

# Meeting Log

Upper Gunnison Valley Transportation Plan - 2008 Update

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## Northern Study Area Staff Meeting

April 2, 2008, 3:00 pm–4:30 pm

Crested Butte Town Hall

### Notes:

- After introductions, Jacob gave a brief overview of the project, 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 involving responses, thoughts, and input to several key questions. Each question and responses received are summarized below.
- Question: What has been the greatest success of regional planning efforts to date?
  - RTA service has been a great success – it ties communities together and increases personal mobility
  - There are many benefits to free regional transit service, but is it the best policy? Is it sustainable financially?
  - It is a benefit that the RTA actually owns the buses.
- Question: What has been the most unanticipated challenge of regional planning efforts to date? What are the most important transportation issues facing the region?
  - Taking the old plan and trying to apply it today in Mount Crested Butte because so much has changed – development, redevelopment, etc.
  - There is conflict because Alpine Express contractually operates RTA service, yet also serves the Gunnison airport independently. Accordingly, Alpine Express would be concerned about starting separate –especially free service – to the airport.
  - There is potential conflict between existing regional service operating through (and serving) Gunnison and the potential for local circulator service.
  - Growth and development throughout the Valley is a major challenge – everyone will want transportation service.
  - How to best serve CB South with additional transit service is a major challenge.
  - The Crested Butte Community School intersection with Highway 135 is a major safety issue.
  - Should the RTA and Mountain Express combine their systems or remain separate?
  - Sales tax collections within the Valley continually fluctuate. Mt. Crested Butte is considering a mill levy as a more stable revenue source. The sales tax in MCB has not kept up with inflation.



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- How bad is the parking issue in Crested Butte? Is it a problem? Many people drive to and park in Crested Butte even though their final destination is Mt. Crested Butte. There is limited parking in Mt. Crested Butte. Construction of Mountaineer Square will increase net parking availability.
  - There is a need for more strategic parking solutions – park-and-ride lots, intercept parking, etc.
  - Construction and commercial traffic are major concerns, particularly potential mine-related traffic.
  - How will increased airline service ultimately translate into increased parking demand?
  - Summertime congestion has greatly increased.
  - Is land near Brush Creek Road really a viable intercept lot? Should this property be retained or sold?
  - There is vehicle and bus congestion to/from Mt. Crested Butte between 3:00-5:00 during the ski season.
  - Congestion is worse in Crested Butte during the summer season because of special events every weekend, second home residents, etc. Summertime is a “drive-in market.”
  - There are concerns about roundabouts – fire trucks, buses, pedestrian safety, snow removal, etc.
  - There is increased traffic coming from Kebler Pass.
  - Is directing the bus down Elk Avenue the best route? If not, what is the best option?
- Question: What has changed the most in the Upper Valley since the original Transportation Plan was implemented? What future changes do you anticipate?
- Growth and annexations are major issues.
  - The impacts of the North Village, Mountaineer Square, and Snodgrass developments are also major issues.
  - Since the original plan, the Community School in Crested Butte and formation of the RTA have both been significant.
  - Another change is the potential for mine-related activity. Even though the application was pulled, the potential for major impacts still exists.
  - The fluctuation in skier visits has been a major change. CBMR’s objective is to reach and stabilize at 600,000 skier visits per year. How will changes in airline service affect skier visits?
- Question: What final work products would be most useful to you? How should the success and usefulness of the new Plan be evaluated?
- The new plan should include land use and traffic count-based triggers for transportation investments to the extent feasible. Some hindsight of responding to trigger points is also appreciated.



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- The plan should also document issues that have been analyzed as unfeasible for implementation, such as the gondola or tunneling under Sixth Street.
  - Periodic evaluation should also be part of the plan to measure implementation success over time. A detailed implementation program should be a major part of the plan.
  - Finally, the plan should include triggers tied to skier days – How will an increase in skier days affect traffic, transit, parking, etc.?
- Jacob and Scott concluded the meeting by thanking everyone for their participation and inviting additional input. They also noted that a second round of stakeholder meetings would be held later in the process to review draft concepts and recommendations.

