# TOWN OF MT. CRESTED BUTTE **MASTER PLAN**

**DRAFT 3.0**

**11.18.22**

Mt CB

NORRIS DESIGN
Planning | Landscape Architecture | Branding

DRAFT

NOVEMBER 2022

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# ACKNOWLEDGMENTS

## TOWN OF MT. CRESTED BUTTE STAFF

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Gary Keiser – DDA Chair
Janet Farmer – Mayor, Town Council
Nicholas Kempin – Mayor, Town Council
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Todd Robinson – CBMR
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Will Shoemaker – CBMR
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Lisa Clay – Gunnison County
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Wanda Bearth – Crested Butte Lodging
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Brad Bogard – The Club at Crested Butte
Elizabeth Clay – Gunnison County
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Tucker Robert – Treasury Building
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Wanda Berth - Crested Butte Lodging
Adam Perkins – Urban Villages
Brad Bogard – The Club at Crested Butte
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Jeff Hermanson – Larimer Associates
John Sale – Vail Resorts
Kyle Griffith – Vail Resorts
Rick Divine – Divine Properties

## REGIONAL PARTNERS:

We understand as a community that our success relies on true partnerships with regional governments, agencies, districts, organizations and non-profits, businesses, property owners, and residents. Through the Master Plan process, we have engaged with many stakeholders and have identified key partners in implementation. The following partners were in operation at the time of this Plan update:

### Local Governments:

- City of Gunnison
- Gunnison County
- Town of Crested Butte
- Town of Mt. Crested Butte
  - Town Council
  - Planning Commission
  - Downtown Development Authority

### Special Districts

- Crested Butte Fire Protection District
- Gunnison Valley Met Rec - local recreation District
- Mt Crested Butte Water and Sanitation District
- Prospect Reserve Metropolitan District No.1
- Prospect Reserve Metropolitan District No. 2
- Upper Gunnison Water Conservation District

### Valley-wide Organizations:

- Gunnison County Housing Authority
- Valley Housing Fund
- Mountain Express
- Gunnison Valley RTA (bus & air service)
- GVHC - Gunnison Valley Health Coalition
- TAPP – Tourism and Prosperity Project
- Crested Butte Land Trust
- CFGV - Community Foundation of the Gunnison Valley
- Gunnison County Land Preservation Board
- One Valley Leadership Council
- STOR – Sustainable Tourism and Outdoor Recreation Committee
- CBMBA - Crested Butte Mountain Bike Association
- Region 10 Broadband
- Crested Butte Mountain Resort Association

### Additional Partners

- Crested Butte/Mt. Crested Butte Chamber of Commerce
- Gunnison Chamber of Commerce
- Gunnison Valley Health
- Gunnison Watershed School District
- Western Colorado University



# INTRODUCTORY REMARKS

## INTRODUCTORY REMARKS

### Letter from the Mayor

Greetings Mt. Crested Butte Community and Readers,

Crested Butte Mountain Resort was opened in 1962 by its founders Dick Eflin and Fred Rice. The Town of Mt. CB was incorporated in 1974 and has historically functioned as a resort community since that time. While sparsely populated in the 1970's, with a little over 500 residential units, our community has seen significant growth to 1765 residential units with a population of 964 full-time residents today.

The evolution of our community has been shaped by past master planning efforts. The first master plan was adopted in 1994 and reveals how our priorities as a community have shifted over time. A document of its era, the plan emphasizes car-centric design principals and expansion of phone and cable infrastructure. Some desires have been consistent over time, such as improving Gothic Road. And we dearly miss some of the things we had, like the post office at Three Seasons.

Over 20 years, town saw the phased development of the recreation path, providing pedestrians, Nordic skiers, and cyclists with a year-round, car-free connection to Crested Butte. Establishing an inclusionary zoning code prompted the integration of Community Housing units throughout our neighborhoods. With the rapid expansion of the economy and interest in our community, the 2007 Community Plan desired to shape development in our community's vision, rather than be shaped by it. The values and desires of the community are similar to today's values and desires (with perhaps the exception of an internet café). The plan sought to expand multimodal transportation options, increase base area vitality, and ensure walkable, complete neighborhoods. Our town may feel remote, but it was not able to escape the upheaval of the 2008 financial crisis. Finding itself in the midst of the Great Recession, the town's focus shifted to navigating a time of grave uncertainty.

Now, the financial health of the town is better than it has ever been and Mt. CB is an even more desirable place to live, work, and visit. This has led to rising costs of real estate while housing attainability and affordability has decreased. Employers from all sectors - medical providers, restaurants, construction, retail, property management, and government - across the Gunnison Valley have experience a shortage of staff and reduction of services. Under the leadership of the current town council and the vision of the 2021 Strategic Plan, we have embarked on an updated master plan to address the challenges of today. This plan seeks to balance our town's goals: responsible growth, Community Housing, support of local businesses and base area vitality, while continuing our role as a resort community. We understand the intersectionality of our issues including essential services, placemaking and vibrancy, responsible growth, housing options, and multi-modal transportation; and have developed recommendations to address them at a local and regional level. Together, we will use this plan to continue to shape our community, meeting the needs of residents and visitors alike while charting a path of sustainable, vibrant, and responsible growth.

Nicholas Kempin

Sincerely,
Nicholas Kempin
Mayor of Mt. Crested Butte

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# INTRODUCTION

## WHAT IS A MASTER PLAN?

A Master Plan is an advisory document that guides decision making and empowers the community to achieve its vision and goals. The Plan will advise Town staff, elected officials, and the overall community in making important future choices for Mt. Crested Butte by identifying current challenges and outlining future intentions. This action-oriented Plan provides strategies in the form of goals, policies, and recommendations that help the Town achieve its vision related to future land use, recreation, placemaking and vibrancy, transportation, housing, and public services for the next 10-15 years.

This Master Plan is expected to evolve over time and is intended to inform policymaking at a framework level, working cohesively with more specific but separate regulations, actions, and agreements to achieve Town goals. This Plan for the Town of Mt. Crested Butte ("Mt. CB") is an update to the previous plan originally created in 1994 and last updated in 2007. The Plan integrates with the Town's strategic vision and goals in order to create a comprehensive framework that guides future land use decisions and helps prioritize investment and projects within the community.

## Roles and Responsibilities

The Town is taking a leadership role to responsibly plan for the future and collaborate regionally to manage future growth and address community needs. This Master Plan will be a guiding document for growth as well as the first step to identifying potential projects in which the Town should invest resources. The Town will not implement the Master Plan alone. Rather, the Plan will act as a communication tool to residents, partners, local property owners, investors, and developers to message what the Mt. CB community wants to be. This will encourage responsible development proposals and streamline the development process by communicating the public's needs and desires at the onset. The Plan also creates a framework for regulation and partnerships that enable beneficial development projects and programs to occur.

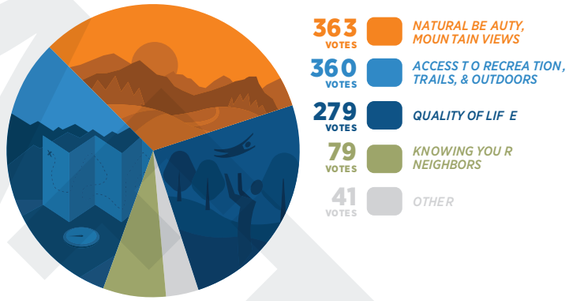
## How to Use this Document

This plan is an advisory policy document, and it will guide subsequent revisions to Town Codes, budgets, guidelines, policies, and standards. Each chapter serves a specific purpose. Chapter 2 describes the community vision and reaffirms the input received through community engagement. Chapter 3 presents the Goals and Policies, including the Future Land Use Map and Commercial Core. Chapter 3 has been formatted to include goals, policies, recommendations, partners, and time frames associated with each item, providing ideas for implementing the vision over time.

## Mt. Crested Butte Today

The community profile provided in-depth data of current population and household trends. Currently, Mt. CB is estimated to have 1,049 full-time residents occupying 514 Households. The average household income is $109,000. This is almost double the average household income in the City of Gunnison, which is just under $60,000. The median age of Mt. Crested Butte residents is 41 years, and the town has a notably smaller portion of households with children than Gunnison County as a whole (12% vs. 22%). The town has an estimated total 1,765 housing units, with approximately 70% of the housing stock not occupied by a full-time resident. For more information about demographics, see Appendix B,

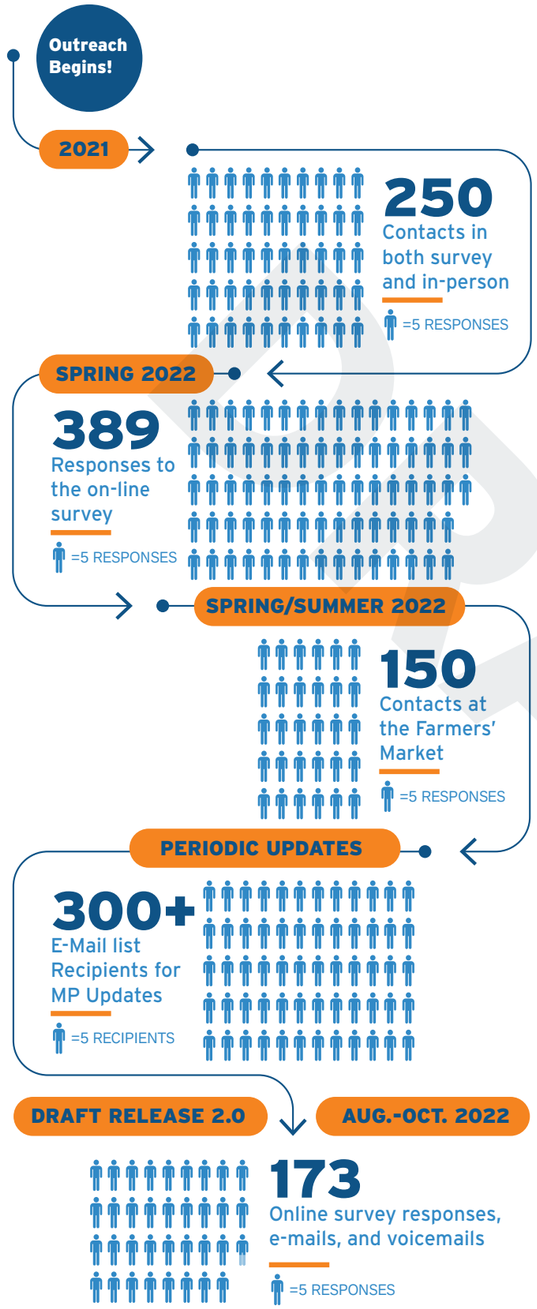
Commercial Development Assessment and Strategy:




## Methodology & Process

### Community Engagement

The Master Plan process began with community engagement to identify challenges, common goals, and an aligned vision for Mt. CB. Community and stakeholder meetings created opportunities for dialogue and ultimately resulted in the identification of important issues and appropriate solutions. Through months of various meetings and engagement tools, Town Staff and the consultant team worked to build consensus, support, and alignment on community vision. Community input was compiled after each review period, and collectively identifies a common vision and principles, along with goals and policies that shape the Master Plan content.




These elements provide guidance and recommendations for how the Town can act and work toward achieving its desired future.

A variety of engagement methods were employed to assess the priorities and values of various stakeholders within Mt. Crested Butte, including an emphasis on all seasons. A Steering Committee consisting of elected officials and business leaders provided input throughout the Master Plan process. Additional input was received through regular meetings with focus groups and base area property owners, later consolidated into a single Stakeholder Advisory Group (SAG). Contact points with the Mt. CB community included engagement activities at a town picnic, two summer concert events and the Farmers Market, a community open house, two online surveys, multiple work sessions with the Town Council and Planning Commission, a draft plan review comment form, along with numerous emails and phone calls. The Master Plan process totaled 1,262 contact points with residents, property owners, partners and community stakeholders, sharing their views on housing, transportation, land use and economic development. For a comprehensive review of engagement efforts, please see Appendix A.

### Technical Analysis

Concurrently with the second round of engagement, the Town and team invested time and resources in technical analysis, which included an Economic Study, Water Analysis, and multi-pronged Transportation Study. This technical data is integrated into the Plan to assure alignment among the community's needs, its desires, and realistic implementation strategies. See more detailed information about the technical analyses under Key Findings below and in Chapter 3.

### Review + Adoption

Three Master Plan drafts were released for review during the process. The first led to significant changes in the overall structure of the document and resulted in a change in direction for this Plan. The second draft resulted in revisions to the Future Land Use Map and other policies related to density increases outside of the Commercial Core and areas immediately adjacent. Additional results will be added following the current community input period.

Adoption of the plan is the responsibility of the Town of Mt. CB. A master plan should be updated at a minimum every ten years, however it is important to regularly check in on Plan progress. Following adoption, the Town should annually review the vision, goals, policies, and recommendations to confirm Plan action items are moving forward towards implementation.

## Key Findings

### Land Use

Approximately 25% of existing land area is zoned PUD, suggesting that the Zoning Code is ineffective in creating desirable development outcomes. A large number of properties in town could accommodate additional development and make more efficient use of land and existing infrastructure.

### Housing

At the end of 2021, the average single family home sales price was over $1.26 million, an annual increase of 5.6%. The Town also has a much larger percentage of housing units located within multifamily structures compared with the broader county (60% multi-family units in Mt. CB vs. 6% multi-family units in CB, see Appendix B).

### Placemaking + Vibrancy

Few businesses offering limited hours of service create a drought of food and beverage options in town, while fragmented communal space contributes to a lack of social cohesion. The organization of future commercial space should be organized in a contiguous and synergistic format needed to create the critical mass that successful commercial districts and main streets have.

### Parks, Recreation, Open Space, and Trails

Mt. CB contains only one park, Ted Scheske Park. While trails are abundant around the Town's perimeter, a lack of connections to internal pedestrian and bike infrastructure makes access a challenge. Additional pocket parks or other small gathering areas are desired by the community and can contribute to connection between neighborhoods.

### Transportation

Due to the limited roadway network, future development has the potential to overwhelm the existing capacity of Gothic Rd during times of heavy travel. Transit options provide alternatives but could be revamped to improve their usefulness to residents and visitors.

### Quality of Life + Community

Mt. CB's access to an abundance of outdoor recreation opportunities makes it an enjoyable place to live. While stakeholders appreciate the community's feel, they desire an improved offering of services and off-mountain activities.

### Sustainability

The community agreed that planning for sustainability is an important component of Mt. CB's Master Plan. The Plan approaches sustainability holistically by outlining goals, policies, and recommendations related to land use, housing, community services, transportation, water, and future development. Key findings include the need for simple improvements, such as providing recycling services in the Commercial Core, and the importance of the Town's participation in regional cooperative programs such as the Gunnison Valley Climate Action Plan.

### Community Engagement

While the public comments received vary widely in content and span a broad range of topics and viewpoints, the below summary highlights major and recurring themes represented. Major themes emerging from community engagement exercises and stakeholder input include the following:

- The community's unparalleled natural beauty, outdoor access, and quality of life are central to why people live in and visit Mt. CB. Preservation of this way of life and access to recreational open space is a top priority for the community as well as visitors.
- The availability and attainability of locals' housing and base area vibrancy in the Commercial Core are considered the top issues the community is currently facing.
- Essential services like restaurants and a small market are priorities for future development.
- Interest in an improved winter experience in Mt. CB includes entertainment such as events, concerts, outdoor movies, expanded food and beverage offerings, and markets in gathering areas.

See Appendix A: Community Engagement, for a detailed breakdown of community engagement results.



### Commercial Development Assessment and Strategy Study

The purpose of Study was to identify a development and tenanting strategy for the Commercial Core and to understand the amount of commercial development that Mt. CB can support with future growth. The Study began with an existing commercial space inventory and current commercial demand from the local population, part-time residents as well as visitors. Analysis of these findings along with relevant mountain town case studies, development patterns, current lodging bed base analysis, and transportation demand analysis was performed to develop recommendations for planning considerations, the amount of current and additional commercial development that could be supported by the Town, and the optimal locations for commercial businesses and development. Current retail and food and beverage trends were also considered when determining the overall commercial recommendations for the Town.

There are approximately 13,000 jobs in Gunnison County and an estimated 914 of those jobs are in Mt. Crested Butte, making up about 7% of the jobs for the County. The largest industry sectors are tourism-oriented sectors including recreation, retail, restaurants, and lodging. The tourism industry provides a large portion of those jobs, but the shoulder season creates a challenge for businesses and employees because fewer visitors result in significant revenue decline during this period. Many local businesses close during the off season in response to this decline, allowing employees a much-needed break, while resulting in even less people in town.

