

# Meeting Log

Upper Gunnison Valley Transportation Plan - 2008 Update

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## **Northern Study Area Staff & Stakeholders Meeting**

**August 14, 2008, 5:30 pm–7:00 pm**

**Town of Crested Butte Council Chambers**

### **Notes:**

- After introductions, Jacob gave a brief overview of the project's status and activities conducted to date, the purpose of today's discussion, and how input received will help shape the planning process.
- Jacob and Scott then led the group through a facilitated discussion to review and obtain feedback and direction regarding the new Plan's initial draft concept and policy recommendations discussed in a separate handout. Jacob and Scott explained that feedback from this meeting, a similar meeting in Gunnison, and from the RTA Board this week would help shape the final Plan's recommendations. The ensuing discussion and feedback received are summarized as follows:
  - It was suggested that the survey responses be examined in order to determine how people from specific communities responded to certain questions.
  - The best way to provide more direct transit service to CB South was discussed. Options discussed included park-and-ride, intercept parking, direct neighborhood service, a centralized PNR location in the neighborhood, etc.
  - The potential viability of charging for parking in Crested Butte was discussed.
  - Participants felt that regional RTA bus service should remain free. Stable revenue is an issue, but other sources should be considered first.
  - If a fare is necessary, it was suggested that it should not be implemented for another 2-3 years to continue to build up ridership first.
  - The best way to alleviate Gothic Road congestion between Crested Butte and Mt. Crested Butte was discussed. This included whether an intercept parking lot is or would be necessary in the future.
  - Participants also discussed the differences between park-and-ride lots and intercept lots, and which would better meet the needs of Crested Butte and Mt. Crested Butte. Constructing park-and-ride lots – which are recommended – would likely preclude an intercept lot.
  - Commercial, construction, and potential mine-related traffic and Mt. Crested Butte development traffic impacts were also discussed.

