



# Crested Butte Transportation & Mobility Plan



## Phase One Summary

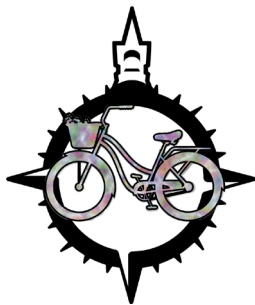
### Crested Butte's Existing Mobility Conditions

May 2023



# About this plan

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




This endeavor stems directly from the Crested Butte Community Compass, the Town of Crested Butte’s comprehensive plan and 5-year strategic plan. Together as a community, **we are embarking on a process of understanding Crested Butte’s existing mobility conditions and challenges. This plan will collaboratively identify and vet solutions for Crested Butte to achieve its mobility goals over the coming years.**


## How is this plan being developed?

 **Phase One:** Understanding CB's existing mobility conditions  
(January – April)

How do our community and visitors move into and through Crested Butte? This first phase focused on collecting and analyzing data to better understand Crested Butte’s existing mobility conditions. **This summary document highlights key data and initial challenges to think about as we move through this process.**

 **Phase Two:** Identifying challenges & opportunities  
(May – July)

What are Crested Butte’s biggest mobility challenges and what are our opportunities to address them? Through an open house, workshop series, and broad community engagement, we’ll take what we learn from Phase One and identify alternative solutions to consider. Check out the last page of this document to learn how to engage.

 **Phase Three:** Drafting and refining the plan  
(August – November)


In the final phase, the draft roadmap will come together by synthesizing recommended infrastructure improvements, policy considerations, investment opportunities, and potential programs to help Crested Butte meet its goal of de-emphasizing cars and focusing on walking, biking, and transit. An advisory committee will be recruited from previous phases to help improve the draft plan, along with a community feedback period to ensure the final plan is supported by the Crested Butte community.


Photos by Nolan Blunck





## What's inside this summary


This document summarizes Crested Butte’s existing mobility conditions, key takeaways, and initial challenges, broken down by the following categories:

**Travel Patterns**  
How do our community and visitors travel into and throughout Crested Butte?

**Walkability**  
How can walkability be assessed and how walkable and bikeable is Crested Butte today?

**Transit**  
What is the reach and ridership of Crested Butte’s transit services? What might encourage our community to utilize the bus more often?

**Traffic**  
How much traffic travels through Crested Butte’s street network, how fast are they going, and what challenges might we foresee in the future?

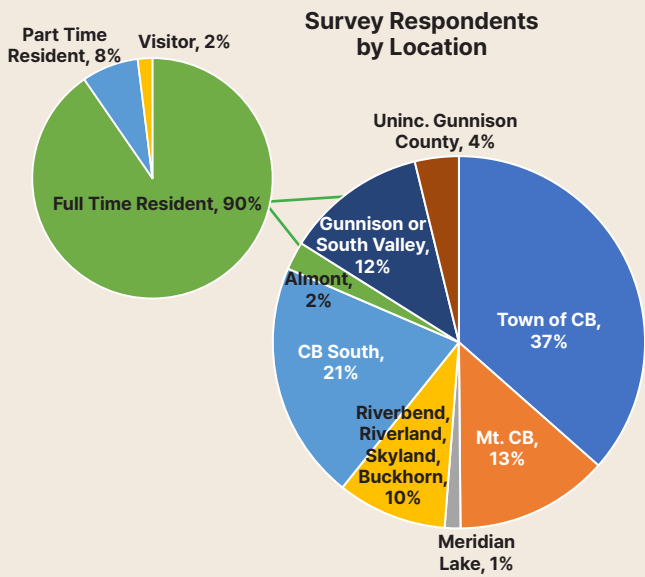
**Parking & Land Use**  
How much parking does Crested Butte have? How is it regulated, managed, and utilized?

## Data Sources

This summary uses data from Streetlight (a transportation software that analyzes cell phone data), which is correlated to existing Town and CDOT speed and volume data. The Town also worked with Kimley Horn, a traffic engineering firm, to conduct a corridor analysis for Sixth Street. This summary also pulls data from parking studies conducted by the Town in 2018, 2020, 2021, and 2023 in partnership with Interstate Parking. Historic 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.

Lastly, this summary includes data from the **Community Mobility Survey**, which collected mobility data from our community during Phase One. In total, the survey received 406 completed responses, comprising community members from the Gunnison Valley and visitors from the following locations:

While this summary contains the highlights of Crested Butte’s existing mobility conditions, visit the [Crested Butte Transportation & Mobility Plan website](#) to view the full survey results.

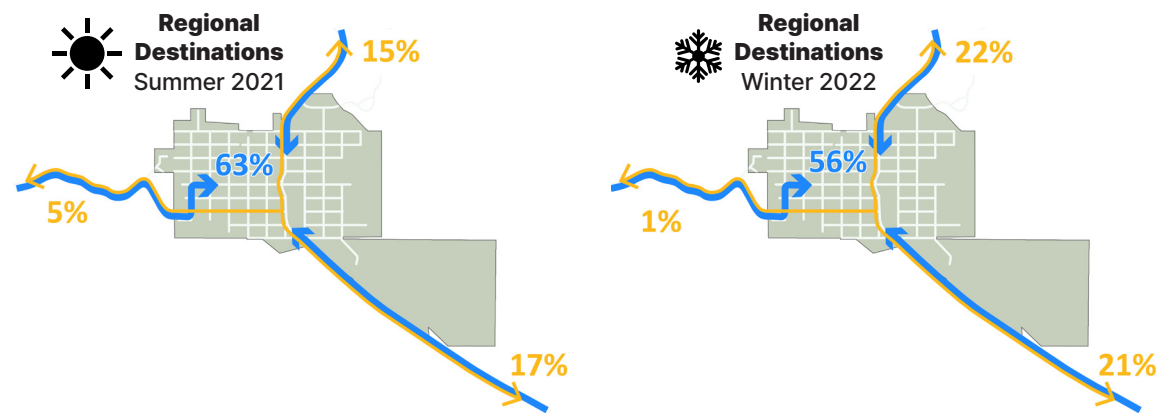






### Crested Butte's regional context

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 traveling to Mt. Crested Butte and areas north (15%), Kebler Pass and areas west (5%), or areas south of Town (17%).



The mobility survey showed that Gunnison Valley residents typically travel into Crested Butte on a daily basis for work. Additionally, many residents travel into 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 the Town.

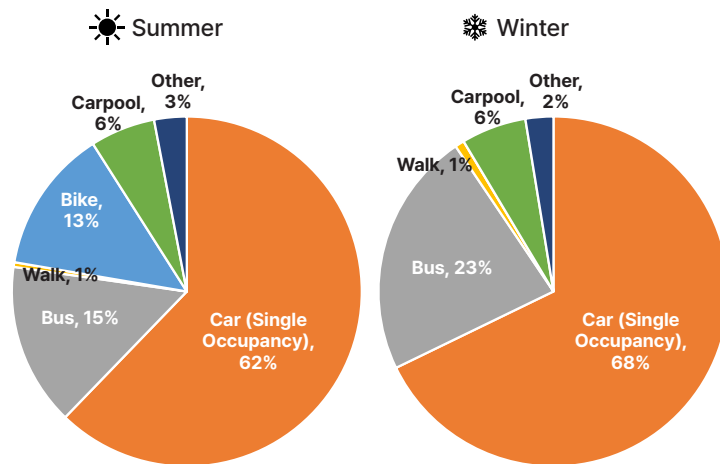
During the winter, regional trips destined to Crested Butte reduce to 56%, while travel north to Mt. Crested Butte rises, indicating 7% more trips travel through the Town to head to the ski resort.

#### How do travelers enter the Town?

Across responses from different areas of the Gunnison Valley, when asked how travelers typically enter the Town, the majority of respondents (ranging from 52% - 70%) drive a single occupancy car into the Town.

**KEY TAKEAWAY:** Crested Butte is the primary hub of activity within the North valley. But, a third or more of travelers move through the Town to the areas north, west, and south. Understanding opportunities to accommodate trips in different modes of travel into the Town and through the Town, in both summer and winter, will be important context for this plan.

