

Meeting Log

Upper Gunnison Valley Transportation Plan - 2008 Update

1

Northern Study Area Stakeholders Meeting

April 2, 2008, 5:30 pm–7:00 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?
 - The formation of the RTA and the services it provides have been very successful.
 - The multi-use pathway between Crested Butte and Mt. Crested Butte is used heavily, especially in the summer months. A path from at least Brush Creek Road to CB South is a priority desire to enhance connectivity and encourage travel mode options.
- Question: What has been the most unanticipated challenge of regional planning efforts to date? What are the most important transportation issues facing the region?
 - Additional public transportation funding is needed.
 - Should Crested Butte and/or Mt. Crested Butte charge for parking?
 - Automobile use should be dis-incentivized throughout the Valley.
 - Success builds expectations – limited budgets can affect existing services and expectations.
 - How to manage parking demand and supply are major issues. Consistent information and signage should be provided.
 - The loss of alternative transportation ROW – what is the consequence of losing (by not preserving) ROW? For example, the gondola is a lost opportunity because of new development. How should ROW be preserved? Similarly, the preclusion of certain transportation options has been a challenge.
 - Planning for future park-and-rides is important – identifying locations, purchasing property, etc.
 - How to serve CB South with transit is a major issue and challenge. Similarly, what are the implications for when Buckhorn, Skyline, River Bend, and other neighborhoods build out? They will experience similar transit demand and “access to transportation” issues as CB South does now.



Meeting Log

Upper Gunnison Valley Transportation Plan - 2008 Update

- Why should CB South support the RTA's upcoming sales tax ballot measure when no direct service is provided into the neighborhood?
 - The Visitor Center is being used as a bus stop, especially when the weather is bad.
 - Identifying and implementing a region-wide or county-wide unified transit funding mechanism for transit is important.
 - How will bus schedules and transit demand be affected by traffic increases from new development?
 - Sidewalks are inadequate through much of town.
 - CDOT regulations hinder local planning efforts.
 - It is sometimes not clear who is responsible for funding and providing services. What is the role of the RTA, Chamber of Commerce, Town of Crested Butte, Town of Mt. Crested Butte, etc.?
 - There are limited mobility options in the Valley, particularly with the preclusion of options like the gondola. Potential solutions are difficult and controversial, such as a bypass to Mt. Crested Butte.
 - Is there a need to build a new bus maintenance facility? Is doing so a challenge?
 - Finally, there are safety concerns with the Cement Creek/Highway 135 intersection and at the Community School.
- Question: What has changed the most in the Upper Valley since the original Transportation Plan was implemented? What future changes do you anticipate?
- Land costs have increased significantly.
 - Coordination has increased between the communities throughout the Valley.
 - Highway 135 has been widened/improved, and is now safer for bicyclists and pedestrians.
 - There has been significant population growth, but the supply and capacity of parking, roads, etc. have stayed the same. Parking hasn't kept up with population growth. Alternative parking strategies are needed.
 - There are also more second homes.
 - Accurate population projections are difficult to calculate.
- Question: What are the greatest long-term transportation issues and opportunities the region will face in the future?
- Issues
- Parking – managing supply and demand.
 - Pedestrian connectivity, especially between the Community School and the rest of Town.
 - Determine how do deter people from driving once they get to Crested Butte.
 - Determine how to decrease traffic volume during the summer months.



Meeting Log

Upper Gunnison Valley Transportation Plan - 2008 Update

- Increasing commercial and construction traffic.
- How will bus schedules be affected by increased traffic from new development?
- Climate disruption and climate change are important issues, especially economically. Alternative fuel sources are also important, but challenging at high altitude.
- Housing affordability is critical.
- Making travel to the Valley is also important.
- Safety is important to get children from CB South to Crested Butte (school activities, baseball practice, gymnastics, etc.).
- Businesses want parking to remain free. Should it be?
- What is the feasibility of grade-separated pedestrian crossings.
- Sidewalks are inadequate throughout much of town
- Intercept lots are expensive to build – are they worth it?
- Need to change mentality that people won't walk more than three blocks from their car to their destination.
- A “fee-in-lieu” approach to parking has been challenging because property acquisition costs have risen dramatically, but “you can't charge parity” (change the FIL amount).

Opportunities

- How can parking (intercept or PNR lots) and transit service work together?
 - The potential to develop several park-and-ride lots.
 - The potential for circulator service within CB South.
 - Transportation coordination for both mass transit and trails.
 - Provide shuttles to trailheads during the summer season so people don't have to drive.
 - Requiring Crested Butte residents and/or visitors to pay for parking would encourage transit use. However, businesses feel it would scare away customers.
 - Will CBMR see more day/weekend skiers because of I-70 congestion?
 - An intercept lot might be a good strategy, but it has to be done the right way. Since CBMR currently doesn't have a lot of day skiers, it might be that CBMR employees, etc., would be better served by park-and-ride lots.
 - There is not support for widening Gothic Road – traffic bottlenecks occur at each end in each town, so widening in the middle doesn't make sense.
- 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 a list of options that measures the cost-effectiveness of recommended programs. These options should also estimate vehicle traffic reduction benefits.



Meeting Log

Upper Gunnison Valley Transportation Plan - 2008 Update

- The plan should have good data and data management to guide decision-making.
 - The plan should also have triggers, thresholds, and milestones to the extent feasible.
 - It was also suggested that the plan should contain different population growth projections as a means of “bracketing” different scenarios.
 - The plan should consider the seasonality of issues and potential solutions.
 - There was also discussion about having a distribution center to transfer freight to smaller vehicles or limit commercial traffic by time of day.
- 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.