The Town currently has 57,000 SF of retail and food and beverage space and 61,000 SF of complementary commercial space, such as personal services, office space, and other community-serving uses. Approximately 5% of commercial space is currently vacant. When comparing the ratio of lodging units and STRs to commercial space in the Commercial Core with case studies of comparable mountain resort towns, such as Mountain Village, Snowmass Village, and Village at Mammoth, Mt. CB has sufficient population and visitor numbers to support its existing retail and food and beverage space. However, the configuration of existing space and the tenant type are current limitations to the success of existing commercial space. Current demand estimates based on the sum of full-time residents, part-time residents, and visitors demonstrate that the Town could support up to 85,000 SF of retail and food and beverage space.

See Appendix B: Commercial Development Assessment and Strategy, for full study, data charts and recommendations. Recommendations are also provided in Chapter 3.

## Transportation Studies

The transportation studies conducted include a Transit Study, Gothic Road Capacity Study, and Transportation Demand Management (TDM) Strategy. Key findings from those studies are listed below.

### Transit Study

The Transit Study involved an analysis of existing transit alongside a study of best practices to identify successes and limitations in Mt. CB's transit network. The study discovered several notable takeaways:

- Together, the Mountain Express and Gunnison Valley Rural Transportation Authority (RTA) serve a large number of passengers. Although the pandemic curtailed ridership growth, Mountain Express was regularly carrying over 700,000 passenger trips leading up to 2019, while RTA reached a maximum of 225,000 passenger trips the same year.
- While the services are following many transit best practices, there remain opportunities to optimize service and enhance public information.
- Mountain Express' existing bus fleet is a constraint for improving service and routes.

### Gothic Road Capacity Study

The Gothic Road Capacity study looked at Commercial Core build-out and projected traffic volumes. Projected build out predicts longer wait times at intersections and increased need for parking at peak times due to Gothic Road reaching its capacity. These projections could change based on travel pattern adjustments. For instance, fewer single vehicle trips and increased transit ridership could reduce these projected delays and are encouraged in the TDM Strategy and Chapter 3, Action Plan. The projections reported in this study do not mean that the only way to accommodate build-out of the Town and Commercial Core is to widen Gothic Road.

### Transportation Demand Management (TDM) Strategy

The TDM Strategy investigated opportunities to increase travel options that do not require a personal vehicle, with the goal of alleviating traffic congestion and offering a host of environmental, health, and community benefits. The report concluded that Mt. CB's primary mobility challenges stem from its peak season visitors and commuters that increase congestion as well as a constrained roadway network in which Gothic Road is the only viable route into and out of Town.

The full transportation analyses and further summary of findings and recommendations are provided in Appendix B: Transportation Studies. Recommendations are also provided in Chapter 3, Action Plan.

# COMMUNITY VISION

## INTRODUCTION

Community members agree that there's something special about Mt. Crested Butte. Not everyone describes the feel of the town in the same way, but everyone knows that there's nonetheless a certain quality to it. To define the type of community that Mt. CB wants to grow into (and remain) in the coming years, a shared community vision is the starting place.

Mt. CB's Community Vision statement says who the town is and who it wants to be, and Community Values build on this vision by defining the qualities most important to the community. The values are both intrinsic and aspirational in describing the community's future. These values, in turn, feed the five Community Principles that form the central approach to decision-making in the coming years. With this framework in place, it becomes possible to set goals, policies, and recommendations that make it possible to work toward the community's best future together.

## VISION

Mt. CB is a premier destination that's also home. Community members make the most of their access to world-class outdoor recreation, whether that means catching the first chair on a powder day or catching scenic views on Snodgrass Trail. While the mountain draws people to Mt. CB, it's the laidback vibe that keeps them here.

The Gunnison Valley is known for extremes – long winters, remote wilderness, and challenging terrain. It takes a certain degree of grit and determination to live here, and that resolve unites the community.

Mt. CB is an outdoor playground destination and a small town that wants more vibrancy, but at a scale consistent with the community's needs and that it can sustain. The community is united in a passion for adventure and the outdoors and recognizes the importance of stewardship to ensure that the mountain lifestyle is here for generations to come.

## VALUES

### ACCESS

Living in Mt. CB provides unparalleled access to the mountain. Lunch-hour powder runs and after-work bike rides are a way of life, whether Mt. CB is home or home away from home. This sense of freedom unites locals, part-time residents, and visitors that crave a connection to abundant recreational access, amenities, and the mountain.

### COMMUNITY

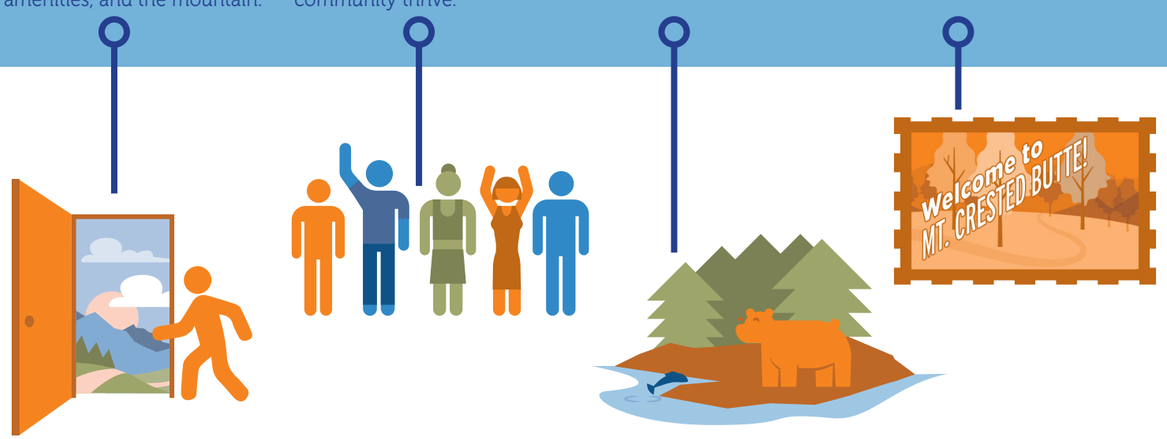
From knowing the names of neighbors to sharing fresh tracks, community in Mt. CB is felt in moments small and large. The Town's understated soul and shared love of the mountain keep the community connected. Improved housing options, new culinary offerings, and vibrant gathering spaces will help Mt. CB's sense of community thrive.

### STEWARDSHIP

Mt. CB's common ground is a shared love for the outdoors, and the community cares deeply about stewardship of the land. The Town's economic and environmental sustainability rests on a shared commitment to natural resources and the steps taken together to preserve them.

### VITALITY

The town's atmosphere creates an energy that can be felt by all who frequent. There is something for everyone, and the sense of place, activity, and vitality combine to create a memorable experience. The community's capacity for enjoyment and vigorous activity pulls everyone in and keeps them coming back for more.






## PRINCIPLES

### 1. Increased Housing Options

Access to Mt. CB's way of life starts with having a place to call home. Scarcity of developable land poses a challenge to housing affordability in the community, but it's a challenge the community must take head on, adopting policies to address meaningfully. Providing opportunities for more residents to live, work, and play locally addresses a variety of challenges that Mt. CB is facing. Having permanent residents in town increases the viability of local businesses offering essential services, reduces traffic congestion by allowing residents to live closer to where they work and need to go, and contributes to a local community feel that's sustained despite seasonal visitation trends. Running into neighbors at local establishments and having kids to grow up together are experiences made possible by housing that fits the needs and budgets of community members.

### 2. Improve the Multimodal Transportation Network

Efficient and effective transportation allows community members to spend less time getting around and more time outdoors. Transportation in and around Mt. CB needs to be convenient, reliable, intuitive, and efficient. As the community grows, multimodal transportation options can help maintain the town's local, small-town feel. Bike trails and walkable streets are compatible with Mt. CB's active lifestyle and contribute to other goals like creating a vibrant Commercial Core and maintaining an appropriate scale for Gothic Road. Transportation opportunities should continue to play a key role in community decision-making related to where density is appropriate as well as how to best cultivate stewardship of natural resources.

### 3. Focus on Placemaking + Vibrancy

Maintaining a sense of community means creating opportunities for social interaction within vibrant public spaces. An activated Commercial Core enables residents and visitors to spend time on the mountain rather than leaving town and driving elsewhere for activities. The community desires a place where they can run into neighbors and make new friends, where both residents and visitors feel they belong. Placemaking within the Commercial Core establishes town identity and fosters community through shared values. Architecture, aesthetic, and activities should all solidify the town's character as a world-class destination with a local soul.

Residential areas offer a more private getaway and can provide opportunities to build community within Mt. CB. Crafting complete neighborhoods with parks, walkable streets, trail access, and community essentials is what turns a house into a home and strengthens connection to neighbors. When residents and visitors feel a sense of belonging, a greater connection to the outdoors and responsibility for the community emerge.

### 4. Take an Active Role in Responsible Growth

The community doesn't want growth to simply happen but rather seeks to play an active role in the future of the town. Responsible growth means that even as the community scales up, a focus is maintained on what matters: connection to the outdoors and to one another. This future is achieved through a balance of tourism and a local population, which in turn requires variety in housing types, activities, and services.

Maintaining access to the outdoors requires preserving the community's natural assets. Mt. CB is dependent on the natural environment both for recreation and economic livelihood, and future growth needs to prioritize the economic and environmental sustainability of the town. Because land is scarce and valuable, the Town should encourage more compact development and seek ways to encourage shared use of space that offers multiple functions across seasons. Land needs to be developed in an efficient manner that maximizes housing units, protects resources, provides an appropriate amount of parking, and enables year-round activities. Development should be planned on a scale that facilitates interaction between buildings to create a sense of place, not a place of projects, and infrastructure capacity needs to guide the conversation on the town's growth to ensure that water and transportation services remain sufficient.

### 5. Expand Access to Essential Services

Positioning Mt. CB as a small town and not just a destination resort requires that residents have access to basic services like a post office, a market, medical offices, childcare, personal care, and indoor recreation facilities. The configuration and placement of essential services affects their vitality and value, as services should be located near the populations they serve. The creation of complete neighborhoods containing both housing and neighborhood commercial services eases vehicular, bike, and pedestrian access and reduces overall trips, thereby reducing traffic congestion and increasing convenience.

The experience of Mt. CB is driven by the amenities it offers, and it's difficult to operate a world-class resort without a wide array of restaurants, shops, and activities. As the town matures, ensuring the availability of both resident- and visitor-oriented services is key to offering a sense of community and a memorable experience.

# ACTION PLAN

## INTRODUCTION

Defining goals is critical to success, as they establish the desired outcomes for the community and guide decision-making towards overall progress in a certain direction. Policies are actions that can be taken to achieve a certain goal, many of which are measurable. A goal is the end result and policies and recommendations help us get there .

A diverse group of community members were engaged to create a vision that can be implemented through this action plan, including full-time residents, part-time residents, Gunnison Valley residents, and visitors. Goals, policies, and recommendations included herein support the community's vision for the future of Mt. Crested Butte. This Action Plan reflects community input, guidance from the Stakeholder Advisory Group, direction from community leaders, and technical support from the consulting team.

Through multiple rounds of reviews with Mt. CB's Planning Commission and Town Council, language was refined to accurately capture the community's vision through actionable goals, policies and recommendations. They are intended to be fluid and refined over time to remain relevant and flexible, yet consistent with expressed intentions and desired outcomes.

The action plan provides direction to the Town for defensible decision making, along with specific activities designed to provide a decisive roadmap for advancing the intentions expressed herein. For example, when Mt. CB is deciding on a private land use application or a public capital investment, the goals, policies, and recommendations should be reviewed and applied.

### ACTION PLAN CATEGORIES

- **Land Use**
- **Housing**
- **Placemaking + Vibrancy**
- **Parks, Recreation Open Space & Trails**
- **Transportation**
- **Quality of Life**
- **Water**

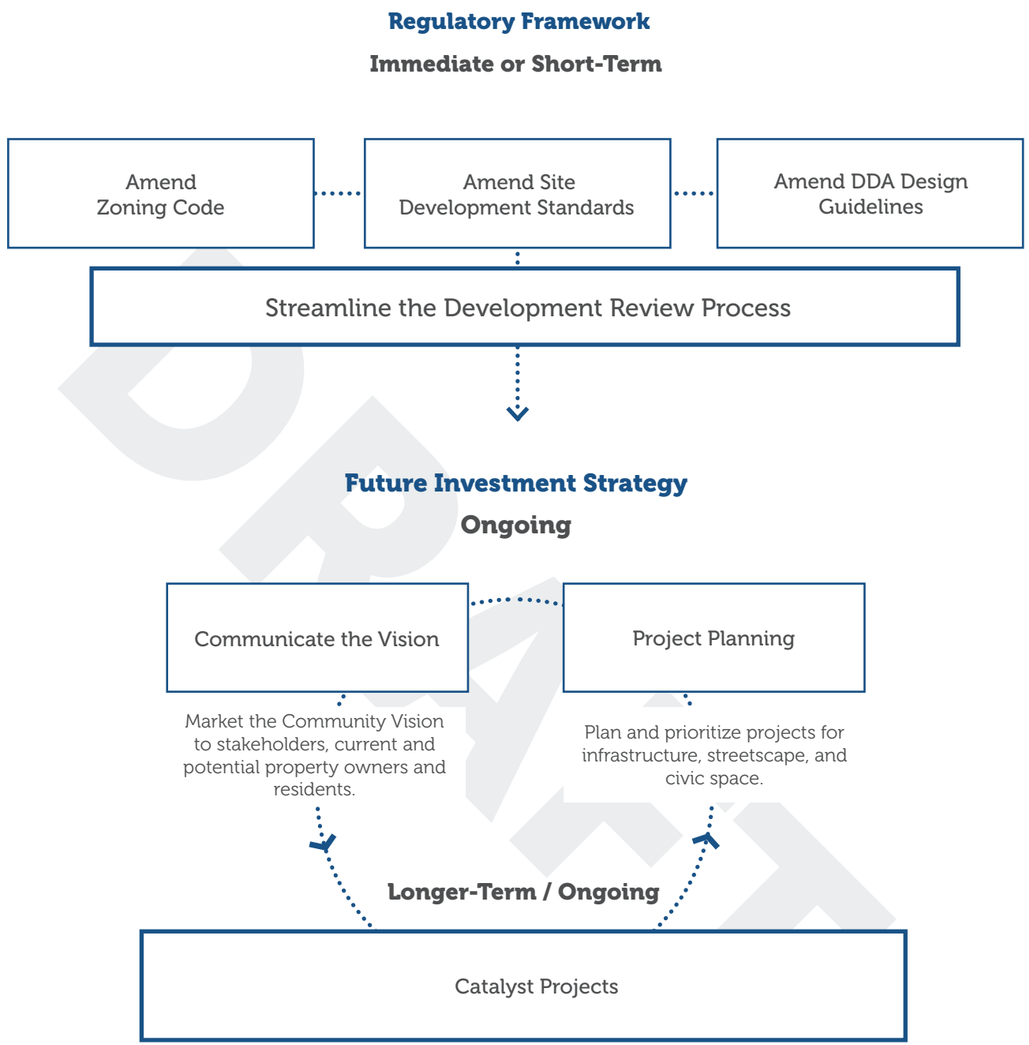
## IMPLEMENTATION

This Master Plan places an emphasis on implementation to ensure that the vision that it contains for the community is realized over time. The goals, policies, and recommendations included in each of the following sections are steps toward realizing this vision that the Town will carry out at varying time frames and in varying manners. The process of implementation is not perfectly sequential, but it involves a well-orchestrated series of actions that involve the Town and various partners, including public agencies and private developers.

The overarching framework that this Plan lays out for implementation includes two general action categories. Although there is no perfect sequence for overall implementation, actions found in the first category must occur in the immediate future to lay the groundwork for desired outcomes.

1. Regulatory Framework. The Town must first ensure that all regulatory tools are aligned toward achieving the same outcomes. Inconsistencies and gaps must be amended and new regulations adopted where current ones fall short of supporting the goals and policies of the Master Plan. These actions are short-term or immediate in nature.
2. Future Investment Strategy. The second category is longer-term or ongoing and outlines proactive steps that the Town can take to position the community for desirable growth and redevelopment.

# IMPLEMENTATION FLOW CHART




Design, Fund, and Initiate Public Investments

Establish the foundation through the public realm, such as shared parking (on-street, structured, concentrated), streetscape, etc. Create an environment where Commercial Core development can thrive.

Incentivize Private Development/Redevelopment Projects that seek to achieve community vision.