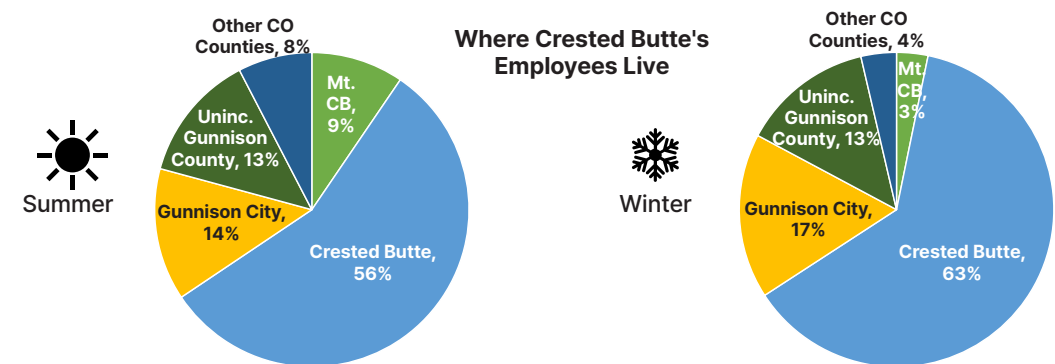
#### How do Gunnison Valley residents travel into Crested Butte?



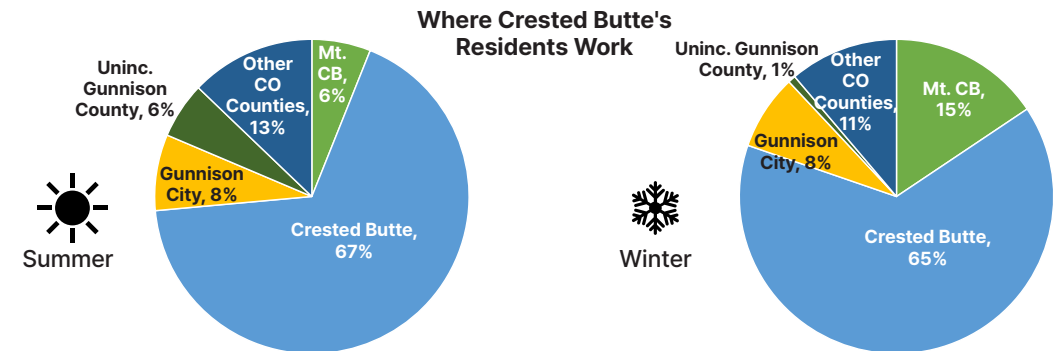
### Where we work (and where we live)

Commuting to work represents the largest share of an individual's mobility patterns, and travel to work typically peaks during the same times of day. Connecting where people work to where they live is an essential component of a mobility strategy.

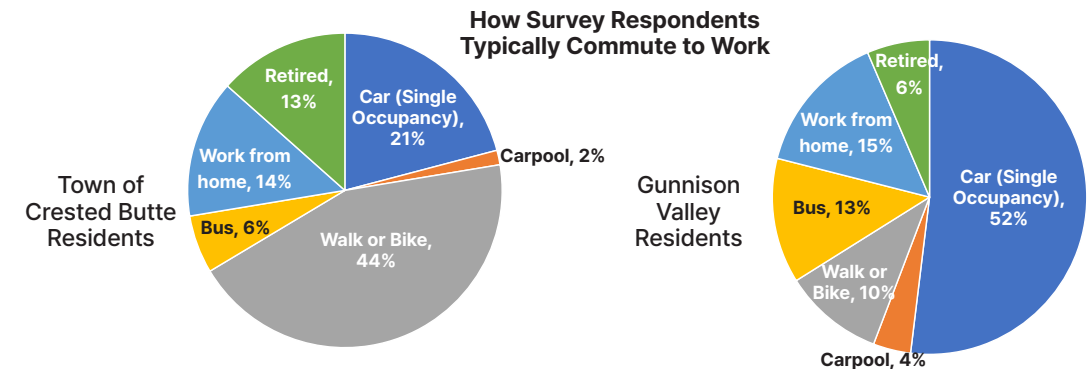
**Where do Crested Butte's employees live?** While a slight majority of employees working in Crested Butte live within the Town (56% in summer, 63% in winter), over one third of employees commute into Town from elsewhere in the Gunnison Valley.



**Where do Crested Butte's residents work?** About 65% of Crested Butte's residents work within the Town.



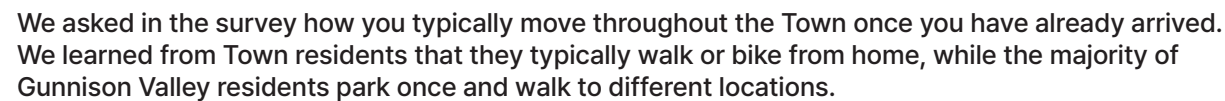
**How do we get to work?** In the mobility survey, we learned that almost half of Town residents (44%) walk or bike to work, while 52% of non-town residents drive a single occupancy car to work. Only 6% of Town residents and 14% of non-Town residents take transit to work.



**KEY TAKEAWAY:** A significant portion of Crested Butte's workforce lives outside of the Town. It's critical to look at how to both facilitate opportunities to travel to work outside of driving a car, while increasing housing opportunities for the workforce closer to where they live.



While the majority of non-Town residents indicated in the survey that they drive into the Town, when looking at how people move around within Crested Butte, 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%).



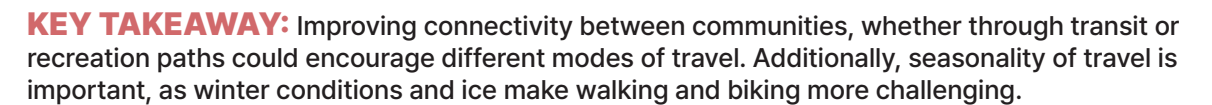
### Town of Crested Butte Residents

A bar chart titled 'Town of Crested Butte Residents' comparing travel methods for Summer and Winter. The y-axis is 'Number of Responses' from 0 to 140. The x-axis lists five travel methods. Summer is represented by green bars and Winter by blue bars.

Travel Method	Summer	Winter
Drive to different locations	5	25
Walk or bike from home	125	90
Park once then walk or bike	2	5
Use Mountain Express	0	5
Other	2	5



Many people already choose to walk or bike around Crested Butte once inside the Town, how can pedestrian or bike trips continue to increase? We asked you in the mobility survey what might encourage you to walk/bike more, and here's what we heard:



