

## Introduction

This chapter provides a framework for implementing the numerous recommendations contained in Chapters 4 and 5. As noted in Chapter 1, this Plan Update addresses the most important issues identified through the community engagement process and is intended to supplement the 1999 Transportation Plan, not replace it.

The region has made great strides in implementing the recommendations of the 1999 Transportation Plan. Table 5.1 shows the implementation status of the major recommendations of the original Plan relative to this 2008 Update using the following categories:

- **Accomplished:** Items that have been completed.
- **Ongoing:** Recommendations for which progress has been made and efforts continue, including items that are inherently ongoing with no set completion date.
- **Not Accomplished:** Still-valid recommendations for which little or no progress has yet been made
- **Not Feasible:** Recommendations that are no longer applicable
- **Plan Update:** Previous recommendations that are updated or otherwise addressed as part of this 2008 Update.
- **Not Addressed:** Recommendations or actions from the 1999 Transportation Plan beyond the scope of the 2008 Update.

Accomplished and ongoing action items are highlighted to demonstrate the regional progress toward achieving the 1999 Plan. As emphasized in Chapter 1, recommendations from the 1999 Plan not specifically addressed or re-visited in this 2008 Update remain valid. Additionally, the 2008 Update responds to new issues not included in the 1999 Plan. Accordingly, both documents together comprise the Upper Gunnison Valley Transportation Plan.

As Chapter 1 also notes, this Plan Update is primarily policy-based rather than projects-based. Therefore, a traditional implementation program that organizes a list of projects by timeframe is not as applicable. Many of the policy recommendations in this Plan Update are either ongoing or apply only as opportunity or need arise.

Even so, there is a logical staging in that certain recommended actions should be completed first before other recommendations can be implemented.

**Table 5.1**  
**1999 Transportation Plan - Implementation Status**

<b>Public Transit Programs</b>	<b>Status</b>
Service expansion of Mountain Express	Accomplished
Increase subsidy for Shuffle to provide more regional commuter routes	Accomplished
Consolidate social transit service providers operations within Gunnison	Plan Update
Identify corridor for future valley rail	Not Feasible
Form an RTA	Accomplished
Extend transit service to CB South	Plan Update
Initiate all day scheduled valley transit service	Accomplished
Provide shuttle service to remote parking locations south of CB	Plan Update
Provide support for initiation and expansion of taxi service in Gunnison	Not Accomplished
Initiate scheduled fixed route service in Gunnison	Plan Update
Develop special event and RV parking sites served by transit in and around the City of Gunnison	Not Accomplished
Develop gondola from Crested Butte to Mt. Crested Butte	Not Feasible
Plan for valley rail system	Not Accomplished
<b>Motor Vehicle Programs</b>	
Gunnison traffic signal evaluation, optimization, improvements	Ongoing
Improved signing and marking on SH 135 and Gothic Rd	Accomplished
Traffic calming/entry features on regional roadways	Ongoing
Improve Sixth Street bike/ped crossings - Crested Butte	Accomplished
Paved shoulders and turn lanes on Gothic Road	Accomplished
Paved shoulders, turn lanes on SH 135 from Gunnison to Crested Butte	Accomplished
Provide safety improvements along SH 135	Accomplished
Construct scenic pullouts along SH 135	Not Accomplished
Emergency vehicle response improvements	Not Accomplished
Build passing lanes at appropriate locations along SH 135	Not Accomplished
Tunnel for through traffic beneath Sixth Street in Crested Butte	Not Feasible
<b>Non-Motorized Systems</b>	
Develop a comprehensive bicycle and pedestrian improvement plan for Mt. Crested Butte	Ongoing
Develop and implement a "share the road" signage program along SH 135 and Gothic Road	Accomplished
Increased sweeping of shoulders for bicycles - all seasons	Ongoing

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Bicycle parking program - Gunnison, CB, MCB	Ongoing
Improve Sixth Street bike/ped crossings - Crested Butte	Accomplished
Off-street trail between Crested Butte and CB South	Plan Update
Develop and enhance bicycle and pedestrian crossings of roadways throughout the City of Gunnison	Ongoing
Sidewalk improvements program in the City of Gunnison	Ongoing
Safe access to school program - Gunnison, CB	Ongoing
Sidewalk improvements program - Crested Butte (high traffic streets)	Ongoing
Fully implement the Gunnison County Trails Master Plan	Ongoing
<b>Transportation Demand Management Programs</b>	
Regional employer based TDM program	Not Accomplished
Non-auto tourist promotion	Ongoing
Intercept parking lot south of Crested Butte	Plan Update
Park and ride lot network	Plan Update
Regional community-wide TDM program	Not Accomplished
Comprehensive parking program - Crested Butte	Plan Update
Resident vehicle permits - CB, MCB	Plan Update
<b>Land Use Measures Programs</b>	
	Not Addressed

Most importantly, recommended parking management strategies should be implemented before transit park-and-ride recommendations so that the former helps create the market for the latter. (However, the time gap between the two should be short.) Similarly, a regional transit mode share objective should be adopted as one means to facilitate stronger growth management controls.