# LAND USE

## OVERVIEW

Land use goals and policies address growth and development, providing guidance for a balance between the built environment and the community's natural resources. Mt. CB desires a cohesive pattern of land uses, promoting efficient use of land and encouraging economic vibrancy while considering the health, safety, and well-being of community members. Given Mt. CB's unique topography, a typical 'town grid' street pattern does not exist. However, a clear hierarchy of commercial activity focused on the commercial core along Gothic Road can be strengthened, adding to the year-round experience for residents and visitors and reinforcing economic sustainability.

## FUTURE LAND USE

Mt. Crested Butte's Future Land Use Plan guides potential development within the Town limits and informs growth patterns over the next 15-20 years. All Future Land Use designations and development areas should be sensitive to topography, Town development standards, and environmental considerations. There is a distinct difference between Future Land Use and zoning. Future Land Use recommendations are provided to describe the most desirable uses from the community's perspective, while zoning provides the specific means for giving legal effect to this Plan's policies and recommendations. As the Town nears build-out and faces shortages of affordable housing, community essential services, and desires a more robust economy, it is important to provide land use recommendations that can accomplish these efforts. It is equally important to recognize the assets and equities that Mt. CB already embodies. Acknowledging the impact of existing developed areas and the importance of their reinvestment and development can promote public-private partnership towards achieving a greater goal.

The Future Land Use Plan is comprised of the Future Land Use Map and eight land use category designations.

This Plan will be used by Town leadership to:

(1) Evaluate future land use requests;

(2) Inform amendments to the Town Code;

(3) Track the Town's ability to absorb future development;

(4) Manage infrastructure and facility planning; and

(5) Guide growth in a manner supportive of the community's vision.

### FUTURE LAND USE DESIGNATIONS

- Commercial Core
- Resort
- High-Density Residential
- Medium-Density Residential
- Low-Density Residential
- Single-Family Residential
- Public &Community Facilities
- Parks & Open Space

See next page for Future Land Use Map and following pages for Land Use Designations definitions followed by Land Use Goals and Policies Matrix.

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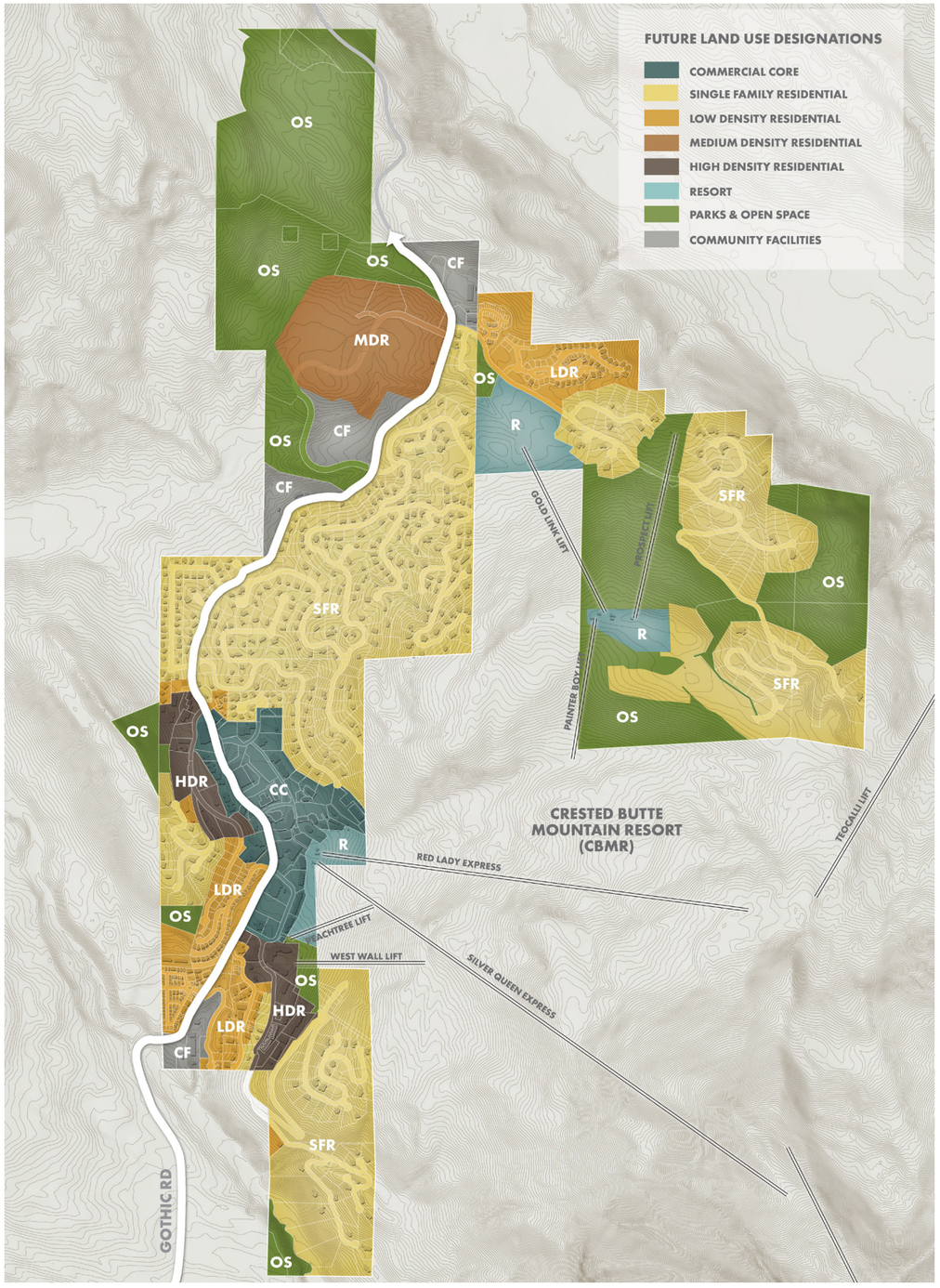
# FUTURE LAND USE MAP



# FUTURE LAND USE DESIGNATIONS

## 1 Commercial Core

Activation of the community's Commercial Core is a primary goal of the Master Plan. The Commercial Core contains Mt. CB's highest concentration of commercial, residential, and community essential services. It also functions as the greater region's base area and gateway to a primary recreational visitor attraction. This land use designation supports a mix of uses that cater to activation and vibrancy in the Commercial Core. Professional employment space, which could include traditional offices as well as co-working space, is also most appropriately located within the Commercial Core as an accessory use. Community Housing and Parks and Open Space opportunities are encouraged to be incorporated with development.

## 2 Resort

The Resort land use designation includes recreation and visitor-oriented development, such as overnight accommodations, day lodges, resort services, and limited supporting commercial uses. Accommodations and supporting commercial uses are envisioned in transition areas between existing development and Crested Butte Mountain Resort (CBMR) and Forest Service ("USFS") lands. Residential and Community Housing is permitted. Parks and Open Space opportunities are encouraged to be incorporated with development.

## 3 High-Density Residential

This land use designation includes multifamily dwelling units and micro-units. High-Density Residential is located adjacent to the Commercial Core, concentrating density near the community's activity center. Adjacency to the Commercial Core promotes walkability between residential and commercial uses and create a synergy with CBMR while concentrating the town's population in locations where infrastructure is adequate. High-Density Residential examples include mid-to-high-rise condominiums and apartment buildings and, in the appropriate context, lodging and limited supporting non-residential uses. Neighborhood commercial uses should be incorporated within development, especially on the ground floor of vertical mixed-use buildings. Innovative unit types that provide for the efficient housing of workers, such as micro-units or co-living buildings, are encouraged. Community Housing is encouraged in all residential land use designations, as is limited incorporation of Parks, Open Spaces, and other such public and semi-public facilities.

## 4 Medium-Density Residential

The Medium-Density Residential designation consists of a spectrum of housing types including primarily low-to mid-rise multifamily buildings, single-family attached homes, such as townhomes and duplexes, and limited lodging and accommodations uses to make the most efficient and sustainable use of available land and infrastructure. Housing types should meet the community's broad cross-section of needs by offering options appropriate for different income levels and life stages. Development is encouraged to accommodate the community's workforce with ADUs, lock-off units, and incorporation of Community Housing as part of the community. Compatible neighborhood commercial uses and parks, open space, and other community essentials should be incorporated into neighborhoods. Community Housing is encouraged in all residential land use designations, as is incorporation of Parks and Open Space opportunities.

## 5 Low-Density Residential

This land use designation includes single-family detached, single-family attached, such as townhomes and duplexes, ADUs, and low-density multifamily residential development, as well as neighborhood commercial uses. Low-density residential uses offer a transition between higher-intensity development and sensitive areas like open space and public lands and are appropriate in locations where higher-density development would stress infrastructure or obstruct view sheds. ADUs for long-term rental and Community Housing uses are encouraged in all residential land use designations, as is incorporation of Parks and Open Space opportunities and other appropriate public facilities.

## 6 Single-Family Residential

The Single-Family Residential designation provides a district specifically for single-family residential uses, together with public and/or community facilities and accessory uses as may be appropriate. Single-family residential uses maintain the desirable qualities of low-density development, such as larger lot sizes and private yard areas. Single-family homes are encouraged to include ADUs for long-term rental and Community Housing uses, either as stand-alone accessory dwellings on the lot or integrated within the primary structure. Community Housing is encouraged in all residential land use designations, as is incorporation of Parks and Open Space opportunities.

## 7 Community Facilities

Publicly owned amenities and facilities such as government offices, fire and emergency services, parks, utilities, schools, and maintenance facilities are located within the Public & Community Facilities land use designation. This designation may also include quasi-public uses such as Community Housing, recreation facilities, and other community services.

## 8 Parks & Open Space

The Parks & Open Space designation includes areas providing recreation, preservation, and/or passive agricultural uses. Properties within this land use designation may also provide access to USFS land and offer a buffer between developed and public lands.

## LAND USE GOALS AND POLICIES MATRIX

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.1 | Responsibly manage future growth in Mt. CB to provide a vibrant, walkable town that preserves existing established neighborhoods and integrates harmoniously with the surrounding natural environment. | P.1.1 | Create an active, vibrant commercial core that contains the town's highest-density development, providing a diverse mix of services and amenities for residents and visitors. Focus overnight lodging, short-term rentals, restaurants, businesses, and visitor-oriented services within the commercial core. | | R.1.1.1 | Work collaboratively with the DDA to identify opportunities for public investment in infrastructure and catalyst projects to help guide implementation of the land use patterns recommended in this Master Plan. | DDA, landowners, developers, Crested Butte Mountain Resort, TCCA | Mid-Term |
| | | | | | R1.1.1.a | Identify locations for public investment in infrastructure to spur desired private development. | | |
| | | | | | R.1.1.1.b | Identify and facilitate opportunities to revitalize and redevelop underutilized parcels. | | |
| | | | | | R.1.1.1.c | Explore public-private partnership to implement catalyst projects. | | |
| | | | | | R.1.1.2 | Monitor and evaluate short term rentals to provide data to assist in future decision-making. | | Short-term |
| | | P.1.2 | Within the commercial core and adjacent high density residential districts, support higher intensity development and a diverse mix of uses and residential unit types, including community housing. Development patterns should provide efficient use of land and resources while providing a sense of place, neighborhood livability, environmental sensitivity and compatibility with adjacent development and land uses. | | R.1.2.1 | Evaluate the Town's existing zoning regulations and initiate amendments needed to achieve high density development within the commercial core, including community housing | | Short-term |
| | | | | | R1.1.2.2 | Assess the Town's inclusionary housing and commercial linkage fee requirements, with consideration for location of community housing units and cost of fees in lieu for development of such units. | | Short-term |
| | | | | | R.1.2.3 | Amend the development standards in the Town zoning regulations to achieve more efficient land use patterns and pedestrian scale development. | | Short-term |
| | | P.1.3 | Commercial uses should be primarily concentrated within the commercial core, in high density, mixed use developments; although neighborhood-scale commercial may be integrated into adjacent residential neighborhoods, where focused on serving the immediate needs of the neighborhood, and where determined to be appropriate. | | R.1.3.1 | Update the Town zoning regulations to align with the Commercial Core land use designation, and codify the permitted uses, recommended densities and development standards. | | Short-term |

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## LAND USE GOALS AND POLICIES MATRIX (CONT.)

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.1 | Responsibly manage future growth in Mt. CB to provide a vibrant, walkable town that preserves existing established neighborhoods and integrates harmoniously with the surrounding natural environment. | P.1.4 | Encourage responsible development and ensure future land use decisions are consistent with the goals and policies set forth in this Master Plan. Assess development applications to ensure consistency with this Master Plan and ensure that all rezonings are consistent with the Future Land Use Map. | | R.1.4.1 | Amend the Town's land use code as needed to ensure compliance with the Master Plan is included in the criteria for approval for all relevant development applications. | | Short-term |
| | | P.1.5 | Development in environmentally sensitive areas should be avoided to the maximum extent possible to preserve and protect the natural environment and avoid impacts to sensitive ecological resources (e.g., riparian areas, wetlands, and important wildlife habitat areas). Minimize and mitigate impacts where site conditions preclude the ability to avoid all environmentally sensitive areas. | | R.1.5.1 | Update the Town land use code to require more stringent mitigation where development impacts environmentally sensitive areas or to not allow development in these areas. | | Short-term |
| | | P.1.6 | Ensure that all new development utilizes best management practices for developing on steep slopes | | R.1.6.1 | Update the Geotech section of the Town land use code to incorporate the best management practices for developing on steep slopes recommended by the CO Geological Survey (CGS). | | Short-term |
| | | P.1.7 | Preserve critical view corridors to the surrounding mountains during the development review process, focusing primarily on maintaining view planes from public spaces and public parks, in line with this Master Plan. | | R.1.7.1 | Identify and map the highest priority view planes to be preserved and amend the Town land use code to preserve these view planes during the development review process (i.e., regulate the location, height, bulk and mass of buildings within critical view planes to the extent possible while acknowledging the need to concentrate the highest density, tallest buildings within the commercial core). | | Short-term |
| | | P.1.8 | Require environmentally sensitive site and building design in all new developments, (e.g., incorporating energy efficiency, renewable energy and responsible water use practices). | | R.1.8.1 | Collaborate with the Town of Crested Butte, Gunnison County and the City of Gunnison to explore county wide, above building-code or net-zero standards for new buildings focused on energy efficiency and renewable energy generation. | Town of Crested Butte, Gunnison County, City of Gunnison | Short-term |
| | | | | | R.1.8.2 | Audit the Town landscaping regulations to identify and implement recommended amendments to reduce outdoor water use throughout Town (e.g., set scalable maximums for bluegrass sod, reduce minimum tree planting requirements, and provide required or preferred planting lists with water conscious species). | | Short-term |
| | | | | | R.1.8.3 | Consider incentives for electrification in new development to encourage the reduction of greenhouse gas emissions in Mt Crested Butte. | | Mid-term |
| | | P.1.9 | Require that new development pays the marginal cost of necessary infrastructure improvements. | | R.1.9.1 | Audit current Town Fee requirements for all new development to ensure fees are set at an appropriate cost for implementation within today's budgets. Also consider implementing a reduced fee structure for community housing developments as an incentive. | | Short-term |