## Navigating change: implementing a community mobility vision with Stephen Stansbery

### How can the Town promote alternative modes of travel in the winter seasons?

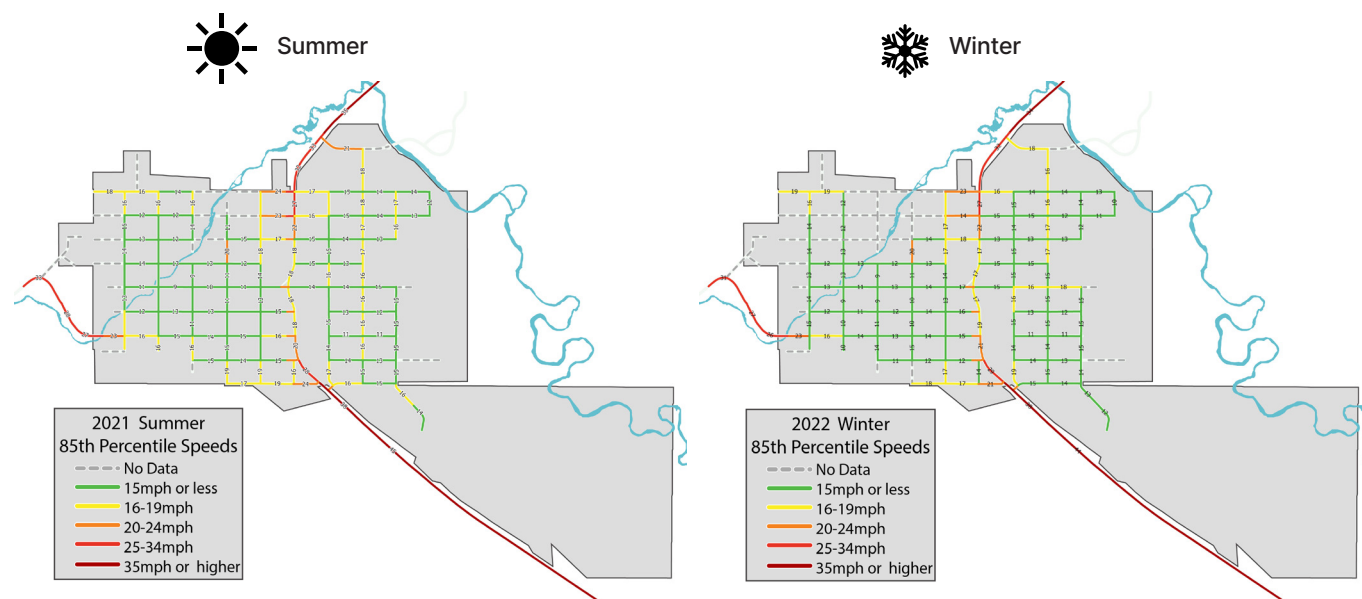






## Traffic speeds

**SLOW DOWN!...** We've all heard that shouted at some point in Crested Butte. But how fast do cars travel through Town? The maps below show the 85th percentile of speeds on each street, broken down by summer and winter travel. Speed data shows that Crested Butte's streets are generally compliant with the 15 mph speed limit, while higher speeds are experienced at the entrances and exits of the Town.



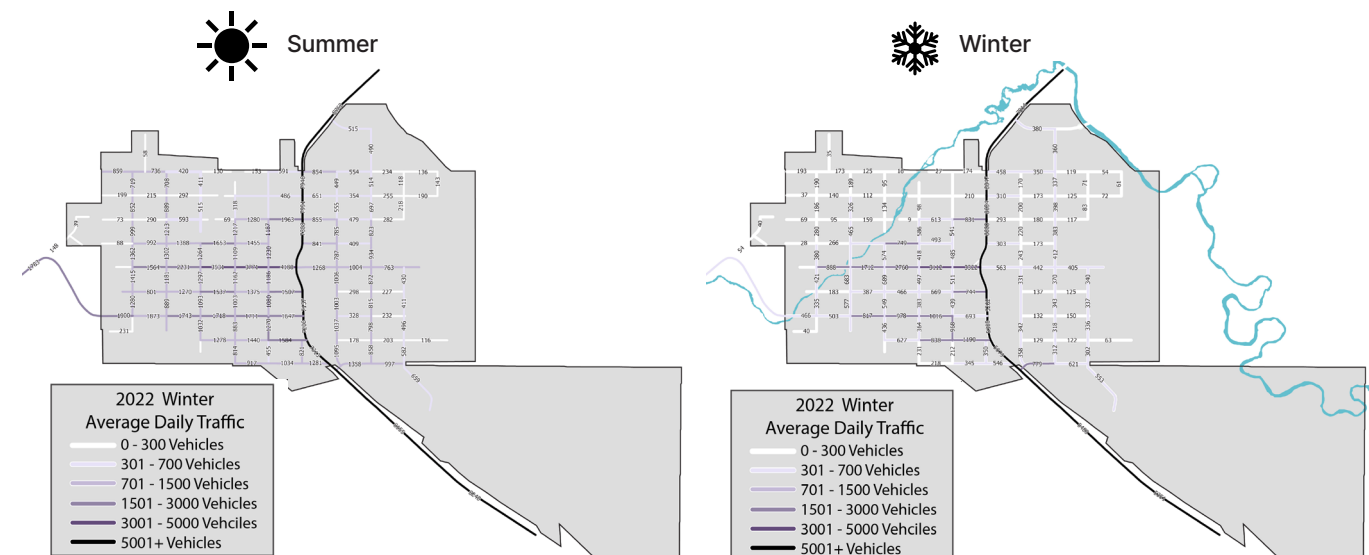
**Safety vs. Comfort:** While the majority of streets experience most cars complying with the speed limit, one bad experience can stick with us forever. While Crested Butte's streets are considered safe from a data perspective, understanding experiences of pedestrians and cyclists will be important as challenges and opportunities are identified.

**Traffic Calming:** The Town has experimented in the past, and recently in the past few summers, with temporary traffic calming measures utilizing flower boxes. Love them or hate them, the flower boxes reduced the 85 percentile speeds by 2 mph on the streets they were deployed (Maroon, Sopris, and Whiterock). Additionally, the dining parklets on Elk resulted in compliance with the temporary 10 mph speed limit.

**KEY TAKEAWAY:** Crested Butte's streets are generally safe and compliant with the 15 mph speed limit, but improving comfort for pedestrians and cyclists will be important in this plan. Additionally, speeds on the Town's gateway highways, Kebler Pass and HWY 135, are challenged by topography. The Town, Gunnison County, and CDOT will need to consider traffic calming these highways before traffic enters the Town.

## Traffic volumes

Traffic speeds are only one part of the equation of a person's experience on the streets. The amount of traffic on a street can impact the feel of moving through different parts of Town. The maps below show average daily traffic on each street, broken down by summer and winter travel.



**Flexing the network:** After Sixth Street, Elk Avenue, Whiterock, and Bellevue tend to share the largest burden of traffic, followed by Maroon and Sopris. Some areas of Town, particularly Butte Avenue and the Red Lady intersection traveling southbound, carry less cars on an average basis. Crested Butte's network generally provides great connectivity, but these two pinch points influence how cars travel through Sixth Street, the 4-Way, Elk Avenue, and the other busier streets in Town.

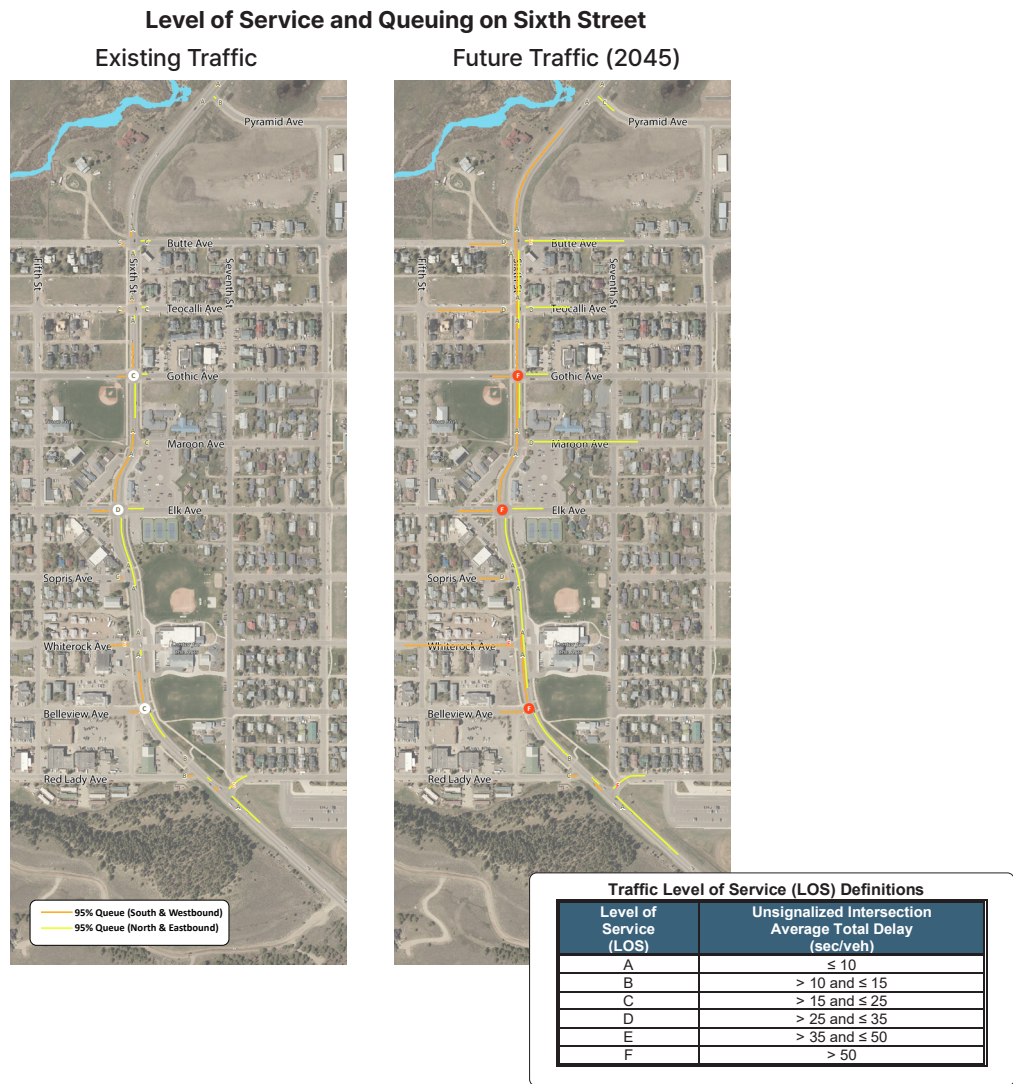
**KEY TAKEAWAY:** Volumes on streets can affect pedestrian comfort as much as speeds. Crested Butte has a great network, but a few points result in uneven volumes on different streets throughout Town.