Table 5.2 at the end of this chapter illustrates the recommended implementation program. Recommendations are classified by travel mode, location, and implementation timeframe.

Rather than specific target dates, which are particularly difficult to estimate for policy-based actions, recommendations are classified into three levels of timeframe priority, in particular to show timing and priority relationships to each other, rather than an absolute, artificial timeline. The lead agency for implementation is also identified, though many recommendations require or would benefit from partnerships to implement.

## Conclusion and Next Steps

This chapter provides an implementation framework for the recommendations contained in this 2008 Update to the Upper Gunnison Valley Transportation Plan. The most important aspect of implementation is the sequence of implementing certain recommendations relative to others, rather than adhering to a specific timeframe.

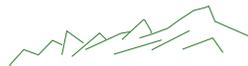
There are two other important implementation aspects to consider. First is ongoing performance monitoring and assessment. While many policy-based recommendations do not correspond to quantitative or numerical thresholds or triggers, certain recommendations do, such as the concept of a regional transit mode share target. Other recommendations, particularly regarding the proposed Gunnison Bypass, have very specific policy and quantitative guidance. And, the quantitative guidance contained in the 1999 Plan regarding maximum carrying capacity and other elements remains valid. Finally, other recommendations are situational, meaning they should be pursued only if need or opportunity arise. These include regional transit revenue options and the Gunnison transit circulator. Discussion of the latter, for example, includes policy and quantitative guidance to assess its potential on an ongoing basis.

Finally, as with the 1999 Plan, the funding partners to this 2008 Update should consider adopting all or parts of this Update. Certain recommendations, particularly regarding the Gunnison Bypass, parking management in Crested Butte and Mt. Crested Butte, and the regional mode share target as a growth management tool, would be strengthened by adoption as official policy, either as part of this Plan or separately. Ultimately, the intent is to maximize the usefulness of this Plan over time to assist the region in achieving its transportation objectives.



**Table 5.2**  
**2008 Plan Update Implementation Matrix**

Travel Mode	2008 Plan Update Recommendation	Recommendation Details	Location	First-Tier Priority	Second-Tier Priority	Third-Tier Priority
				Lead Implementation Agency		
Roadway	Proposed Bypass	- Adopt alignment and ROW - Collector standards - Complete Streets	Gunnison	Gunnison County Gunnison		
	Re-align Cement Creek/SH 135 Intersection	- Realign at 90 degrees	CB South	CDOT Gunnison County		
	Manage Gothic Road Traffic	- Parking management & restrictions - Incentivize transit use - Discourage drive-alone trips - Smart growth planning	Mt. Crested Butte	Mt. Crested Butte CBMR		
Parking	Increase Enforcement	- Target repeat offenders - Eliminate "shuffling"	Crested Butte Gunnison	Gunnison Crested Butte		
	Shift to Other Modes	- Incentivize transit & bike/ped	Gunnison Mt. Crested Butte Crested Butte	Crested Butte Mt. Crested Butte	Gunnison	
	Increase Turnover	- Refine time limit options - Implement paid parking	Gunnison Mt. Crested Butte Crested Butte	Mt. Crested Butte	Crested Butte	Gunnison
Transit	Gunnison Transit Circulator	- Monitor long-term for viability	Gunnison			Gunnison
	Revenues & Funding	- Maximize advertising - Funding partnerships - Implement fare as last resort	Regional	GVRTA		
	CB South - Park-And-Ride	- Cement Creek PNR lot	CB South		GVRTA	
	CB South - Direct Service	- Special Assess. District	CB South	Residents, property owners		
	Regional Park-And-Ride: Up-Valley Trips	- Clark, Ohio Creek, Cement Creek PNR lots	Regional		GVRTA	
	Regional Park-And-Ride: Down-Valley Trips	- Brush Creek PNR lot	Regional			GVRTA
Walk & Bike	Pedestrian Safety	- Roadway design - Ongoing planning	Gunnison Crested Butte	Crested Butte	Gunnison	
	Crested Butte-CB South Connection	- Off-road pathway	CB-CB South		Crested Butte Gunnison County	
Growth & Develop.	Regional Growth Management	- Incentivize transit & balanced travel choices	Regional	Gunnison County Gunnison CB, MCB		



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