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# HOUSING

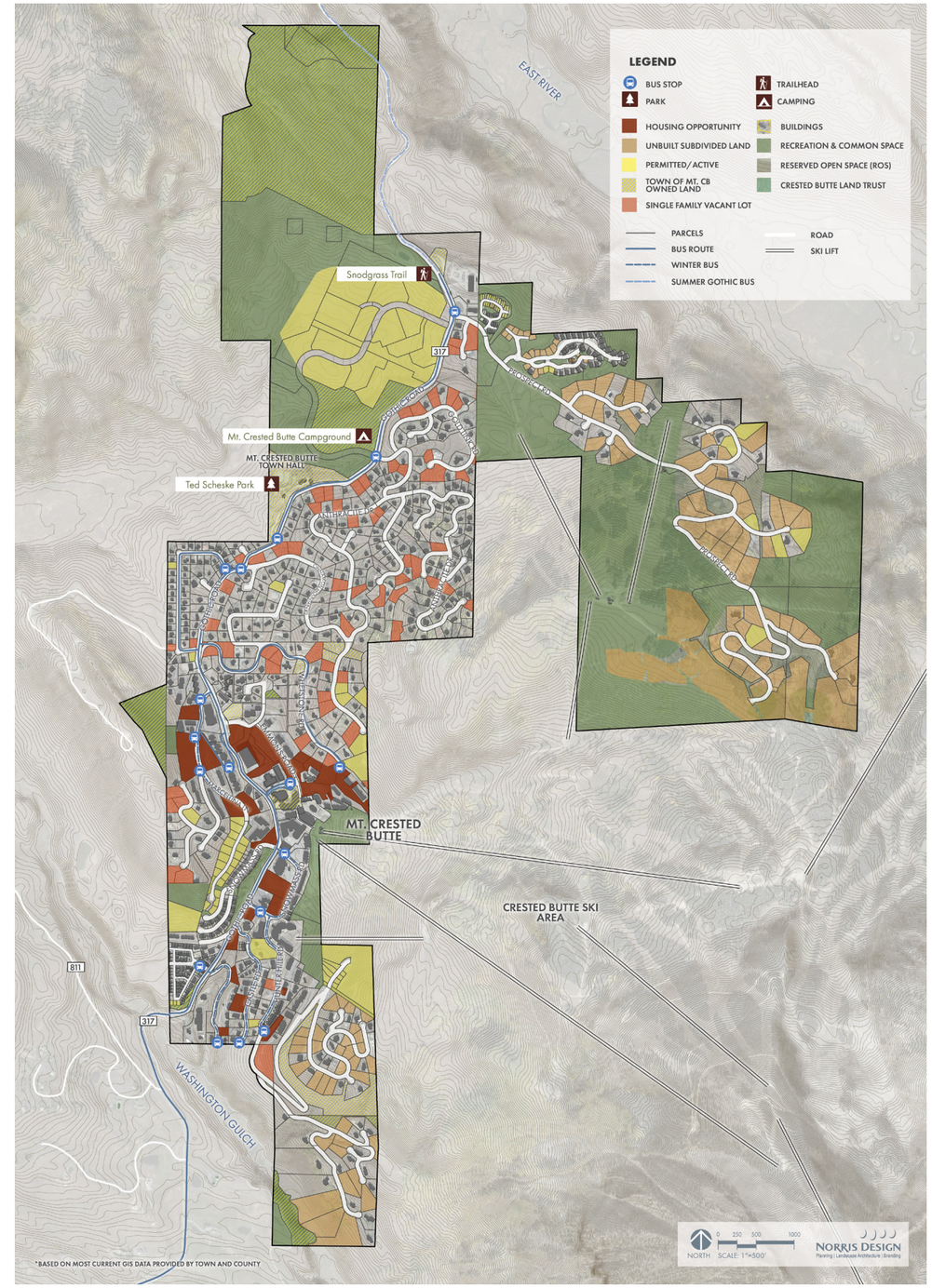
## OVERVIEW

Mt. CB's abundant access to nature, recreation, and quiet charm make it an appealing place to live. Increased demand for vacation homes in and around town, coupled with land scarcity, has escalated housing prices, and the existing housing stock has reached a point where it is no longer attainable for the typical resident. The lack of attainability impacts local businesses, as fewer local employees available to work has contributed to the ongoing labor shortage. As rental rates and home sale prices continue to rise across the Valley, local employees and business owners must live further from town and commute longer distances. Due to extremely limited availability of developable property, Mt. CB must make efficient use of existing vacant land, redevelopment opportunities, and other available resources to expand residential housing inventory.

Community members expressed a desire that Mt. CB maintain a year-round population and become a full-service community that includes more long-term renter and owner-occupied residential units, essential services, and commercial uses. This Plan outlines a guide for the community to achieve these goals and continue efforts to create complete neighborhoods.

The Housing Opportunities Map (page right) highlights vacant parcels that sit in either High Density, Medium Density or Low Density Land Use areas that is not currently active in the permit process. These parcels could be housing opportunities in the future.

# HOUSING OPPORTUNITY MAP



## HOUSING GOALS AND POLICIES MATRIX

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.2 | Increase affordable community housing and other land-efficient housing options to maintain a stable workforce, support year-round residents and families, and maintain a healthy balance of full-time residents, part-time residents, and visitors within town. | P.2.1 | Encourage efficient land use to maximize the number of housing units within the commercial core and high density land use districts, while ensuring a sense of place, neighborhood livability, environmental sensitivity and compatibility with adjacent development and land uses. Reference P1.2. | | R.2.1.1 | Explore incentives for the development of existing vacant parcels within higher density districts when community housing is proposed as part of development. Incentives could include fee reductions, streamlining review processes, or other methods as determined appropriate. | | Mid-term |
| | | P.2.2 | Collaborate with local and regional partner agencies to implement a full range of housing strategies, tools, and programs to increase the availability of affordable community housing. | | R.2.2.1 | Work collaboratively with GVHA, local employers, developers and other partner entities to create more affordable units within town through a diverse range of strategies, including: new construction, expansion of the existing deed restriction buy down program, down payment assistance programs and other strategies deemed appropriate. | GVHA, local employers / businesses, developers, Gunnison Valley Housing Fund, Housing Colorado, CHFA, HUD, DOLA | Mid-Term and Long-Term |
| | | | | | R.2.22 | Incentivize development of community housing by dimensional requirement bonuses, reduced permit fees, subsidizing tap fees, streamlining review processes, or other methods as determined appropriate. | | Short-term |
| | | | | | R.2.2.3 | Work to preserve the existing inventory of deed-restricted housing within Town by 1) developing mechanisms to prevent the loss of a deed restriction during foreclosure, and 2) amending existing deed restrictions as needed, to remove antiquated policies that no longer align with current local housing market conditions. | | Short-term |
| | | P.2.3 | Locate affordable community housing on the recommended properties identified on the Housing Opportunities and Future Land Use Maps, or in other identified locations that meet the following site suitability criteria: proximity to essential community services, availability of necessary infrastructure and utilities, adequate access, access to multi-modal transportation options, lack of development constraints, neighborhood compatibility and opportunities to create a quality residential community on the site. | | R.2.3.1 | Consider aligning town code with state-adopted municipal affordable housing requirements. | | Short-term |
| | | | | | R.2.3.2 | Consider town-owned lots for community housing development. | | Short-term |
| | | | | | R.2.3.3 | Pursue public private partnerships to facilitate development of affordable housing through strategies including dedication of town-owned land, and subsidizing the cost of necessary infrastructure. | GVHA, Gunnison Valley Housing Fund, Housing Colorado, CHFA, HUD, DOLA, landowners, developers, local employers | Short-term |

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## HOUSING GOALS AND POLICIES MATRIX (CONT.)

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.2 | Increase affordable community housing and other land-efficient housing options to maintain a stable workforce, support year-round residents and families, and maintain a healthy balance of full-time residents, part-time residents, and visitors within town. | P.2.4 | Balance the needs of short- term lodging, part-time residential, seasonal and long term resident housing by encouraging development of a spectrum of housing types as they apply to different life cycles and multi-generational needs. | | R.2.4.1 | Update the Town's STR regulations to address the conversion of units from long term housing for locals to STR inventory, and explore the possibility of creating overlay districts that establish a permitted number of STRS within various town locations. Where determined to be appropriate, overlay district regulations could limit the number of permitted STRS in locations where housing has historically been most attainable for local residents. During this process, provide assistance and guidance to home owners and HOAs on these STR regulation updates. | | Short-term |
| | | | | | R.2.4.2 | Continuously monitor and evaluate the inventory of STR properties within Town to determine impacts on the community and identify amendments needed to the STR regulations to address these impacts. | | Ongoing |
| | | P.2.5 | Promote energy efficiency and sustainable building techniques in housing developments to reduce long-term operating costs and offer long-term financial return on investment for property owners and residents. | | R.2.5.1 | Provide incentives for projects providing efficient and sustainable building solutions for housing. | | Short-term |
| | | P.2.6 | Foster a diverse and inclusive community by ensuring that all residents have a home that is appropriate for a given life stage, and ensuring community housing addresses the needs of various income levels. | | R.2.6.1 | Work collaboratively with regional housing partners to develop an updated housing strategy and revised community housing guidelines that facilitate the provision of a range of housing types and home prices to adequately address the various needs and life phases of the community, as identified in the most recent Housing Needs Assessment.<br>Community housing guidelines should establish housing categories that address the full range of community housing needs, and should be continually monitored and amended as needed to accommodate current market conditions and meet the needs of local home buyers / renters. | GVHA, Gunnison Valley Housing Fund, Local Housing Authority, Housing Colorado, CHFA, HUD, DOLA, landowners, developers, local employers | Mid-Term and Long-Term |
| | | | | | R.2.7.2 | Pursue amendments to existing deed restrictions as needed to allow for retirement-in-place. | | Mid-term |

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# PLACEMAKING + VIBRANCY

## OVERVIEW

The Mt. CB community desires Placemaking at a local scale offering opportunities to gather within purposefully crafted public spaces. The goals, policies, and recommendations established in this section promote a layered approach that encourages the creation of places to sit indoors and outdoors; play areas to enjoy year-round; music to hear, whether it's a live band or a busker; activities to watch ; food to eat and craft beer to drink; nature to admire; and people to meet. Curating an experience that is authentic to Mt. CB is the most important key to success.

**What is Placemaking?**

Placemaking is a multi-faceted approach to the planning, design, and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.

-Placemaking Chicago

While the Town isn't the primary landowner of properties within the Commercial Core, the Downtown Development Authority ("DDA"), a Town-led initiative, has a funding mechanism that can be used to make improvements within its jurisdiction. The community established the DDA in 2000, identifying a Commercial Core and encouraging focused investment and economic development. To increase vitality and pedestrian traffic in the Commercial Core, the community suggested food trucks, more restaurants and bars, a central lodge with vendors, lockers, community tables and dining areas, and outdoor gathering spaces. These elements will foster a sense of place in the Commercial Core and many other opportunities exist to enhance its vibrancy and function as a community gathering space.

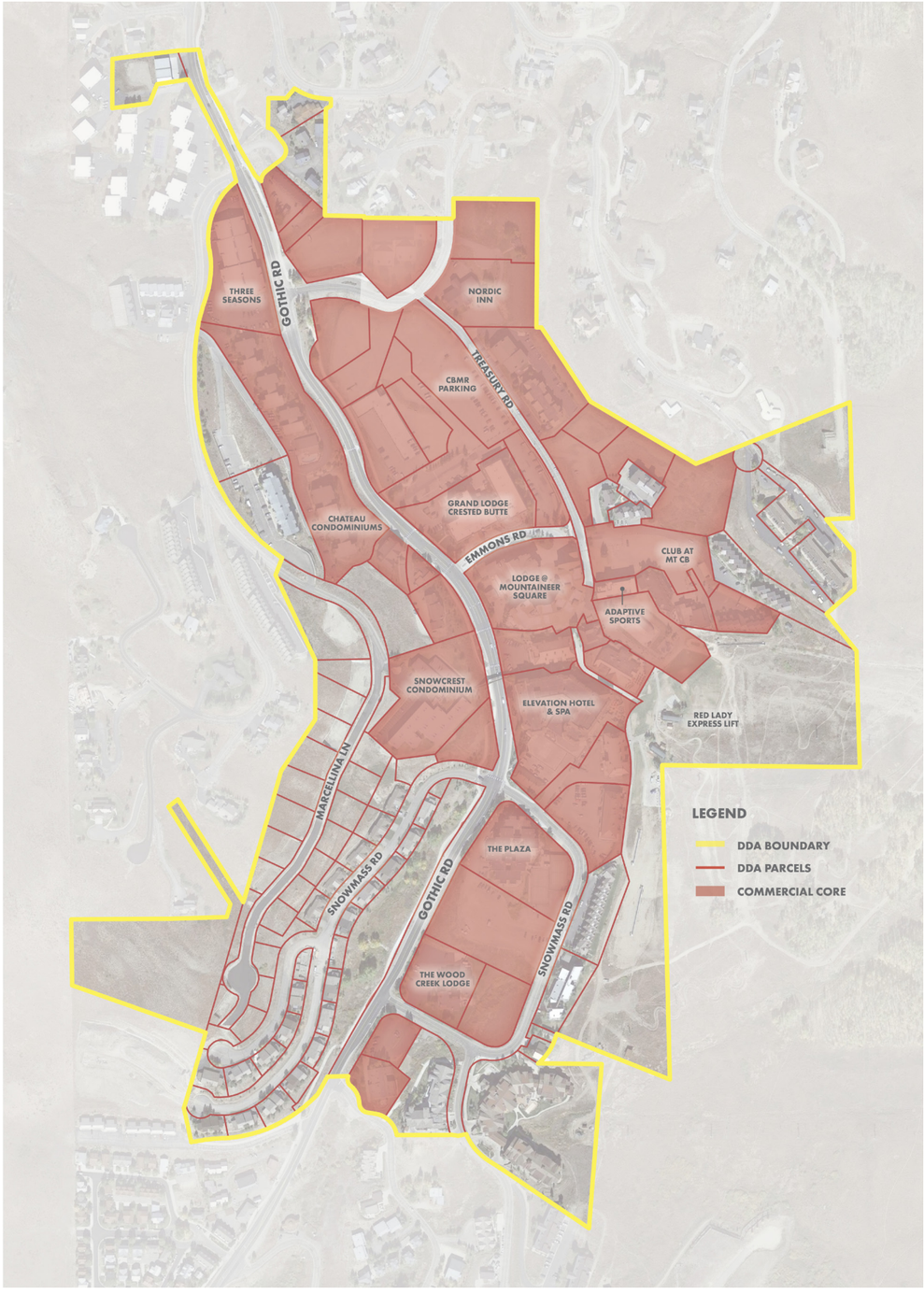
The Commercial Core should be designed as a walkable and pedestrian-oriented neighborhood at the street level, with on-street or screened parking and multi-level development that engages adjacent streets at different grade levels. The Commercial Core should activate Gothic Road and primary circulation routes such as Snowmass , Treasury and Emmons Roads, and improve connectivity to neighborhoods west of Gothic Road. An issue with the current Commercial Core is its inaccessibility. The current land use pattern results in most commercial uses being hidden behind buildings and accessible only by foot. Activating primary street frontages means increasing visibility of the community's offerings and bringing character out from behind the walls. A greater mix of uses, including essential services and commercial development, residential units, and lodging, would promote a lively town center attracting activity. Parking and transportation improvements are necessary to support additional businesses and accommodations. Future development or redevelopment should activate the pedestrian realm with ground-level commercial uses, pedestrian-scaled architectural elements, and meaningful public spaces, creating an engaging connection between the private and public realms. Public art, especially murals and sculpture, should be encouraged in order to bring new life to existing spaces while expressing the unique culture of Mt. CB. Lighting should be used to add comfort and warmth to outdoor gathering spaces, pedestrian connections, and mobility corridors, promoting safety and walkability. Flexible space for food trucks and events like concerts and outdoor movies further increases opportunities to gather with neighbors and enable businesses to extend hours and expand services . Offering more and a greater variety of community events is a core pillar of vibrancy .

**What are appropriate uses in the Commercial Core?**

Restaurants, cafes, coffee shops, bakeries, brewpubs, bandshells, retail stores, recreational rental and services, personal services, meeting rooms, event space, fitness, spas, art galleries, theaters, and transit facilities are uses that increase vibrancy, offer community connection, or provide essential services. These characteristics make the above uses a good fit for the Commercial Core.

Outside of the Commercial Core, Placemaking has a role in improving the feel and function of Mt. CB neighborhoods. Community essentials like parks, gathering spaces of various scales, and childcare facilities should be located in close proximity to housing to increase access and reduce the need for vehicle use. These facilities should be accompanied by high-quality design elements like street-facing porches, pedestrian and bike infrastructure, and public art that together encourage community interaction and create more enjoyable places to live. From a neighborhood commercial perspective, small scale restaurants, cafes, and coffee shops could be appropriate uses to co-locate within neighborhoods, as they bring community together and promote walkability.