Sixth Street Corridor Conditions

Sixth Street currently carries the most traffic in Crested Butte and that is expected to grow in future years. The maps below show the traffic level of service (LOS) at each intersection, as well as the anticipated queuing of cars, today and in 2045. LOS is categorized by the delay experienced at each intersection, shown in the accompanying table. The corridor analysis shows that the Bellevue, 4-Way, and Gothic intersections will all reach a LOS F by 2045, where motorists will experience a 50 second or more delay.

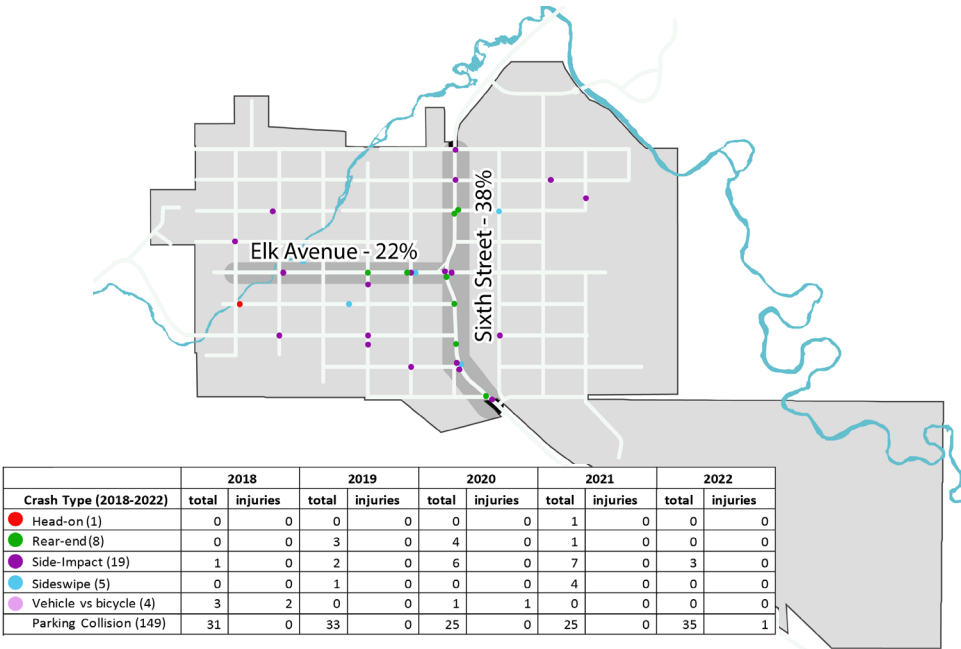


**Intersection Comfort:** Not only will motorists experience delays, but waiting at an intersection can result in rushed decisions and poor driver behavior when it comes to vehicle collisions and accounting for pedestrians crossing the street. Walking or biking across the 4-way was raised as an uncomfortable experience during the winter walkability audit, particularly during busy times of travel.

**KEY TAKEAWAY:** The current traffic operations and streetscape of Sixth Street are not equipped to handle projected future traffic without experiencing significant congestion and increased safety concerns. New intersection solutions should be considered to account for both pedestrian/bicycle cross-ability, safety, and comfort, in addition to LOS.

Collisions

Crashes in Crested Butte over the past five years have primarily been parking collisions, while other types of vehicle crashes have mainly occurred in the Sixth Street and Elk Avenue Corridors. The map below shows crashes in the past five years, organized by type of crash.



**KEY TAKEAWAY:** Crested Butte has conflict points that could be improved, particularly in the Elk Avenue and Sixth Street corridors where traffic volumes are the highest. As for all of those parking crashes? There's not much to do to improve poor parking skills, aside from reducing vehicle trips throughout Town...

From the Experts

Check out the [webinar series on the Town's website](#) to learn best practices about:



Increasing safety through calmer streets with Jim Charlier



CHALLENGE QUESTIONS

- How do you calm traffic to where pedestrians feel comfortable?
- How can the Town improve circulation and use of Crested Butte's full street network?
- What levels of traffic on each street is liveable?
- How can Sixth Street be improved without dividing the Town? How can the flow and cross-ability and Sixth Street be ensured?





# The pedestrian experience... WALKABILITY

## How do you assess walkability?







**Learning from the community:** Crested Butte aims to focus on walking, biking, and transit, but how do you assess if the Town is walkable? Through this process, the Town is hosting two walkability audits, one of which occurred on a very snowy and wet day in March and the other is coming up on June 28.



A walkability audit is a review of the actual walking conditions of Crested Butte against established principles of what makes a truly walkable experience. The intent of the walkability audits is to bring together diverse perspectives with different experiences to allow people to see the environment from different points of view, help participants understand their many shared values, and focus attention on what's really happening on the ground.

This section provides an initial assessment of walkability (and townie-friendliness) of Crested Butte from observations from the winter walking audit, as well as the mobility concerns map, which has solicited feedback from the community at both the May 4th open house and online.

**Principles of a walkable town:** The following six principles are regularly utilized across the country to assess if an environment is walkable.

-  **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.

**KEY TAKEAWAY:** When assessing walkability, it's important to remember that different ages in life, mobility abilities, perspectives, and individual comfort levels can impact each person's experience walking or biking around Crested Butte.

## Additional winter challenges

**To heat or not to heat? That is the question...** Elk Avenue has a patchwork of heated and non-heated sidewalks. Businesses on Elk Avenue are required to remove and chip ice on the sidewalk in front of their business, but constant snow and melting result in ice buildup. The Town allows businesses to heat their sidewalk with a permit through the Renewable Energy Mitigation Program, which requires that heated sidewalk systems offset their energy use with on-site renewable energy or a payment in lieu.



But as you walk down Elk Avenue during the winter, have you noticed how the transitions between heated and non-heated areas build up into large ice dams? These sections become tripping and slipping hazards, are inaccessible for wheelchairs, and overall become unsafe. The winter walking audit and mobility map resulted in an observation that going forward, Elk Avenue would be more accessible and comfortable in the winter if the sidewalks were either all heated or not, which needs to be vetted through this plan.

**I can't see! This snowbank is taller than me!** Crested Butte has a very unique snowbank removal policy on Elk Avenue, where the snowbanks are kept in place during the holiday season to add to the winter ambience of downtown. During the rest of winter, snowbanks are removed periodically on Elk, but they generally build up across Town, especially at intersections.



We all love the photos of the snowbanks being so tall that they nearly cover a stop sign, and the public works department tries to keep up with snow removal to ensure all signage is visible. However, large snowbanks at intersections lead to bad sightlines for drivers and pedestrians, resulting in vehicles creeping into intersections and crosswalks, and pedestrians creeping out into moving traffic just to be able to see. How can the Town better manage its snowbanks, with limited capacity, to improve safety and comfort at its intersections in the winter?

