- a. For **residential developments**, reduce maximum parking allowances, introduce parking minimums, and flex on-street parking with a combined residential permit program to incentivize community housing and accessory dwelling units and reduce the need to designate high amounts of off-street parking spaces. (Anticipated timeframe: 0-5 years)
- b. For **lodging and industrial commercial land uses**, continue with today's parking maximums and minimums due to typical car needs for these types of land uses. Adjust the payment in lieu of parking fee to reflect today's construction conditions and provide incentives for payment in lieu of deed restricted commercial buildings. Ensure future payment in lieu of parking has a nexus to utilize funding for multi-modal transportation, transit, and parking management programs. (Anticipated timeframe: 0-5 years)
- c. For **restaurant, retail, office, and entertainment commercial land uses**, consider only allowing a 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. (Anticipated timeframe: 0-5 years)

**4. Incentivize and require electric vehicle charging infrastructure at origins.**

- a. Incentivize electric vehicle charging stations at hotels and lodges and consider requiring at vacation rentals through the annual license program with a phasing program, to provide a charging option for visitors where they can keep their car at their origin while they are in Crested Butte (Anticipated timeframe: 0-5 years)
- b. Incentivize multi-family units and apartments to install electric vehicle chargers, combined with pilot car share programs, to not preclude residents from the ability to have an electric car in the future. (Anticipated timeframe: 0-5 years)
- c. Continue requiring electric vehicle readiness infrastructure through the Town's building code for new commercial and residential developments. (Anticipated timeframe: Ongoing)
- d. Partner with Gunnison County Electric Association on public charging stations at the 4-Way for those making a day trip from the region with an electric vehicle. Determine future demand based on current electric vehicle adoption rates and current use of existing public chargers in Crested Butte and the region. (Anticipated timeframe: 0-5 years)

Figure 19: Example new parking requirements for different land uses, compared to today's regulations.

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

**5 Intentionally connect our parks, businesses, and school and never divide the Town.**

The Town will intentionally and creatively ensure safe and comfortable pedestrian connections between parks, businesses, and school, as well as ensure Sixth Street remains comfortable for pedestrians to cross in perpetuity.

**1. Invest in key sidewalk and trail connections.**

- a. Install a **sidewalk on Bellevue Avenue** to improve the pedestrian experience in the commercial zone and better connect the Community School and Town Park to the commercial corridor, grocery store, skate park, ice rink, and Nordic center. (Anticipated Timing: 0-5 years)
- b. Install a **sidewalk on the northside of Red Lady East** to better connect Town Park and the crosswalk at the potential future roundabout to the Community School. (Anticipated Timing: 0-5 years)
- c. Install a 1-block **sidewalk on Red Lady West** where the roundabout pedestrian crossing crosses Sixth Street for pedestrians to comfortably cross Sixth Street to access the grocery store. (Anticipated Timing: 0-5 years)
- d. Install a **sidewalk on Third Street**, including both sides between Maroon and Sopris (consider adjusting parking to parallel or diagonal parking), and the west side between Sopris and Bellevue, connecting Totem Pole Park to Henderson Park and the Skate Park. (Anticipated timing: 5-10 years)
- e. Evaluate and consider installing a **sidewalk on Fifth Street** between Maroon and Elk (and adjust parking to parallel) to improve pedestrian comfort to connect Elk Avenue to Town Hall. (Anticipated timing: 5-10 years)
- f. Explore opportunities to install additional **pedestrian only bridges and/or pathways** across Coal Creek on Teocalli and Gothic Avenues. (Anticipated timing: 5-10 years)
- g. Create a **pathway between Sopris East, the Tennis Courts, and Center for the Arts** to improve connectivity across Town Park. (Anticipated timing: 5-10 years)

Figure 20: Recommended sidewalk additions, perimeter trail sections, and intersection improvements.





h. Work on securing improved connections for a **perimeter trail**, where circumnavigating Town or accessing different trailheads at the corners of Town are pedestrian oriented, including: (Anticipated timing: 5-10 years)

a. Connecting the Rec Path/Moon Ridge to Pyramid Avenue through a potential future easement through the Cemetery and new Fire Station.

b. Delineating an improved connection and shared street on Butte Avenue to better connect east/westside Nordic Trails.

c. Creating a better Ninth Street connection between the Deli Trail, Town Ranch, and Rec Path.

d. Legitimizing a connection between the Red Lady Open Space and Ditch Trail Connection.

e. Delineating a shared street on First Street to connect the Ditch Trail to Elk Avenue.

f. Securing easements to connect the Woods Walk to Elk Avenue.

## 2. Improve the safety of the Sixth Street corridor and its pedestrian and bicycle crossings. (also included under Success Measure #2)

a. See 2.1 a-d for Sixth Street corridor improvements.

### 3. Improve challenging intersections.

a. Convert the **Maroon and Third** Intersection into a 3-way stop to improve safety and sightlines for pedestrians. (Anticipated timing: Immediate)

b. Introduce a 4-way stop at both **Second and Whiterock** and **First and Whiterock** to improve sightlines and slow vehicles coming off Kebler Pass. (Anticipated timing: 0-5 years)

c. Adjust snowplowing practices to **improve sightlines** at intersections and mid-block crossings. (Anticipated timing: Immediate)



Figure 21: Example of blocked sightline from tall snowbank on Sixth Street.

## 6 Prioritize pedestrians on our shared residential streets.

While strategic sidewalk and trail investments will be focused on key connectivity corridors, residential streets will be celebrated as shared streets where pedestrians are prioritized through strategic investments, wayfinding, and Town regulations.