# COMMERCIAL CORE MAP



## PLACEMAKING + VIBRANCY GOALS AND POLICIES MATRIX

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.3 | Create a more vibrant year-round community by improving access and mobility, redeveloping and activating public spaces, and supporting the expansion of additional multi-season activities. | P.3.1 | Create an active, vibrant commercial core that contains the town's highest-density development, providing a diverse mix of services and amenities for residents and visitors. Focus overnight lodging, short-term lodging, seasonal and community housing, restaurants, businesses, and visitor-oriented services within the commercial core. | | R.3.1.1 | Create areas of visual interest to pull visitors into the commercial core from Gothic Road. Activate corridors within the commercial core using tactical urbanism, such as public art and murals, lighting, public music zones, food carts, plaza spaces, sidewalk tables and outdoor seating adjacent to four-season recreation retail, bar/ nightclub, and restaurants. | DDA, landowners, developers, Crested Butte Mountain Resort, TCCA | Short-term and Mid-term |
| | | | | | R.3.1.2 | Identify a primary corridor within the commercial core to serve as a Main Street / town center and revitalize this area to provide an enhanced pedestrian experience and serve both the local and guest markets with a diverse mix of ground floor commercial, community services, mixed use / office space, and second story residential units for full-time residents, part-time residents, and guests. | | Short-term and Mid-term |
| | | | | | R.3.1.3 | Consider amending the Town code to include required provisions for meaningful public amenity space within the commercial core. | | Short-term |
| | | | | | R.3.1.4 | Pursue public private partnerships to revitalize and redevelop properties within the commercial core, to help guide implementation of the land use patterns recommended in this Master Plan. | DDA, landowners, developers, Crested Butte Mountain Resort | Ongoing |
| | | | | | R.3.1.5 | Create outdoor gathering areas within the commercial core where pedestrian access is available. | DDA, landowners, developers, Crested Butte Mountain Resort | Ongoing |
| | | | | | R.3.1.6 | Work with property owners to identify locations for community dinning experience supported by restaurants, food trucks/carts, fire/heating features and shelter. | Landowners, Crested Butte Mountain Resort | Short-term |
| | | P.3.2 | Encourage the development of co-working space within the commercial core and other neighborhood commercial areas to house seed businesses, provide professional employment opportunities, and offer work-from-home space for residents. | | R.3.2.1 | Encourage and support the work of the Chamber of Commerce to provide business resources to support local entrepreneurs. | Chamber of Commerce | Short-term |
| | | | | | R.3.2.2 | Work with internet providers to improve connection speeds to businesses, offices, and co-working space. | Spectrum, Visionary, Xtreme, and other local internet providers | Mid-term |
| | | | | | R.3.2.3 | Support and encourage holistic redevelopment plans that consolidate parking facilities within the commercial core and screen parking behind buildings or landscaping features. | | Short-term |
| | | P.3.3 | Encourage the consolidation of parking and screening of parking areas within the commercial core. | | R.3.3.1 | Support and encourage holistic redevelopment plans that consolidate parking facilities within the commercial core and screen parking behind buildings or landscaping features. | | Ongoing |
| | | | | | R.3.3.2 | Increase parking fees to generate funding for building a parking structure, a park and ride / intercept lot and to encourage transit use. | | Short-term |
| | | | | | R.3.3.3 | Amend the Town Code to allow for off site parking as long as that parking is located in a consolidated facility. | | Short-term |

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## PLACEMAKING + VIBRANCY GOALS AND POLICIES MATRIX (CONT.)

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.3 | Create a more vibrant year-round community by improving access and mobility, redeveloping and activating public spaces, and supporting the expansion of additional multi-season activities. | P.3.4 | Commercial uses that generate pedestrian traffic, such as restaurants and retail, should be the primary occupants of first-floor commercial space. | | R.3.4.1 | Amend the Town land use code to 1) encourage first-floor commercial uses that foster vitality and 2) reduce commercial setbacks to create a more pedestrian-oriented streetscape within the commercial core. | | Short-term |
| | | P.3.5 | Increase foot traffic in the commercial core by facilitating the provision of commercial spaces oriented toward gathering spaces, pedestrian walkways, and towards the mountains and views. | | R.3.5.1 | Work collaboratively with DDA, TCCA and CBMR to improve and expand wayfinding in the commercial core and throughout town to provide clear direction to event spaces, lifts, and visitor services as well as recreation opportunities and community amenities. Signage should be clear and display distances and multimodal durations with the goals of showcasing local amenities, minimizing vehicle miles traveled, and encouraging transportation alternatives. | DDA, TCCA, CBMR | Ongoing |
| | | P.3.6 | Support the enhancement of restaurant and retail options. | | R.3.6.1 | Use Admissions tax funding to market the array of restaurant and retail options available locally. | | Short-term |
| | | P.3.7 | Encourage food establishments to expand into outdoor space, offering outdoor dining experiences for residents and visitors. | | R.3.7.1 | Work with base owners and align town code to encourage outdoor seating. | Current and future property and business owners | Ongoing |
| | | | | | R.3.7.2 | Revise the DDA design guidelines to encourage outdoor seating. | DDA | Short-term |
| | | P.3.8 | Encourage food establishments to expand into outdoor space, offering outdoor dining experiences for residents and visitors. | | R.3.8.1 | Create a central gathering/event space within the commercial core that will enhance the visitor experience, better serve residents, and allow nearby local businesses to stay open longer hours. The event space should be sized appropriately for the anticipated event types and attendance numbers. Consider a tiered permitting system for event permits based on the proposed event size, timing and duration. | | Short-term and Mid-term |
| | | | | | R.3.8.2 | Allow and encourage busking and/or other street performers in the commercial core to enhance vitality. | Center for the Arts | Short-term |
| | | | | | R.3.8.3 | Collaborate with the Chamber of Commerce and DDA to facilitate the creation of a Commercial Core Business Association that sets consistent hours among businesses. | Chamber of Commerce, DDA, TCCA | Long-term |
| | | | | | R.3.8.4 | Work to increase special events and activities (e.g., concerts, farmers markets, athletic races, and recreational events). Host regular summer and fall events in the evenings and on weekends to increase foot traffic in the commercial core. | TCCA | Short-term |
| | | P.3.9 | Balance the needs of event and other public spaces with commercial and/or residential floor area in redevelopment of the commercial core. | | R.3.9.1 | Amend the Town Code to encourage or require the recommended open space/gathering areas for development within the commercial core. | | Short-term |

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## PLACEMAKING + VIBRANCY GOALS AND POLICIES MATRIX (CONT.)

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.3 | Create a more vibrant year-round community by improving access and mobility, redeveloping and activating public spaces, and supporting the expansion of additional multi-season activities. | P.3.10 | Encourage creativity and diversity in residential and commercial design to create interesting and engaging spaces. | | R.3.10.1 | Review DDA Architectural and Site Design Standards as well as Town Code required Color Palette for vibrancy with desired commercial core outcomes and update as needed. Revise DDA design guidelines to create engaging, human-scale commercial development, and eliminate color palate standards that hamper creativity. | DDA | Short-term |
| | | P.3.11 | Encourage commercial core businesses to activate shared, micro-territorial resources within the base area. | | R.3.11.1 | Coordinate with local artists and businesses owners to create areas of visual interest within the commercial core. Consider creating a public art review committee, if determined to be appropriate and necessary, which could include representatives from Town Staff, DDA, commercial core owner representatives, and local artists. | | Short-term |
| | | | | | R.3.11.2 | Create opportunities for both intimate and open public spaces in the existing base area. Highlight areas with currently under-utilized dead space and could be converted into a gathering space. Identify blank walls that could be ideal opportunities for murals and Instagram moments. Look for opportunities where the space can be brought back down to the pedestrian scale withe string lighting or shade structures. Frame views where possible with sculpture or landscape. | | Short-term and Mid-term |
| G.4 | Support the creation of enhanced parks and complete neighborhoods. | P.4.1 | Facilitate the creation of complete neighborhoods where residents have safe and convenient access to the goods, services and amenities needed in daily life. These neighborhoods should offer a variety of public amenities and outdoor spaces, pedestrian and bicycle infrastructure, and conveniently located community services. | | R.4.1.1 | Amend the Town Code to encourage or require the recommended elements of what makes a great neighborhood, including: a spectrum of housing types with ample storage, flexible outdoor spaces and amenities, playgrounds, walkable streets with pedestrian and bicycle infrastructure, street facing porches, childcare and other community services, neighborhood commercial, and public art. | | Short-term and Mid-term |
| | | P.4.2 | Ensure residential neighborhoods are connected to transit, pedestrian facilities, and bicycle trails to provide multimodal transportation and mobility options for residents. | | R.4.2.1 | Invest in improvements to pedestrian and bicycle connectivity and safety, adding sidewalks and trail connections throughout town. For existing neighborhoods, the town should work with existing property owners to create easements to improve East/West trail connections. | | Mid-term |
| | | | | | R.4.2.2 | Implement the recommendations outlined in the Mt. Crested Butte Transit Analysis to increase transit use in town. Reference the Transportation Element of this Plan for additional details on key transit-related policies and recommendations. | Mountain Express, Gunnison Valley RTA | Mid-term |

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# PARKS, RECREATION, OPEN SPACE & TRAILS

## OVERVIEW

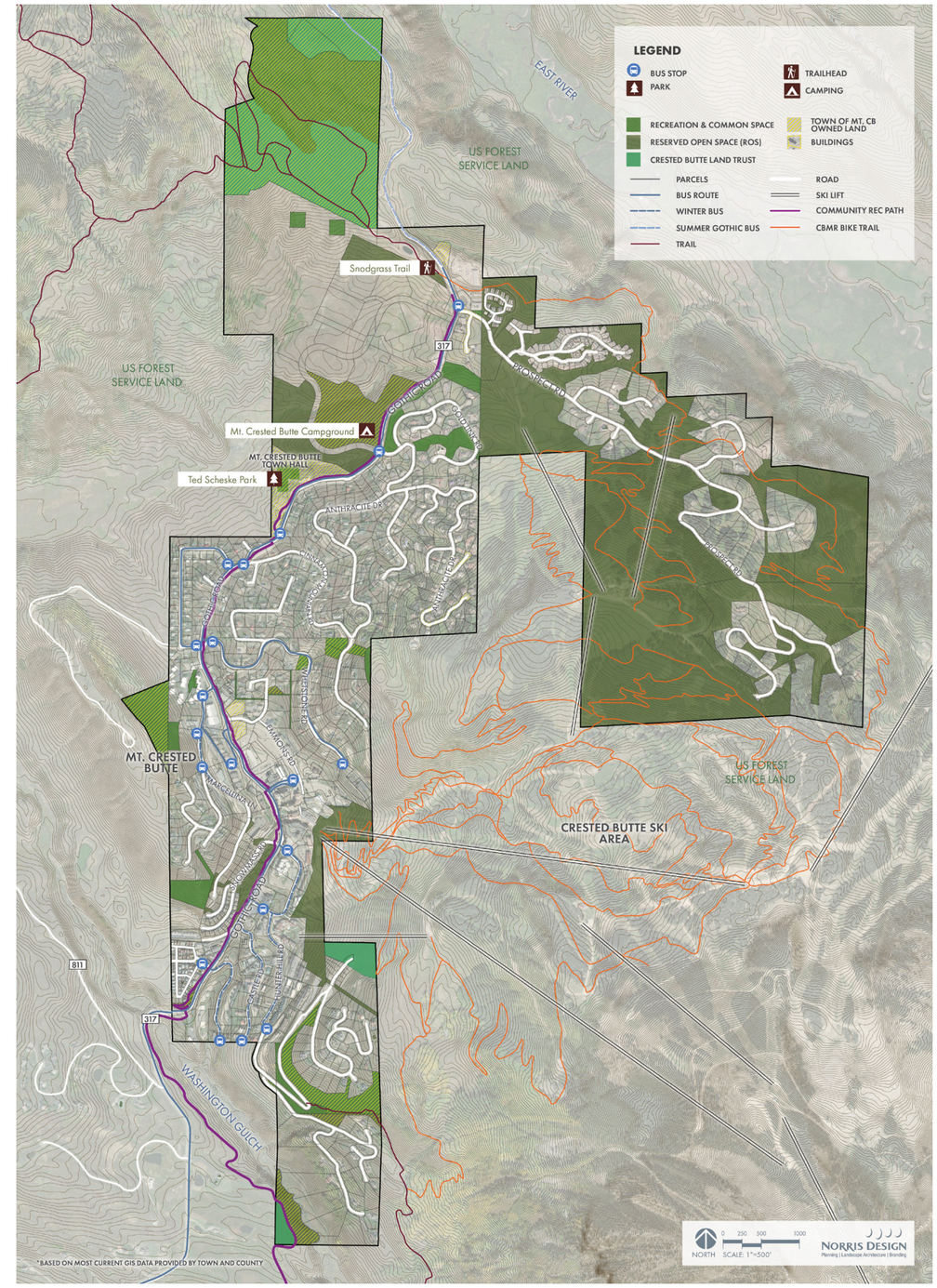
Mt. CB is known for convenient access to skiing, biking, and hiking. Many local community members consider the natural beauty and ample recreational opportunities a key factor in their decision to live in the area and a positive contribution to their quality of life. A variety of parks and recreation facilities are needed to accommodate a growing community. The town's only park is Ted Scheske Park, which features gardens, a fitness trail, a wedding pavilion, playground , tennis courts, and a basketball hoop. The Town also owns  a tent-only campground with 26 sites.

While trails are abundant around the town's perimeter, they rarely connect to internal pedestrian and bike infrastructure, making access a challenge and resulting in increased vehicular traffic to trailheads. The Rec Path, a paved multi-use path connecting Mt. CB to Crested Butte, is owned and maintained by the Town of Mt. Crested Butte. In the winter, through a mutual agreement with the Crested Butte Nordic Center, part of the path is groomed for Nordic skiing. Further opportunities to integrate the Rec Path with the Commercial Core, parks, trail network, and residential neighborhoods should be pursued.

The town's natural terrain and limited land availability make traditional parks and fields challenging to create; for this reason, local and regional partnerships for recreational facilities are recommended. Mt. CB's unique topography provides an opportunity for niche improvements not available elsewhere in the Valley like sledding hills, pump tracks and BMX trails , pocket parks, and other hillside play features.

The Parks and Open Space Map (page right) is highlighting all current designated open space or park areas within town limits.

# PARKS & OPEN SPACE MAP



## PARKS, RECREATION, OPEN SPACE & TRAILS GOALS AND POLICIES MATRIX

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.5 | Maintain and enhance park spaces, neighborhood parks and open space buffers, trail connections, recreation paths and public lands access. | P.5.1 | Provide additional park and outdoor community gathering spaces within town while preserving existing open space, trails, and recreational amenities. | | R.5.1.1 | Work collaboratively with regional partner agencies (i.e., Gunnison County / Met Rec and the Town of Crested Butte) to explore development of a North Valley Parks and Recreation District, which could develop and manage a Recreation Center and additional parks and recreation amenities within the North Valley with greater efficiency and less redundancy, as determined to be appropriate. Explore opportunities for shared facilities to create value for the overall community. | Met Rec, Gunnison County, Town of Crested Butte<br>Potential funding sources - grants, sales tax, property tax | Long-term |
| | | | | | R.5.1.2 | Amend the town land use code to establish requirements for dedication of useable and amenitized public parks and open space in conjunction with new developments. | | Short-term |
| | | P.5.2 | Improve pedestrian and bicycle connectivity and wayfinding throughout town, focusing especially on enhancing east-west connectivity. | | R.5.2.1 | Invest in improvements to pedestrian and bicycle connectivity and safety, adding sidewalks and trail connections throughout town, focusing on creating improved Rec path connections to the commercial core and east-west connections within neighborhoods. For existing neighborhoods, the town should work with existing property owners to create easements for trail connections. For the commercial core, the town should work with existing property owners to connect the rec path directly to the commercial core adjacent to the lifts. | | Long-term |
| | | P.5.3 | Increase the availability of pedestrian and bicycle connections to trailheads and the commercial core in order to reduce single-occupancy vehicle travel. | | R.5.3.1 | Align the town code with state-adopted municipal transportation requirements where appropriate. | | Short-term |