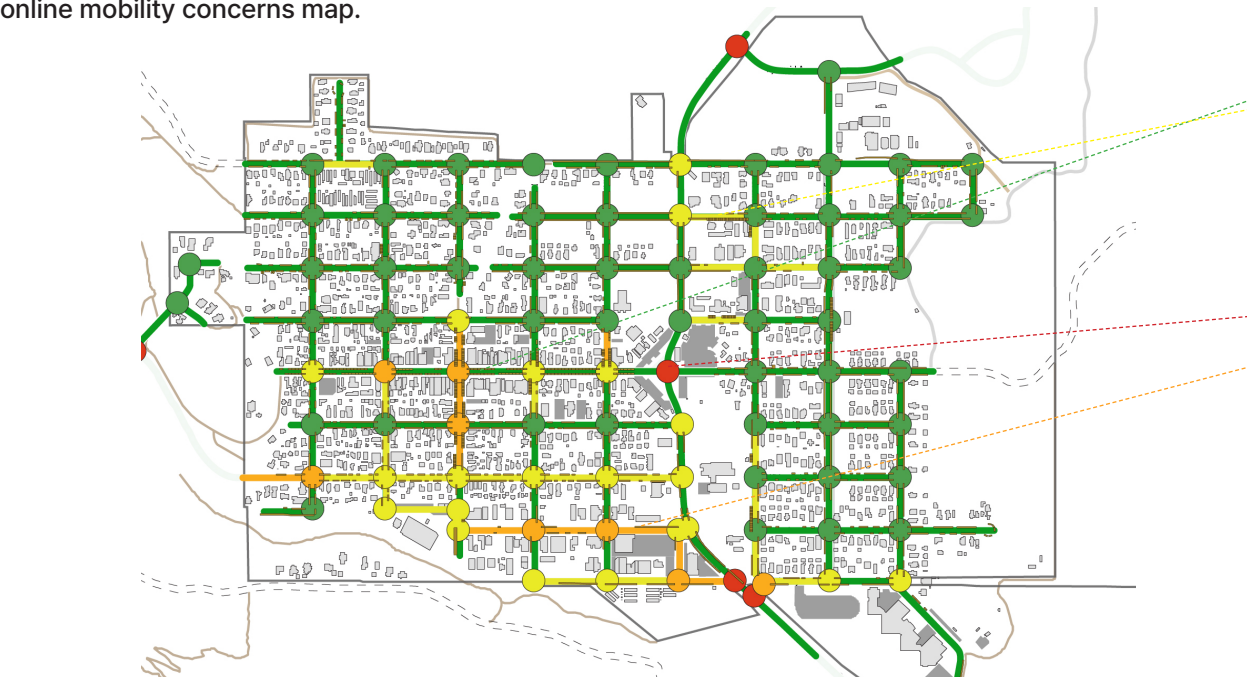
**KEY TAKEAWAY:** Crested Butte's winters add an extra challenge to walkability. Improving sightlines at intersections through adjusted snow removal practices and discussing whether to fully heat or not heat sidewalks are two solutions that will need to be considered.





Crested Butte's initial walkability assessment

While Crested Butte has an astonishingly high percentage of its trips in the form of walking (79% in summer and 94% in winter) and encouragingly low crash and injury rates, the Town is not entirely “walkable”. Guided by the six principles of walkability, each roadway segment and intersection in Town are classified into four categories. These classifications will continue to be refined through further community engagement at the summer walking audit on June 28 and through the online mobility concerns map.



- Accommodating**  
Green streets and intersections are in accomodating environments that encourage walking, the buildings are engaging the street (which prioritize pedestrian access), and there are few potential conflict points. The speed and volumes of vehicle traffic allow pedestrians to feel more at ease with their surroundings as sightlines for both the pedestrian and motorists are high. Pedestrians and motorists know pedestrians have the right of way.
- Challenging**  
Yellow streets begin to experience a more challenging walking and biking experience. Buildings are less organized for pedestrian access and numerous driveways front the street. Higher volumes of traffic lead to challenges with feeling comfortable and accessible. Pedestrians need to be extra aware of cars backing up into the street that may not have the clearest sightlines.
- Chaotic**  
Orange streets and intersections begin to feel chaotic between the disorganized physical environment and poor sightlines for vehicles and pedestrians. In these areas, drivers have a very difficult time seeing pedestrians, especially during periods of high travel. These orange areas result in numerous potential conflict points between cars, pedestrians, and bikes, making the walking experience feel chaotic where pedestrians do not feel they have the right of way.
- Threatening**  
Red streets and intersections can feel threatening and treacherous to pedestrians. Red areas are located in auto-oriented environments where buildings retreat from the street and vehicular access is prioritized. These areas have poor sightlines for vehicles and pedestrians, where drivers' views of pedestrians are blocked by parked cars or snowbanks and pedestrians cannot see oncoming traffic, resulting in cars creeping into intersections. Additionally, high traffic volumes and congestion at intersections result in rushed decisions, making pedestrians crossing feel threatened or unsafe.

**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 Bellevue 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.

**KEY TAKEAWAY:** Crested Butte has several areas that can be improved to make the Town more walkable. Based on initial observations, key factors influencing street and intersection walkability ratings include:

- 1) Street facing driveways negatively impacting walking environment and isolating the pedestrian.
- 2) Poor sightlines at Intersections or crosswalks blocked by parked cars or high snowbanks.
- 3) Potential conflict points, particularly as traffic volumes increase and patience decreases.

The Town needs to be intentional on minimizing potential conflict points. Understanding the tradeoffs that might be needed to improve these conflict points will be an important community conversation in this planning process.

From the Experts

Check out the [webinar series on the Town's website](#) to learn best practices about:



What makes a walkable (and townie) friendly community? with Dan Burden



CHALLENGE QUESTIONS

- How can walkability be improved in the Town in the winter season? What should the Town do about heated vs. non-heated sidewalks going forward?
- Thinking about the six principles of walkability, which streets could be prioritized for walkability and bikeability improvements?

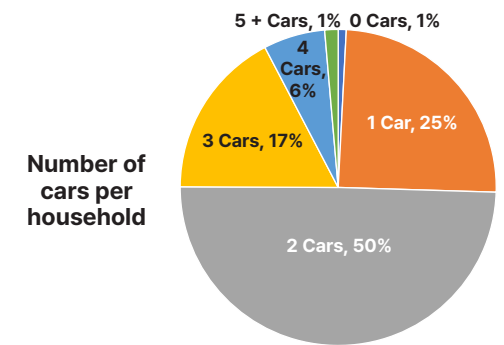




Town land use & parking

The Town currently requires the following number of parking spaces for different types of land use. The Town’s parking regulations are based on national averages that use a formula to estimate how many cars different types of land uses generate. 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 derminate of traffic generation in towns and cities.

**How many cars do you own?** We asked in the survey how many cars each household owns, with half of respondents owning two cars per household, while 25% own one.



Town of Crested Butte Parking Regulations	
Building Type	Required Parking
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>
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>
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>
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>
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>
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>
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>
Auto-related service	<ul style="list-style-type: none"><li>1 space for each 100sf of usable space</li></ul>
Mobile Homes	<ul style="list-style-type: none"><li>2 spaces per mobile home</li></ul>
Theatre, auditorium, and other fixed seat establishments	<ul style="list-style-type: none"><li>1 space for every 4 seats</li></ul>
Museum	<ul style="list-style-type: none"><li>1 space for every 1000sf of usable space</li></ul>
Dry Storage	<ul style="list-style-type: none"><li>1 for every 2000sf of storage building space</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>

**KEY TAKEAWAY:** Crested Butte's parking regulations maintain parking minimums that are higher then average household vehicle ownership in Crested Butte. This coupled with the Town surplus of on-street parking represents an opportunity to for the Town to lower parking minimums and reduce the cost of development that would improve the affordability of new development, both market rate and deed-restricted.

Crested Butte's parking supply

There are several parking spaces across Town, ranging from private residential parking to on-street parking and off-street surface lots. There are 2,616 on-street parking spaces within the Town, compared to 2,021 off-street private residential parking spaces. Those on street parking spaces are reduced overnight with Crested Butte’s winter parking regulations, but in general, Crested Butte’s on street parking is a significant public asset that is not currently being maximized outside of Elk Avenue.