### 1. Develop and implement a traffic calming policy. (also included under Success Measure #1)

a. See 1.2 for more information on traffic calming.

### 2. Better utilize alleys to reduce traffic on residential streets and improve safety. (also included under Success Measure #2)

a. See 2.3 for more information on alleys.

### 3. Deploy parking management to reduce traffic volumes in residential areas. (also included under Success Measure #4)

a. Create and implement a Town-wide resident and employee only **permit program** (with a grace period for temporary parking) to reduce traffic volumes on residential streets and reduce cars circulating through town searching for parking. (See more details under 4.1). (Anticipated timeframe: 0-5 years)

### 4. Delineate and message shared streets.

a. Utilize painted art, sharrows, or other wayfinding to **delineate shared streets** and the presence of pedestrians and bikes in the middle of the residential streets. Prioritize corridors with higher traffic volumes. (Anticipated timeframe: 0-5 years)

## 7 Elevate the pedestrian on Elk Avenue and strengthen the corridor's vibrancy and character.

The Town can invest in thoughtful streetscape improvements, improve regulations, and experiment with temporary solutions that elevate the pedestrian experience on Elk Avenue and ensure it remains the economic and cultural epicenter of Crested Butte.

### 1. Develop a streetscape plan for Elk Avenue and implement operational or design improvements concurrent with needed water and wastewater utility upgrades (Anticipated timeframe: 0-5 years for the streetscape plan, 5-10 years for implementation). Key improvements should include:



a. 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 introducing pavers or all concrete. Also eliminate and level grass areas to match. (Anticipated timeframe: 5-10 years)

b. Convert all sidewalks to be **non-heated** and commit necessary resources to actively maintain and remove snow and ice. Consider implementing a program for buckets of sand at each block and an ice awareness program, with wayfinding and accompanying educational campaign. (Anticipated timeframe: sidewalk improvements: 5-10 years, ice awareness campaign: 0-5 years)



Figure 22 (Top): Image of uneven brick furnishing zone on Elk Avenue, impeding accessibility and needing annual maintenance.

Figure 23 (Left): An example of potential streetscape improvements on Elk Avenue.

Figure 24 (Right): Different types of pedestrian crossing improvements listed under 1.e.

c. Modify snow removal practices to **remove snowbanks** after storms to improve pedestrian safety and access to local businesses. (Anticipated timeframe: 0-5 years)

d. Remove bikes from sidewalks by **delineating bike rack parking in the street** (corner clear areas) and adding visual cues that bikes aren't allowed on sidewalks. (Anticipated timeframe: 0-5 years)

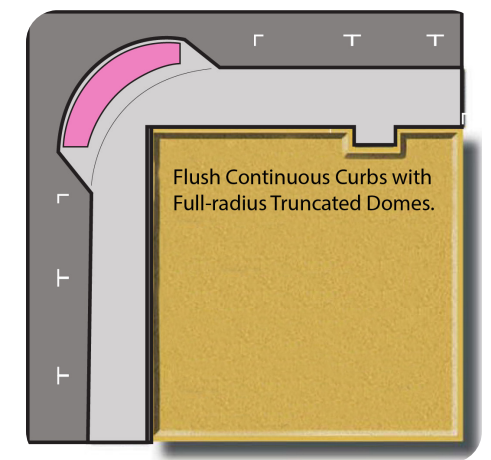
e. **Improve sightlines and pedestrian crossings** at intersections and mid-block crossings, with the following options: (Anticipated timeframe: 5-10 years)

i. Extend flush curb extensions at intersections with full-radius truncated domes (shown below).

ii. Use seasonal flower boxes at all intersections.

iii. Extend yellow paint and enforcement at all intersections.

f. Cap or modify **lamp posts** on Elk Avenue to better comply with Crested Butte's dark sky regulations. (Anticipated timeframe: 0-5 years)





## 2. Commit to the outdoor parklet program and update Town regulations to improve business commerce and vibrancy.

a. Adjust Town parklet allowances to include retailing opportunities. (Anticipated timeframe: 0-5 years)

b. Commit to the parklet program long-term by investing in ADA accessible patios that can be rented and decorated by local businesses. (Anticipated timeframe: 5-10 years)

c. With a wider and more accessible sidewalk, adjust Town regulations to allow for sidewalk sales and more creative uses of the sidewalk and/or patios for retail. (Anticipated timeframe: 0-5 years)

## 3. Experiment with a festival street.

a. Test a temporary weekly closing of sections of Elk Avenue to provide more pedestrian and bike only opportunities in the street outside of special events. (Anticipated timeframe: 0-5 years)



**Figure 25 (Top):** An example of ADA accessible patios from Louisville, CO.

**Figure 26 (Bottom):** An example of a festival street temporary closing in Seattle, WA.

## 8 Keep the Town's rough edges and polish only when absolutely necessary.

Crested Butte's authenticity is driven from its rough edges, where a rugged lifestyle of passion over ease is celebrated. While transportation improvements can be made to meet the Town's goals maintaining a pedestrian first community, it is suggested to focus on only what the Town and community needs and phase implementation of the plan in a thoughtful and intentional manner.

It will be important to avoid smoothing Crested Butte's rough edges, which could mean keeping on-street parking as gravel, not having the nicest finishes, sharing streets, and prioritizing key areas for sidewalks or trails.

**What else does keeping the Town's rough edges mean to you when it comes to implementing the Transportation & Mobility Plan?**



**Figures 27-29:** Examples of some of Crested Butte's rough edges, including rogue signage and unpaved rights of ways.