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# TRANSPORTATION

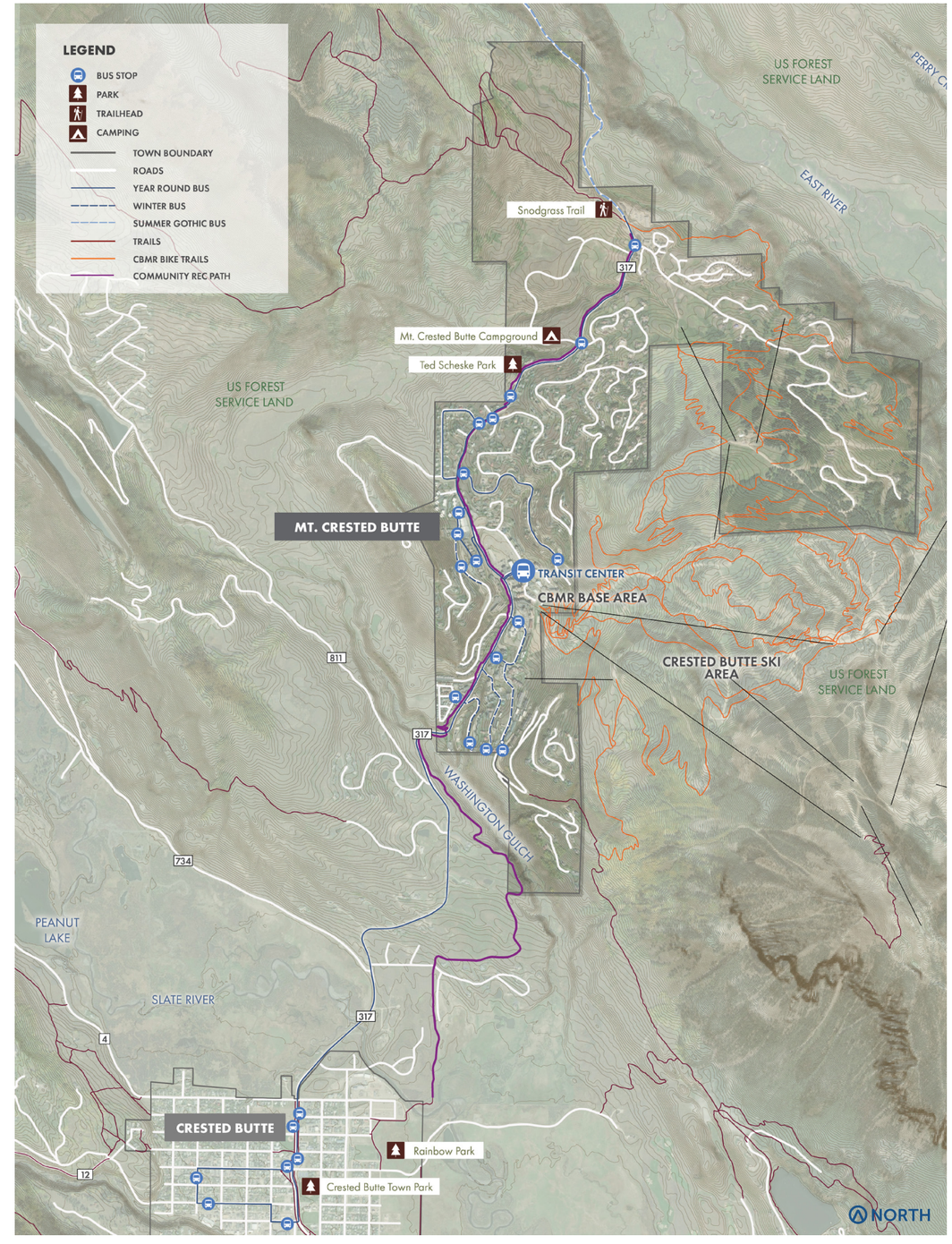
## OVERVIEW

Mountain Express and RTA are providing a high level of service that is well-utilized, analysis completed through the Master Plan process, Transportation Analysis, Gothic Road Capacity Study, and Transportation Demand Management Study reveal opportunities and challenges that should be explored further. As land use and transportation are inherently linked, future discussions and decisions around development should consider the impacts on the transportation network holistically. Transportation limitations within town and between Crested Butte, Crested Butte South, and Gunnison result in an outsized share of residents and visitors relying on personal vehicles to get around. The result is traffic congestion that has exceeded the capacity of existing infrastructure in some locations . The ability to use active transportation modes like walking and biking is hampered by challenging wayfinding, fragmented sidewalk and trail connections, and a lack of safe and effective Gothic Road crossings .

Opportunities abound to enhance bike and pedestrian infrastructure and connectivity. The addition of trails to key destinations along with bike share and trail-oriented amenities like bike storage , charging stations, changing areas , and cleaning and repair stations would also encourage bicycle and e-bike use , helping to reduce traffic congestion in town.

The regional community has invested significant resources in two different transit providers, each offering alternative modes of transportation for both residents and visitors. The bus services enable efficient transportation to many destinations but could be improved through reduced wait times, more direct routes, fewer transfers, and additional micro-transit options.

# TRANSPORTATION MAP



## TRANSPORTATION GOALS AND POLICIES MATRIX

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.6 | Enhance the multimodal transportation network - Improve mobility within town for all modes of travel and coordinate with regional partners to provide an enhanced multimodal transportation network that is convenient, reliable, intuitive, and efficient. | P.6.1 | Provide high-quality multimodal transportation infrastructure and wayfinding to facilitate movement throughout town and to surrounding destinations. | | R.6.1.1 | Improve the existing Transit Center to better accommodate current and future operations and improve safety for buses, bicycles, and pedestrians. | Mountain Express, Gunnison Valley RTA | Short-term and Mid-term |
| | | | | | R.6.1.2 | Collaborate with regional transportation providers to improve bus routes and service schedules, to provide year-round, consistent access to nearby locations, and reduce transfers and wait times. | | Short-term and Mid-term |
| | | P.6.2 | Improve pedestrian and bicycle connectivity and wayfinding throughout town, including connections to trailheads and the commercial core, in order to reduce single-occupancy vehicle travel | | R.6.2.1 | Invest in improvements to pedestrian and bicycle connectivity and safety, adding sidewalks and trail connections throughout town. | | Short-term and Mid-term |
| | | | | | R.6.2.2 | Ensure pedestrian access to the commercial core continues to be provided. Work with adjacent property owners to replace the existing pedestrian bridge across Gothic Road and/or provide safe on-grade pedestrian crossing infrastructure as an alternative, to increase pedestrian access and enhance the aesthetic experience for pedestrians entering the commercial core. | | Mid-term |
| | | P.6.3 | Promote parking alternatives that are a more efficient use of land and encourage a "park once" mentality (e.g., structured parking, shared parking agreements, parking garage and shuttle system originating outside of the commercial core). | | R.6.3.1 | Transition in-town parking lots to paid parking to encourage a transition to multimodal alternatives. | | Short-term |
| | | | | | R.6.3.2 | Working collaboratively with North Valley regional transportation partner agencies, develop an intercept lot / Park & Ride facility at the southern end of town to reduce traffic congestion and parking demand in the commercial core. | Mountain Express, Gunnison Valley RTA, Town of Crested Butte, Gunnison County | Long-term |
| | | | | | R.6.3.3 | Partner with potential developers to build a parking structure within the commercial core that services the concentrated central location for essential community services and commercial uses along Gothic Road. | | Mid-term |
| | | | | | R.6.3.4 | Develop parking regulations that reflect how a unit will be used. For example, the development of rental community housing should consider the residential population matrix and how this relates to the parking needs of a given unit. | | Short-term |
| | | P.6.4 | Identify and implement traffic calming and demand management strategies and changes to skier drop-off and loading area locations to improve vehicular circulation and reduce traffic congestion on Gothic Road through town. | | R.6.4.1 | Consider aligning the town code with state-adopted municipal transportation requirements as appropriate. | | Short-term |
| | | | | | R.6.4.2 | Implement the transportation demand management (TDM) strategies and recommendations outlined in the Mt. Crested Butte Transit Study and Gothic Road Capacity Analysis. | Mountain Express, Gunnison Valley RTA | Short-term and Mid-term |

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# QUALITY OF LIFE

## OVERVIEW

Mt. CB is a special place that has captured the hearts of residents and visitors alike. This policy section seeks to describe the elements that contribute to Quality of Life in Mt. CB, to perpetuate as well as to enhance it. While Quality of Life is influenced heavily by personal experience, there are certain aspects and activities found in Mt. CB that are unique to this place: the mountain vistas, abundant recreation, a world-class ski area, and natural beauty to name a few. During the outreach process, many described the community as 'a respite from town,' 'quiet,' and 'friendly,' and expressed their desire to 'keep the vibe of the mountain.' Mt. CB's character is made up of the people that live and visit, and maintaining a mix of local residents, part-time residents, and visitors will preserve this character.

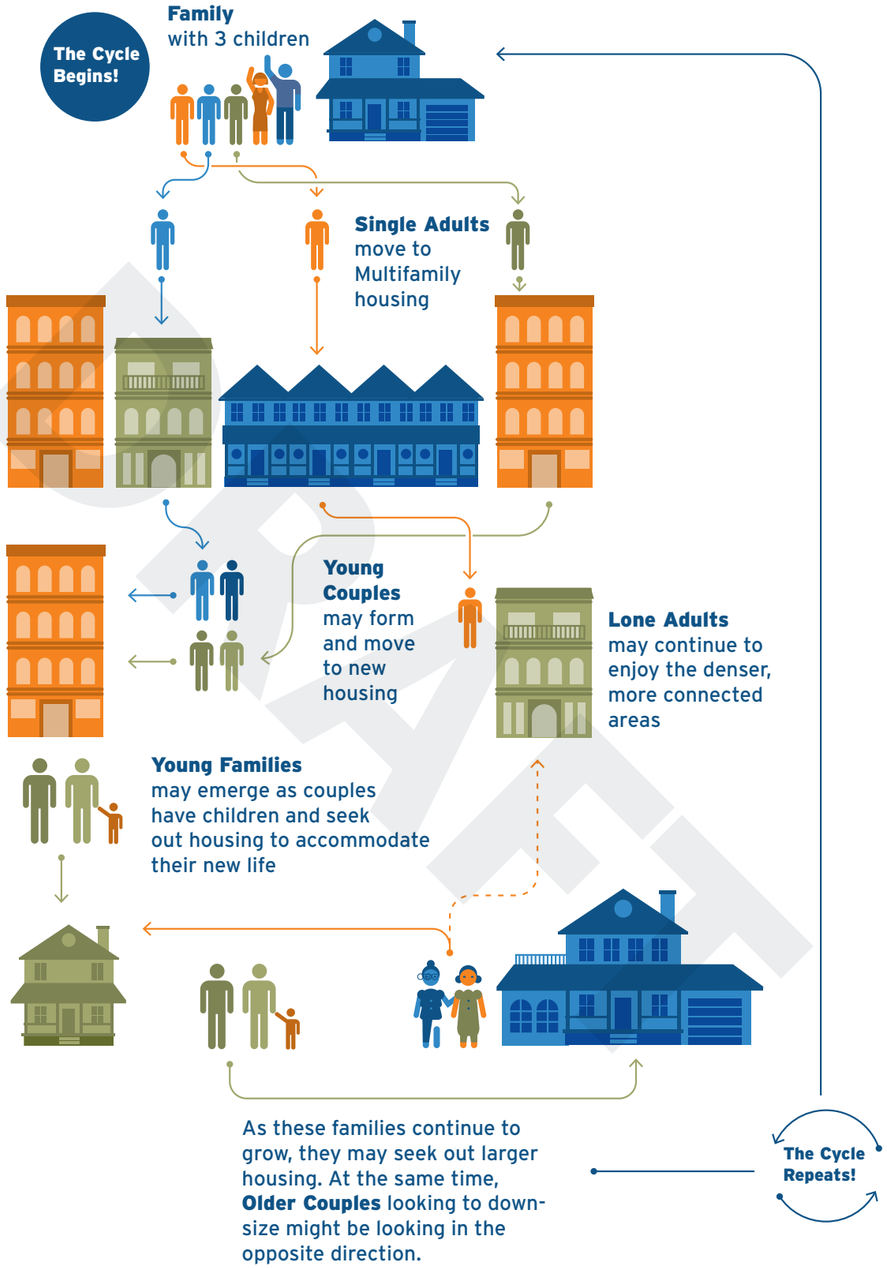
**What does 'Quality of Life' mean?**

Merriam-Webster defines quality of life as "the overall enjoyment of life: general well-being and more specifically, the degree to which a person or group is healthy, comfortable and able to enjoy the activities of daily living."

Community members request the addition of community essentials, such as a local post office and childcare center, along with expanded commercial amenities to improve Quality of Life. The mix of land uses encouraged herein promotes a 'full-service community' to reduce the need to leave Mt. CB and provide more places to gather. Encouraging the provision of expanded services and increased Community Housing while preserving and enhancing existing neighborhoods is at the forefront of this section's stated goals.

The Housing Life Cycle graphic (page right) shows a typical sequence of the different types of housing people choose throughout their life depending on family, career and ability circumstances. The availability of a spectrum of housing types relates to quality of life for an individual and their access to the types of housing they will want to achieve throughout their life cycle as well as housing for individuals who impact them, like those who provide services.

# HOUSING LIFE CYCLE



## QUALITY OF LIFE GOALS AND POLICIES MATRIX

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.7 | Preserve and enhance the quality of life in Mt. CB in order to position the community as:<br>a. A walkable ski town that is both a full-service community and a destination resort offering world-class outdoor recreation opportunities<br>b. A provider of extraordinary access to outdoor recreation and amenities<br>c. A leader in sustainability and environmental stewardship | P.7.1 | Encourage and facilitate the provision of expanded in-town services and amenities to support the needs of full-time residents, part-time residents, and visitors, with a focus on increasing essential services for full-time residents and families in appropriate locations. Key uses desired by the community include:<br>a. A small grocery market<br>b. Post office<br>c. Health and wellness services<br>d. Medical services<br>e. Childcare<br>f. Educational facilities<br>g. Public parks and recreation amenities<br>h. Year-round restaurants and entertainment venues | | R.7.1.1 | Establish an area that can serve as a central location for concentrating these essential services to enable convenient vehicular and pedestrian access from Gothic Road. This area could function as a town center and serve the local and guest markets, with a diverse mix of ground floor commercial, community services, mixed use / office space, and second story residential units for full-time residents, part-time residents, and guests. Certain essential services, such as a market, year-round restaurants and entertainment venues, could be clustered together within the commercial core; while other services, such as a post office, medical services, and childcare, could be located within neighborhood commercial areas and clustered together with easy transit, pedestrian, bike and vehicular access. | DDA, Base area owners | Mid-term and Long-term |
| | | | | | R.7.1.2 | Within the consolidated commercial and essential services location, incentivize development of a small grocery market in a high visibility corner location with vehicular and pedestrian access off Gothic Road. | | Mid-term and Long-term |
| | | | | | R.7.1.3 | Amend the Town Code and DDA Design Guidelines to allow appropriate essential community services within the commercial core, and to allow other essential services, like childcare within residential neighborhoods. | DDA | Short-term |
| | | | | | R.7.1.4 | Encourage development of a parking structure within the commercial core that could also service appropriate essential community services and commercial uses along Gothic Road. | DDA, landowners, developers, Crested Butte Mountain Resort | Mid-term and Long-term |
| | | | | | R.7.1.5 | Facilitate development of these essential services through strategies such as:.<br>a. Partner with developers to build the space for these essential services within the commercial core ad a part of overall development plans.<br>b. Consider offering subsidies or incentives for developers to provide space for these essential services within the desired location(s).<br>c. Work collaboratively with regional partner agencies to recruit childcare operators and subsidize the development and operation of childcare facilities within Town and especially near any affordable housing development. | | Mid-term and Long-term |

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## QUALITY OF LIFE GOALS AND POLICIES MATRIX

| | GOAL | | POLICIES | | | RECOMMENDATIONS | POTENTIAL PARTNERS | TIMELINE |
|---|---|---|---|---|---|---|---|---|
| G.8 | Preserve and enhance visual and physical connections to the outdoors, surrounding mountains and natural environment. | P.8.1 | Reference Land Use Element, Policy 1.7. | | R.8.1.1 | Reference Recommendation 1.7.1 | | |
| | | P.8.2 | Ensure public use of local trails and recreation areas is monitored and managed to avoid overuse and degradation of natural resources, and not exceed the carrying capacity of the land. | | R.8.2.1 | Work collaboratively with regional partner agencies to monitor public use of area trails and recreation areas and implement strategies to limit and manage public use, as needed, to manage carrying capacity and protect and preserve the health of the ecosystem (e.g.,, permit and shuttle system to access the most popular and heavily used trail systems during peak periods). | USFS, Gunnison County, Town of Crested Butte | Mid-term and Long-term |
| G.9 | Ensure that visitation and operations reflect a commitment to environmental stewardship and that decision-making considers the long-term environmental and economic sustainability of the community. | P.9.1 | Engage in collaborative climate action planning to reduce greenhouse gas emissions, working together with the Town of Crested Butte, Gunnison County, Gunnison County Electric Association and other regional partners. Areas of focus include: increasing the efficiency of new and renovated buildings, increasing renewable energy production, and decreasing single occupancy vehicle use. Reference Land Use Policies 1.8 | | R.9.1.1 | Reference Recommendation 1.8.1 | | |
| | | | | | R.9.1.2 | Conduct energy and water use audits and retrofits of Town buildings to increase energy efficiency and renewable energy production and reduce water consumption, and support community-wide initiatives to help facilitate similar audits and retrofits of existing residential and commercial buildings throughout town (e.g., increase building energy efficiency, install solar PV, low flow toilets/faucets, etc.). | | Mid-term and Long-term |
| | | | | | R.9.1.3 | Explore options to purchase renewable energy certificates (RECs), as needed, to offset electricity use where possible within town. | | Short-term |
| | | P.9.2 | Support efforts to help increase waste reduction, composting and recycling throughout town. | | R.9.2.1 | Explore requirements and incentives to increase recycling among commercial core retailers and lodging, and work with regional partner entities to establish a commercial and residential composting program within the North Valley. | Gunnison County, Town of Crested Butte, Waste Management | Short-term |
| | | P.9.3 | Expand the availability of electric vehicle charging infrastructure throughout Town to support the transition to electric vehicles for both Town transit and fleet vehicles, and local residents and visitors. | | R.9.3.1 | Explore amending the Town code to require an established percentage of EV charging stations in all new developments. | | Short-term |
| | | | | | R.9.3.2 | Consider installing EV charging infrastructure and/or infrastructure to support other emerging alternative fueling technologies at Town facilities to support the transition to lower emissions transportation options. Coordinate with Town Transit Agencies to explore the possibility of converting transit vehicles to hybrid/ electric/clean burning fuel when/where possible. | GCEA, Mountain Express, RTA | Mid-term and Long-term |
| | | | | | R.9.3.3 | Consider transitioning the Town's transit and fleet vehicles to electric vehicles within the replacement cycle. Also evaluate Town fleet vehicle needs and right-size fleet vehicles to reduce fuel needs to the maximum extent possible and achieve significant environmental and cost savings. | | Long-term |

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# WATER

## OVERVIEW

Mt. CB is completing this Master Plan with a focus on sustainability and protecting water resources is an important part of the community's future. The Mt Crested Butte Water and Sanitation District ("District") is a separate entity from the Town of Mt CB, therefore this water goals, policies and recommendations provided herein have been reviewed with the District. Water and land use are connected in several ways and there are three main focuses with these goals, policies and recommendations; (1) understanding the community's ability to grow sustainably within the capacity of the town's water rights and District's infrastructure, (2) using water resources wisely in indoor and outdoor applications, and (3) protecting natural ecosystems.