**Town Parking Facts**

- 2,616 On-Street Parking Spaces
- 393 Off-Street Town Parking Spaces
- 488 Off-Street Surface Lot Parking Spaces

**Did you know?** There are 2,021 Off-Street Private Residential Parking Spaces Spaces (less than the amount of on-street parking spaces across the Town)

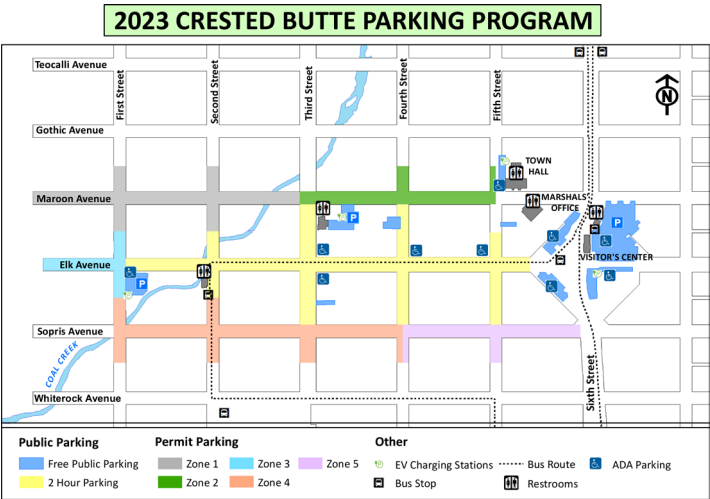
**KEY TAKEAWAY:** Crested Butte’s on street parking spaces are an important public asset to consider leveraging as the Town manages and regulates parking in the future.



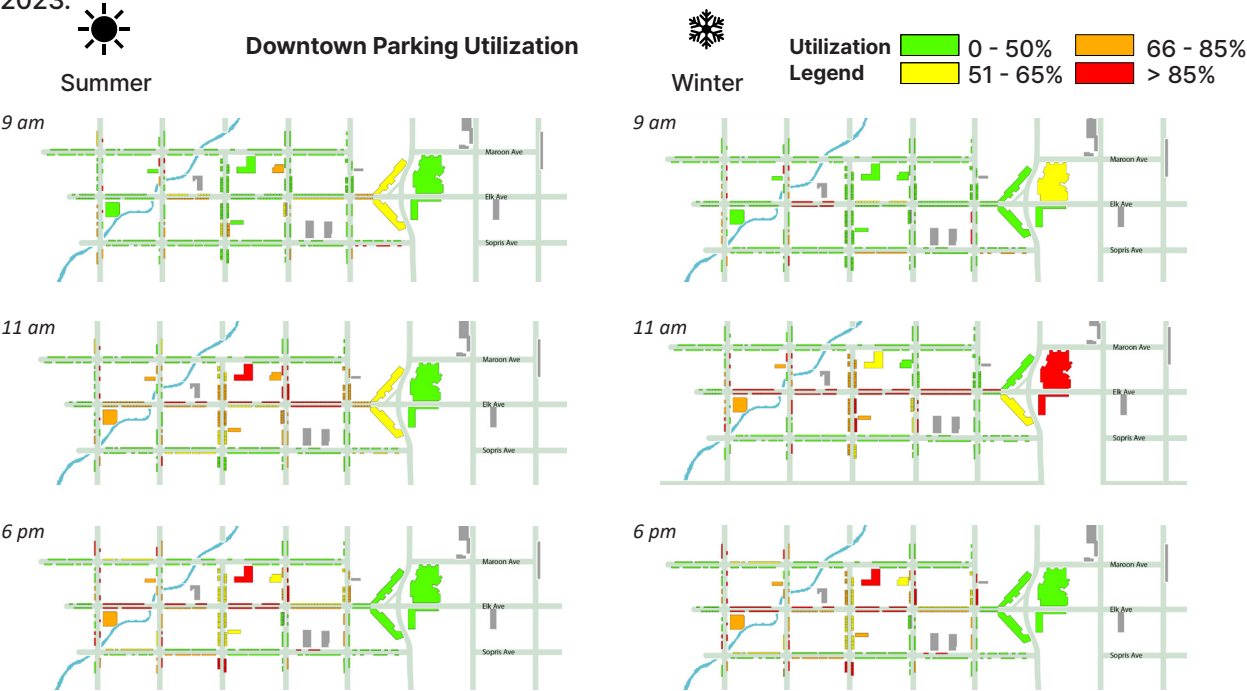


Parking management and utilization

The Town started a parking management program in 2021, which enforces 2-hour parking in the Elk Avenue corridor, along with free neighborhood parking permits for Maroon and Sopris Avenues. The Town also now enforces parking permits around the Center for the Arts during large events. The map below shows an overview of the current regulations.



In developing the parking management program, it was found that Crested Butte has plenty of available parking spaces, but everyone wanted to park as close as possible to their destination, particularly at Third and Elk. By enforcing time limits, the utilization of parking spaces on Elk Avenue was better distributed across the downtown area, making it possible to find a parking space at Third and Elk during different times of day. The map below shows parking utilization across Crested Butte's downtown during a busy August 2021 summer day and on the Saturday of president's weekend in 2023.

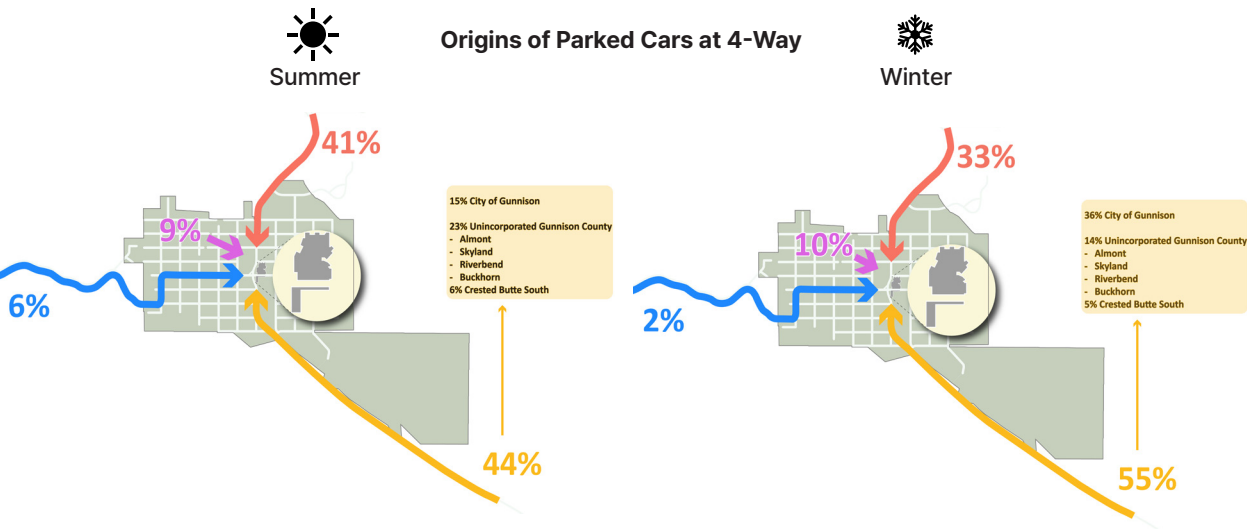


**KEY TAKEAWAY:** Crested Butte has plenty of available parking. Time limits combined with parking permits can spread utilization of available parking across a larger area.

Who is parking at the 4-Way?

The 4-Way parking lot is a key mobility destination in Crested Butte. During the summer, the 4-Way can act as a trailhead to the trails surrounding Crested Butte. During the winter, many utilize the 4-Way to catch Mountain Express to the ski area. This past winter, the 4-Way parking lot was above 85% full during mid-day weekend winter days.

But who is parking there? The maps below show that almost half (44% summer, 55% winter) of parked cars are coming from the southern Gunnison Valley (Gunnison, Unincorporated Gunnison County, and Crested Butte South). Interestingly, 9-10% of parked cars are Town of Crested Butte residents, indicating that current transit coverage isn't providing service in close enough proximity to those 10% of residents' homes.



**KEY TAKEAWAY:** Town residents parking at the 4-way indicate connectivity to transit could be improved within the Town. Additionally, the 4-way is currently serving as an intercept lot to the ski resort and the community will need to determine if that's the most effective use of that space.

From the Experts

Check out the [webinar series on the Town's website](#) to learn best practices about:



Parking in livable communities with Crissy Fanganello



CHALLENGE QUESTIONS

- How should the Town of Crested Butte regulate parking for new developments?
- Should on-street parking play a role in the Town's regulations?
- Should Crested Butte expand its parking management throughout Town?
- How could parking management influence higher transit ridership or walking/ biking throughout the Town?
- What should the role of Crested Butte's surface parking lots be in the future?



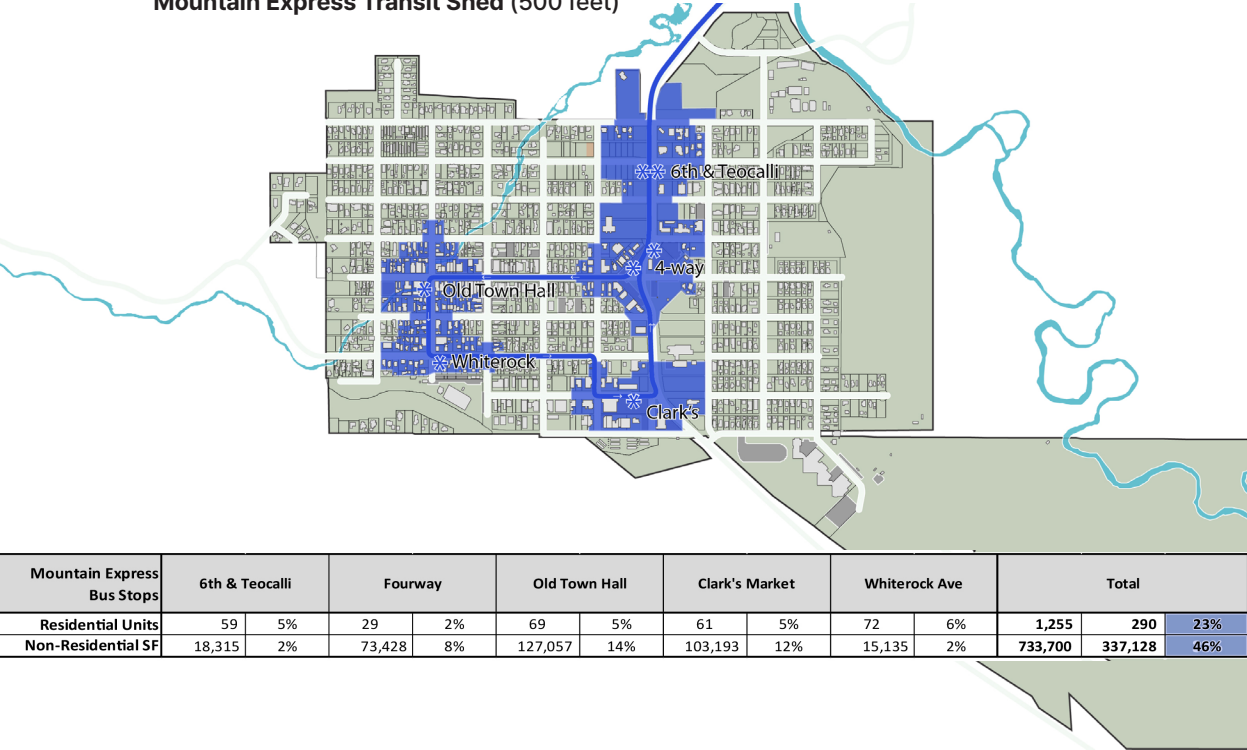


## Mountain Express service area & ridership

**Service Area:** Mountain Express was originally founded to connect visitors and the community from the ski resort in Mt. Crested Butte 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.

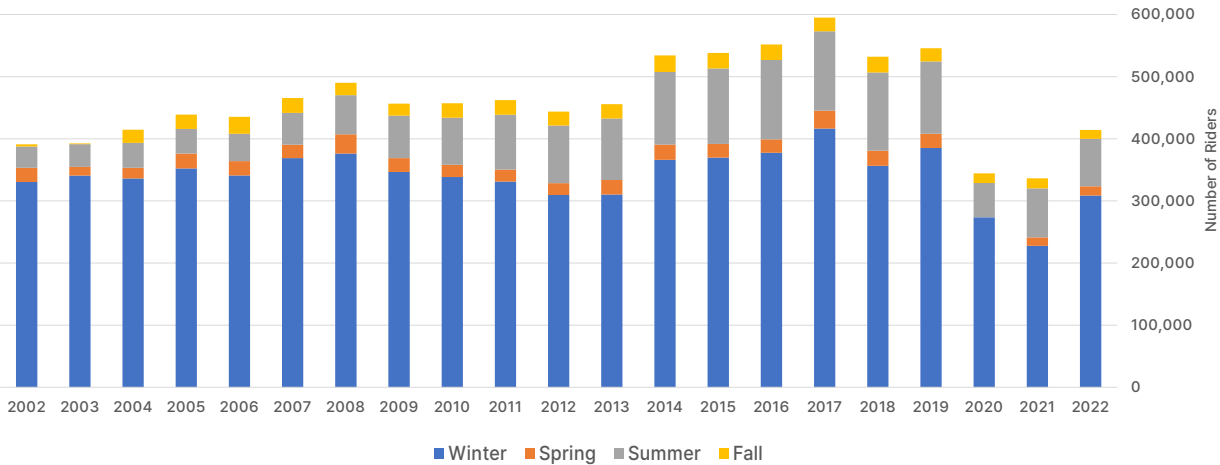
National best practices on transit suggest that 500 feet is a distance someone is willing to walk to a bus stop with local service. The map below shows the areas served within this buffer at each Mountain Express bus stop. Additionally, the table below shows how many residential units, as well as square footage of commercial space, that is served by each stop. When compared as a percentage of Town, the current Mountain Express bus stops reach 23% of the Town's residential units and almost half (46%) of the Town's commercial square footage, which could be correlated to why 10% of cars using the 4-way parking lot are driving from within the Town.

Mountain Express Transit Shed (500 feet)



**Ridership:** The following graph shows Mountain Express ridership for the past twenty years, broken down by season. Mountain Express ridership has remained relatively flat and is still experiencing decreased levels since the pandemic. Ridership is also consistently higher in the winter seasons. Correlating ridership levels with the mobility survey results, it can be interpreted that this service is mostly used to access the ski resort in the winter.

Mountain Express Ridership since 2002 (by season)



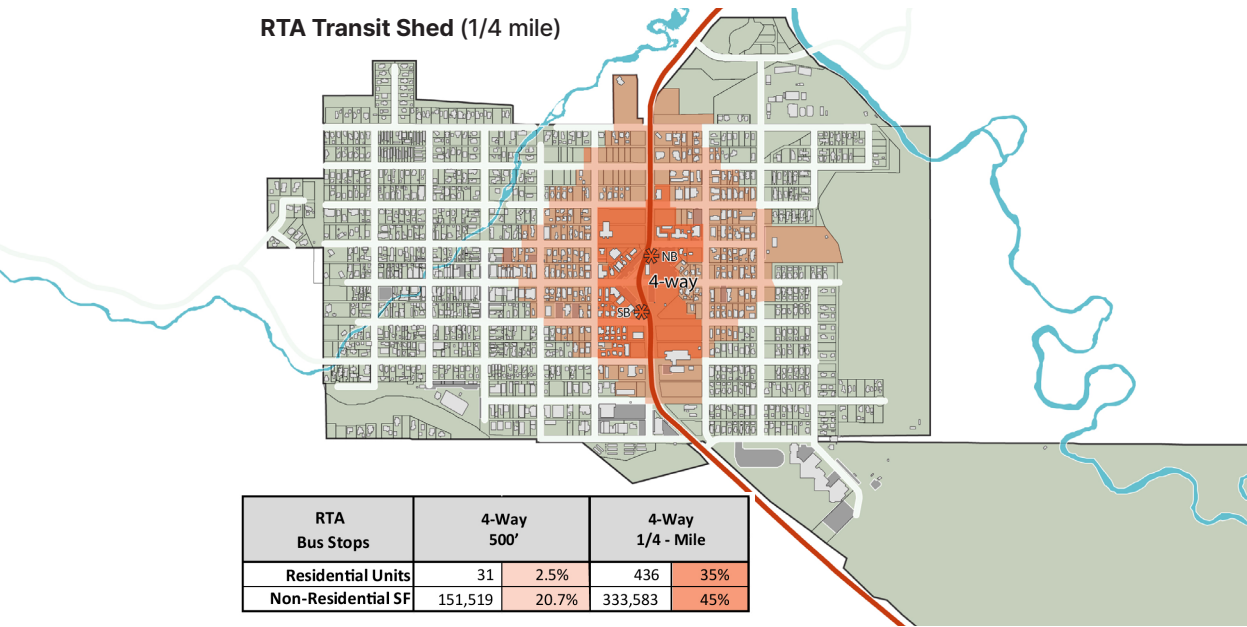
**KEY TAKEAWAY:** Mountain Express is effectively serving the need of connecting the ski resort to Elk Avenue. However, it is not currently serving the residents or other commercial areas of the Town when it comes to efficient and easy service. It is likely their ridership will remain consistent if it continues with its current service area and schedule.