Please see Draft Water Analysis Matrix for Goals, Polices and Recommendations pertaining to Water.

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APPENDIX

# APPENDIX A: COMMUNITY ENGAGEMENT - 2021

## KEY TAKEAWAYS

A variety of outreach methods were employed to assess the priorities and values of the Mt. CB community including stakeholder groups, focus groups, a town picnic, two digital surveys, two outreach events at the summer concert series and an open house. Around 245 Town and Gunnison Valley residents, visitors, and community stakeholders shared their vision for the community and specific areas of high importance like housing, transportation, and economic development.

Within the diverse set of responses, the community's appreciation of Mt. CB's recreational opportunities, sustainability, and walkability rose to the top. The community prioritized access, community services, mobility, and housing affordability as key issues moving forward into Mt. CB's future.

### TOP EXPRESSED VALUES

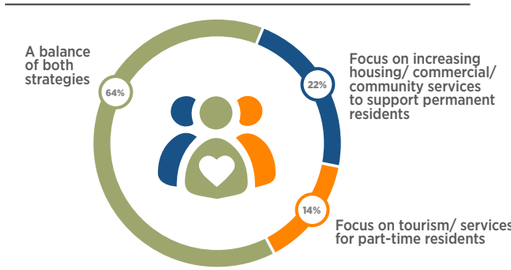
1 Recreational Opportunities
2 Environmental Sustainability/ Conservation/Land Preservation
3 Minimal Car Dependence/ Walkability/Transportation

### MOST DISCUSSED TOPICS

1 Base Area Access, Services & Transit Conflicts
2 Community Services Build-Out
2 Transportation Congestion & Improvements, Multimodal Mobility
3 Housing Affordability

When discussing the future of the town, respondents recognize the need for Mt. CB to consider all members of the community, including full-time residents, part-time residents, Gunnison Valley residents, and visitors. The variety of commercial uses and activities desired reflect this balance of priorities. Uses like a grocery store, professional employment opportunities, and health and wellness reflect the community's desire to be a full-service town, while visitors and resident needs alike demand uses like restaurants, entertainment venues, markets, and food trucks.

### HOW DO YOU SEE THE TOWN OF MT. CRESTED BUTTE EVOLVING OVER THE NEXT 10-20 YEARS?



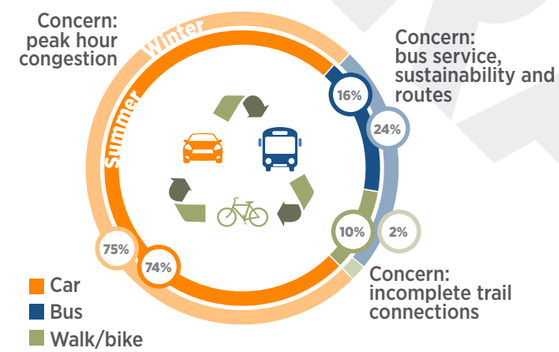
### DESIRED BASE AREA ACTIVITIES AND NEW TOWN BUSINESSES

**DESIRED BASE AREA ACTIVITIES**
1 Restaurants with Views
2 Outdoor Concerts
3 Farmers Market
4 Food Trucks
5 Fire Pits

**DESIRED NEW TOWN BUSINESSES**
1 Restaurants and Bars
2 Market or Small Grocery
3 Arts/ Theater/ Music Venue
4 Health & Wellness, Personal Care
5 Professional Jobs

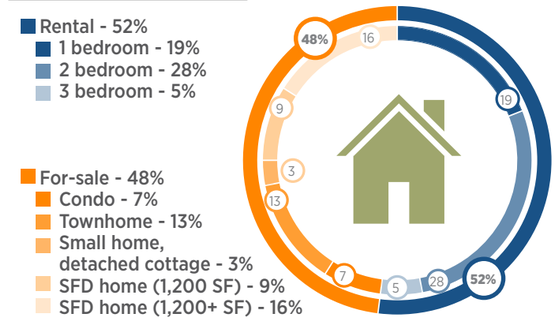
A variety of transportation issues remain front of mind for residents and visitors. Peak hour congestion ranked highest among transportation concerns, with 58% of respondents citing it as a primary concern; followed by the continued need for pedestrian trail connections and bicycle accommodations across town. Regarding bus service, an extended schedule and more frequent trips during peak times could encourage more ridership in addition to expanded service to other locations. Across all respondents, people use a personal vehicle to travel to Mt. CB an average of three-quarters of the time.

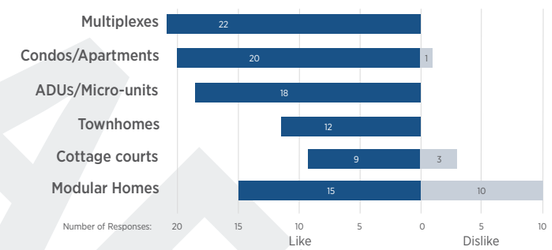
### TRANSPORTATION MODE USE AND TRANSPORTATION CONCERNS



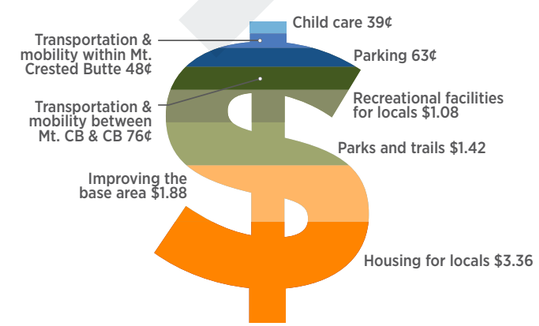

When thinking about community needs, stakeholders expressed the greatest interest in investment in housing for locals, base area improvements, and parks and trails. Respondents would designate an average of $3.36 on locals' housing out of a hypothetical $10 to spend on community needs. Base area improvements represent a distant second priority, deserving an average of $1.88. These results reinforce that housing costs and availability are a key concern for residents of the region and deserve due consideration. Respondents see a need for a balance of both rental and for sale housing within the community. A range of housing types are desired within this framework, led by 1- and 2-bedroom rental units, larger for-sale single-family homes, and for-sale townhomes. When shown images of different styles of housing, stakeholders demonstrated a preference for multiplexes (small buildings often containing 4 to 6 units), condos and apartments buildings, ADUs and micro-units, and townhomes. Some respondents noted the need for denser housing types in the community to make efficient use of land.

### DESIRED HOUSING TYPES




### IF YOU HAD $10 TO SPEND ON COMMUNITY NEEDS, WHERE WOULD YOU ALLOCATE IT?

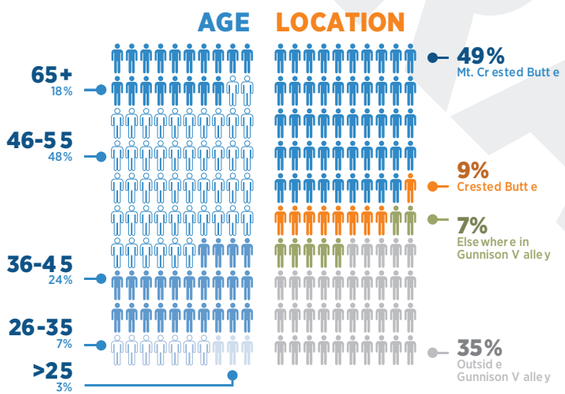


# APPENDIX A: COMMUNITY ENGAGEMENT PHASE 2 - 2022

## KEY TAKEAWAYS

The Town expressed a desire for another round of community engagement in the second phase of the Master Plan. They wanted to make sure to capture winter experience feedback as well as another check in from the community on key items for the Master Plan. The second-round survey was conducted in the Spring of 2022. Survey data was collected via an online Survey Monkey poll published on May 23 open through June 8. Additional responses were collected through an in-person engagement charette-style event at the Farmers Market on June 5. Approximately 539 contacts were reached furring the phase 2 community engagement process with 389 respondents to the survey and approximately 150 contacts at the Farmers Market event. Multiple steering, base area owner and stakeholder group meetings were also held throughout the spring and summer, as well as a Town Council and Planning Commission work sessions to review the outcomes of all of the community engagement.

## WHO RESPONDED TO THE SURVEY AND WHERE ARE THEY FROM?



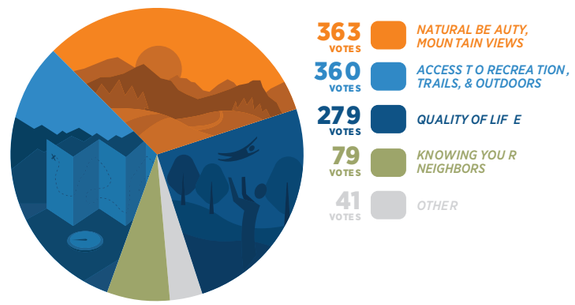

Nearly half of respondents (49%) to the survey live in Mt. CB, while the remaining responses come from individuals living in the Town of Crested Butte CB (9%), the Gunnison Valley (7%), or in other locations (35%).

Nearly half of respondents are in the 46–65 age category. Other demographics represented include over 65 (18%), 36-45 (24%), 26-35 (7%), and under 25 (3%).

An initial review of survey results indicates that the population views outdoor recreation, the natural environment, and Mt. CB's quality of life as central to defining the community.

## WHAT MAKES MT. CRESTED BUTTE UNIQUE?

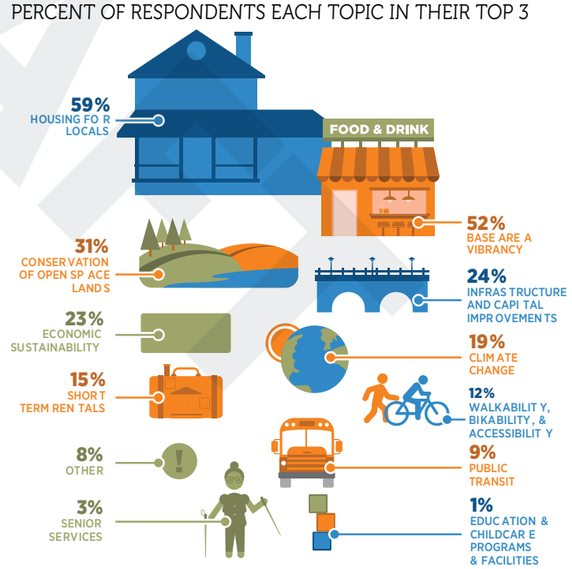
441 RESPONDENTS SELECTED THEIR TOP THREE (3)




Housing for locals rose to the top of the list of important issues facing the community alongside commercial core vibrancy. Conservation of open space and aging infrastructure were also cited as top issues for more than 1 in 5 respondents.

## WHICH ARE THE MOST IMPORTANT ISSUES FACING MT. CRESTED BUTTE?

PERCENT OF RESPONDENTS EACH TOPIC IN THEIR TOP 3



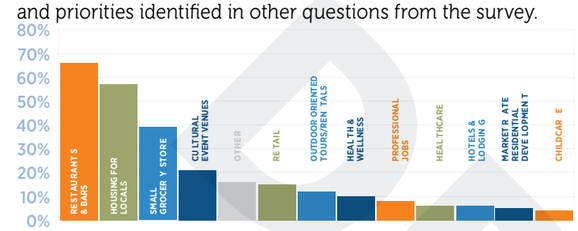

When asked to identify desirable uses, businesses and services within the Town of Mt. Crested Butte, restaurants and bars, housing for locals, and a small grocery store were overwhelming the top choices.



## WHAT TYPES OF DEVELOPMENT WOULD YOU LIKE TO SEE IN MT. CRESTED BUTTE?

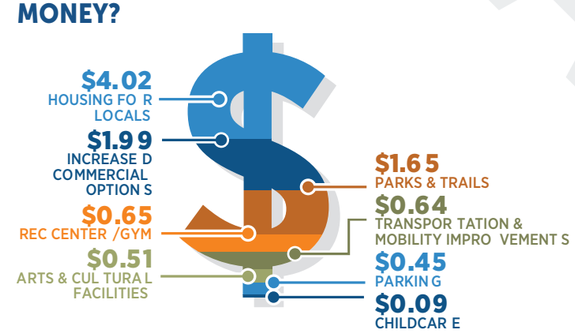
PERCENT OF RESPONDENTS WITH EACH TOPIC IN THEIR TOP THREE (3)

These same priorities are also reflected in responses to a question about allocating investment in the community. Housing for locals, increased commercial options, and parks and trails topped the list. This is consistent with the issues and priorities identified in other questions from the survey.




Respondents would designate an average of $4.02 (previously $3.36) on locals' housing out of a hypothetical $10 to spend on community needs. Increase commercial options came up as a second priority in the same question, earning an average of $1.99 (similar to base area improvements previously $1.88).

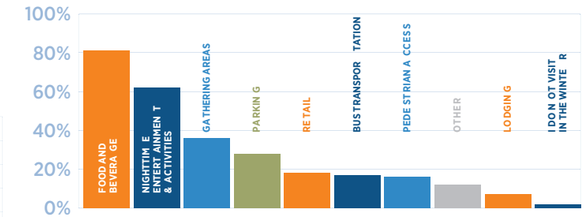
## IF YOU HAD $10 TO SPEND ON COMMUNITY NEEDS, HOW WOULD YOU ALLOCATE THE MONEY?




We made sure we included survey questions that specifically asked about the winter experience in Mt Crested Butte. Improvements to the winter experience and Mt. CB's offering of amenities were captured in two questions that revealed a preference for enhanced food and beverage offerings and nighttime activities. Respondents also noted a desire for events like concerts and movies, markets, ¬and additional variety in winter activities, including snowshoeing, Nordic skiing, and sledding.

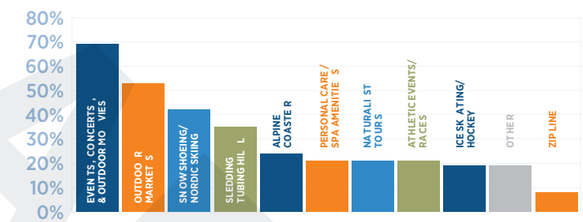
## WHAT WOULD MOST IMPROVE THE WINTER EXPERIENCE IN THE TOWN OF MT. CRESTED BUTTE?

PERCENT OF RESPONDENTS EACH TOPIC IN THEIR TOP 3




## WHAT AMENITIES OR ACTIVITIES WOULD ENCOURAGE YOU TO TRAVEL TO MT. CRESTED BUTTE?

RESPONDENTS SELECTED ALL THAT APPLIED




The team then worked with Town staff to compile community feedback to guide the Master Plan process by identifying community vision, principles, goals, and policies that shape the content of the Master Plan, providing guidance and recommendations for how the Town can act and work towards achieving goals for the Town of Mt. CB's future.

Another draft of the Master Plan was shared with the community on Aug. 22nd, open through Oct. 7th. During this time 173 responses were received in the form of survey forms, emails and voicemails. The Town also received four letters of support from stakeholders. A Special Meeting was held to review the comments received and for Town Council to give direction on edits to be made to the Master Plan for the final community draft review.

In summary of all community engagement efforts, the team was able to reach at least 962 contacts to get feedback and thoughts on the Master Plan asked in the survey questions, at outreach events and group meetings. The clear outcome: community housing, base area vibrancy and quality of life are the top priorities for this community.