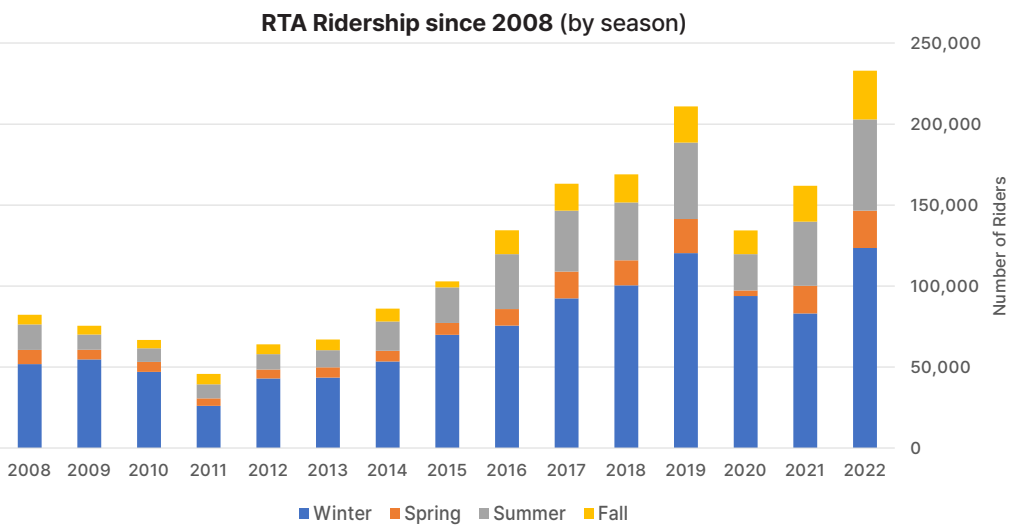


RTA service area & ridership

**Service Area:** While 500 feet is the typical distance someone is willing to walk to a bus stop for local service, when it comes to commuter service, travelers may walk up to a quarter mile. The Gunnison Valley RTA was formed as a regional commuter service for the Gunnison Valley. The map below shows what areas are served within these distances at the RTA stops within the Town. Using this buffer, the RTA serves 35% of residential units and almost half (45%) of commercial areas in the Town.



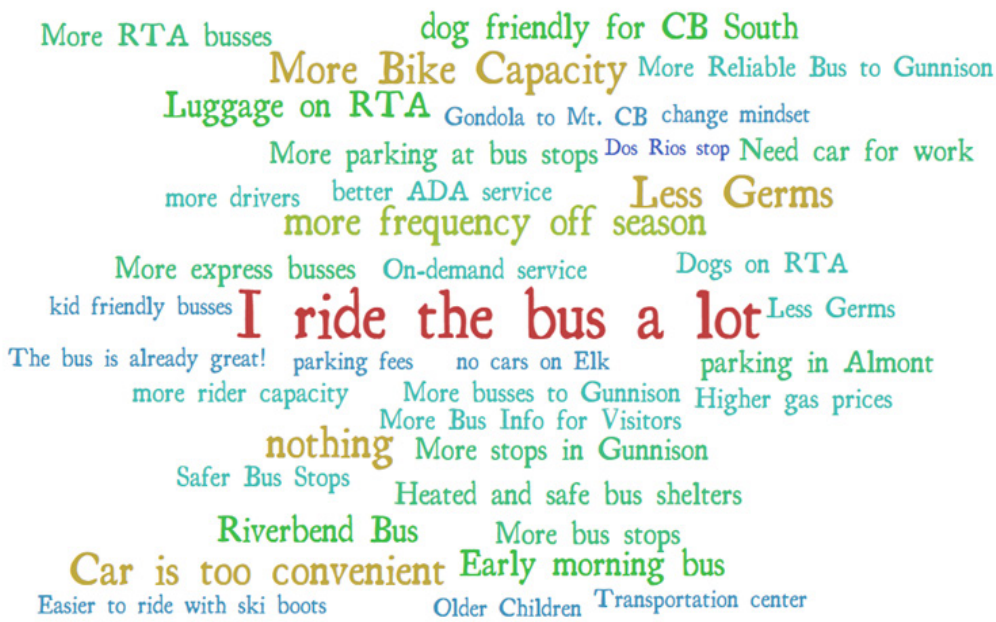
**Ridership:** The following graph shows RTA ridership since 2008, broken down by season. While RTA did experience a dip with COVID in 2020 and 2021, overall, their ridership has consistently increased each year, which is attributed to the increase in service frequency. The RTA is currently planning to increase their routes to 40 trips next winter. The RTA is also most used in the winter, but is seeing ridership grow in the other seasons.



**KEY TAKEAWAY:** The RTA serves as a critical regional connector, particularly for commuting. This service will play an important role Crested Butte’s regional role and how people enter the Town of Crested Butte.

What might encourage you to ride the bus more?

In order to be well utilized, transit needs to be easy, free, and convenient. While already free, we asked you in the mobility survey what might encourage you to take transit more. Most respondents indicated they already ride the bus a lot, but we also heard that improved bus shelters, increased bike capacity, more frequent service, and dog friendly opportunities for the RTA could encourage our community to utilize transit more.



**KEY TAKEAWAY:** Our community already loves and utilizes our local transit services, but by improving the service areas, schedules, and experience, these systems could be leveraged to improve how people move through the region and Crested Butte.

From the Experts

Check out the [webinar series on the Town's website](#) to learn about best practices about:



21st century transit in mountain communities with Carlos Hernandez



CHALLENGE QUESTIONS

- How can Mountain Express serve other functions besides connecting the ski area with Elk Avenue? Are other technologies needed to change the paradigm?
- How can the RTA continue to grow and be used more often to enter Crested Butte?
- What improvements could help transit be utilized more year-round?
- What role does transit play in helping people move within Crested Butte ?



# What's next?

Now that it's Phase Two, it's time to learn from Crested Butte's existing mobility conditions and identify opportunities to solve these challenges and meet the Town's goal of de-emphasizing cars and focusing on walking, biking, and transit.

Please consider engaging in the Transportation & Mobility Plan through the various opportunities below, and visit [www.crestedbutte-co.gov/getinvolved](http://www.crestedbutte-co.gov/getinvolved) to stay up to date on the latest updates.

**Mobility Concerns Map:** While this summary provided an overview of Crested Butte's overarching mobility challenges, we want to hear from you on what specific areas you see challenges and issues with moving around. Please add your points of concern the digital [Mobility Concerns Map at this link](#). The map will be open through July.

**Challenge Questions Think Tank:** Be on the lookout through public restroom stalls throughout Town to ponder your answers to the challenge questions posed in this document. Please share your ideas and answers at [transportation@crestedbutte-co.gov](mailto:transportation@crestedbutte-co.gov). The Think Tank will be open through July and no idea will be flushed!

**Focus Area Workshops:** The Town is looking forward to convening diverse perspectives for a series of focus area workshops to roll up our sleeves on these challenge questions and brainstorm solutions. Thank you to those who have signed up to participate and be on the lookout for summaries of each workshop towards the end of this phase. Topics include:

- |                                    |   |
|------------------------------------|---|
| 1. Traffic Circulation & Calming   | 4. Sixth Street and Elk Avenue's Streetscapes |
| 2. Transit Improvements            | 5. Parking & Land Use                         |
| 3. Pedestrian & Bicycle Experience | 6. Regional Collaboration Retreat             |

**Walkability Audit:** Join Town Staff on Wednesday, June 28 from 3 – 5 pm for a summer walkability audit to share your and others' mobility experiences moving around Crested Butte.