# APPENDIX B: TECHNICAL ANALYSIS: TRANSPORTATION, ECONOMICS, & WATER

DRAFT



# APPENDIX B: TRANSPORTATION

## INTRODUCTION

The Mt. Crested Butte community aims to reduce single vehicle trips and build upon its existing multimodal network, increasing connectivity by providing additional mobility options. Recommended actions to achieve the vision include complimentary and comprehensive physical projects, policies, and programs. Mt. CB has an active community within the Town and surrounding Gunnison Valley that already leverages many mobility options available today. The following information summarizes the next-steps and considerations from the Gothic Road Capacity Analysis, Transit Analysis, and Transportation Demand Management (TDM) Strategy.

To continue to increase multimodal connections and vibrancy while reducing vehicle trips, the Town should develop a Transportation Plan using the Master Plan as the foundation. If vehicle trips are reduced because of encourage transit use we can give less space to cars and utilize that space for public gathering spaces, housing or more commercial options which will boost vibrancy for the Town. The Transit Analysis showed that while Mountain Express is providing a high level of service that is well utilized, there are opportunities and challenges that should be explored further in a Transit Plan that prioritizes transit access and operations. Mountain Express should conduct the Transit Plan, but it will be necessary for the Town to be engaged in the process and incorporate the recommendations of the Master Plan into the discussion of future transit needs.

As land use and transportation are inherently linked, future discussions and decisions around development should incorporate the impacts on the transportation network at a holistic level. The Gothic Road Capacity Analysis shows that due to the limited roadway network, future development has the potential to overwhelm the existing capacity on the roadway during times of heavy travel in Mt. CB. It's important to balance the desire for vibrancy in the commercial core with traffic demand. While Gothic Road has some available ability to absorb impacts from future development, mitigation measures at development sites should be factored into future assessments to leverage the multimodal alternatives and take measures to educate visitors to encourage them to park once and walk, bike, or use transit to travel around. Working with regional partners will be integral to achieving this balance. There are more recommendations within the studies below for Gothic Road changes that, if implemented, could potentially assist in reducing car impact as well.

Changing travel behavior to and within Mt. CB will require targeted efforts by the Town over time. The TDM Strategy is a tool to leverage to develop partnerships and programs that can effectively build on opportunities and facilitate making the most and best use of existing infrastructure, transit service, and the vibrant nature of Mt. CB.

See next for Transportation Study, Gothic Road Capacity Study & Transportation Demand Management Study Draft.

DRAFT

# Mt. Crested Butte Transit Analysis

Prepared for the Town of Mt. Crested Butte by tei Planning + Design

June 2022

# About this Document

The information in this document represents an initial analysis of transit service in Mt. Crested Butte. The analysis is intended to inform the Master Plan and provide a basis for future conversations regarding needs and opportunities for increasing transit use in town.

For the analysis and information presented here, data was collected from Mountain Express and the Gunnison Valley Rural Transportation Authority (RTA). The data and analysis focus on identifying common baseline data, trends, and general operation characteristics. This information is presented on the following pages as well as in the Route Profiles section beginning on page 6.

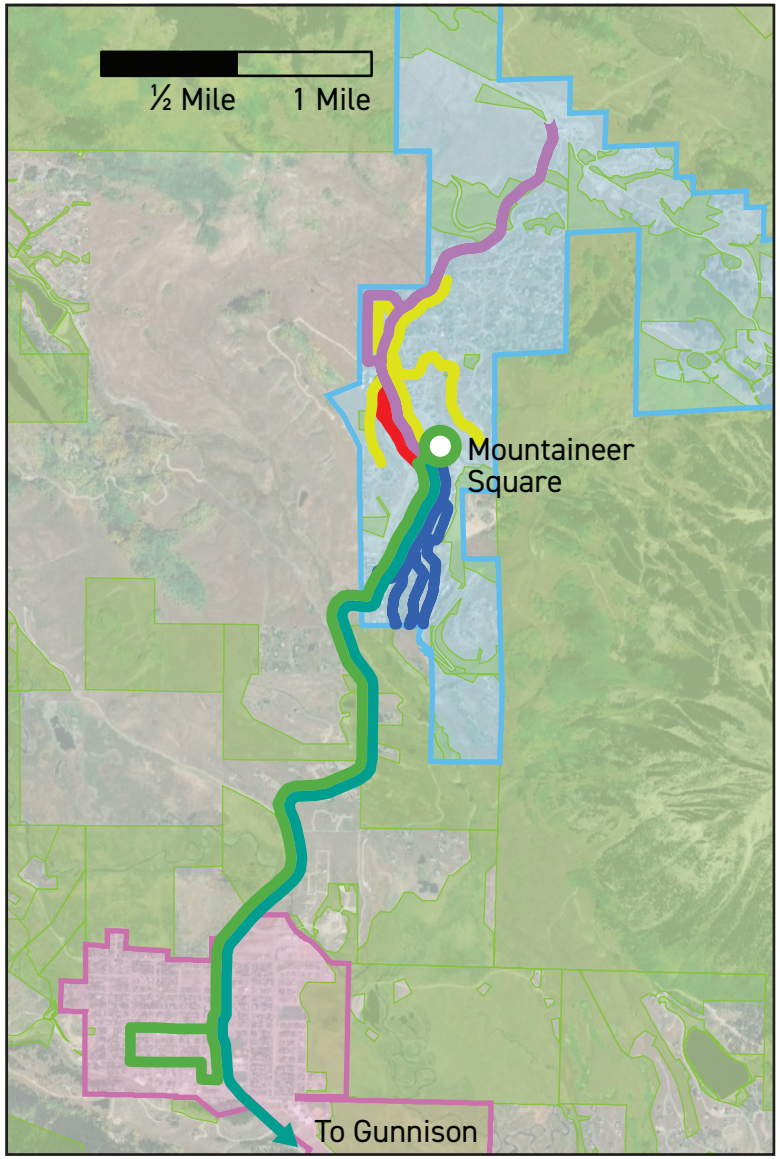
Additionally, to provide context to the current system and highlight opportunities for improvement, this document synthesizes information from other "peer" transit systems. The Best Practices section beginning on page 22 highlights transit system and operation components from other providers that may be applicable to Mt. Crested Butte in the future. These Best Practices are intended to be a starting point for discussions in future transit planning.

The information in this document culminates in a Case for Action that synthesizes key findings from the Route Profiles and Best Practices into clear opportunities for improving service and ridership in Mt. Crested Butte.

**Legend**

- Town Shuttle
- Three Seasons/Chateaux
- Crystal/Castle
- Columbine
- Snodgrass
- RTA Free Bus
- Town of Mt. Crested Butte
- Town of Crested Butte
- Open Space/National Forest

**Winter System Map**



# About the System

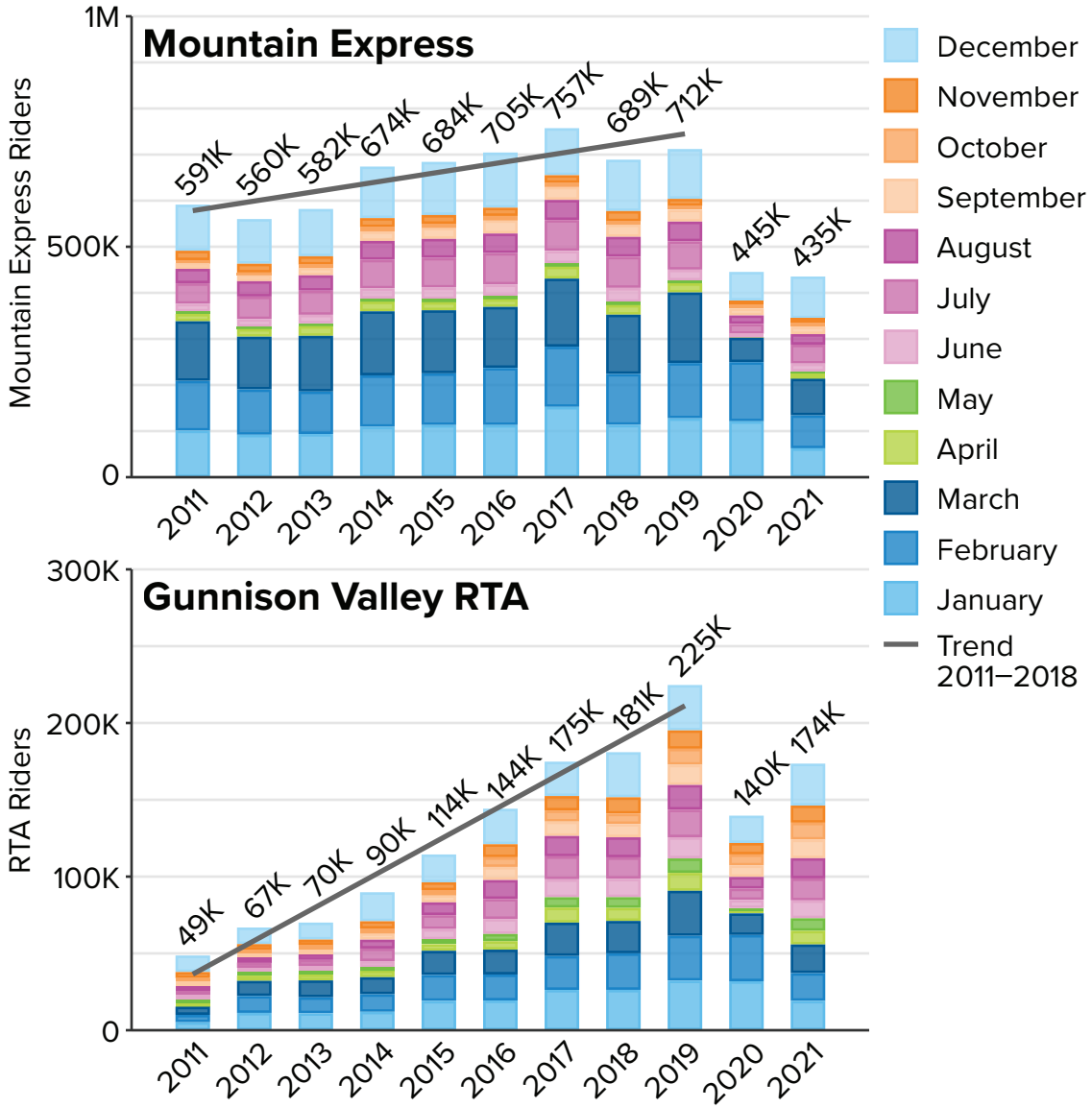
The free bus services available in the Town of Mt. Crested Butte provide people visiting, working, and living in the community with the means to reach a range of destinations without a car. Mountain Express, the Town's primary transit provider, offers the Town Shuttle between Crested Butte and Mt. Crested Butte throughout the year. The agency supplements the Town Shuttle with four feeder routes through Mt. Crested Butte in winter and one feeder route in summer. RTA serves longer trips with a year-round regional bus service between the City of Gunnison and Mt. Crested Butte.

## A Growing System

These bus routes play an increasingly vital role in Mt. Crested Butte's overall transportation network, serving a remarkable number of trips today and poised to carry even more riders in the future. Prior to the onset of the coronavirus pandemic, the Mountain Express system regularly carried over 700,000 passenger trips each year, and experienced 20 percent ridership growth between 2011 and 2019. Over the same time period, ridership on the RTA route increased more than fourfold, growing from under 50,000 boardings in 2011 to 225,000 trips in 2019.

In March 2020, the pandemic curtailed ridership growth; both transit agencies served far fewer passengers in 2020 and 2021 than in 2019. However, data from December 2021—the first full month of the winter season—shows ridership approaching pre-pandemic levels.

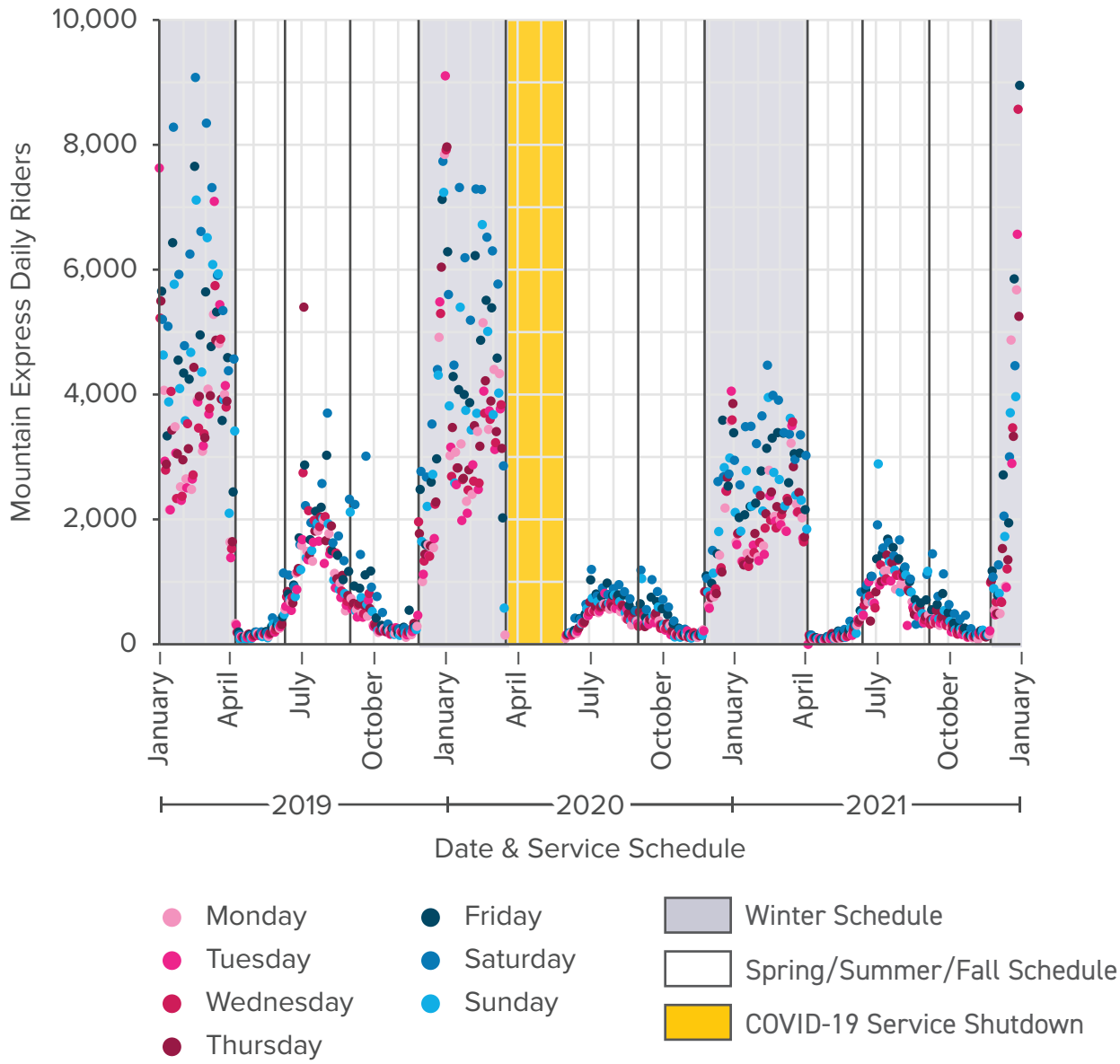
Mountain Express & Gunnison Valley RTA Annual Boardings, 2011–2021



## Seasonal Fluctuations

As with many transit systems serving mountain resorts, the ridership on the Mt. Crested Butte bus routes fluctuates widely, both seasonally over the course of the year and day-to-day within a given season or a given week. Both Mountain Express and RTA carry the majority of their passenger trips during the winter season, which typically lasts from late November through the first week of April. Within the peak winter season, a handful of days—most commonly weekends or holidays—have extremely high ridership. In 2019, for example, the Mountain Express system carried more than 7,000 daily riders on 13 days in the winter season, and these 13 days accounted for 14 percent of the total ridership for the year.

**Mountain Express Daily Boardings, 2019–2021**



## Transit Center

All Mountain Express and RTA trips start and/or end at the Mountaineer Square Transit Center, located immediately west of Gothic Road between the Grand Lodge and the Lodge at Mountaineer Square. Located in the Commercial Core of town, just 500 feet from the Crested Butte Mountain Resort base area—closer than the main parking lot—the transit center is an especially convenient location for skiers.

## Fleet

Mountain Express operates its system with two types of vehicles:

- Twelve 38-foot school buses, which can seat an average of 34 passengers each; and
- Four 26-foot school buses with seating capacity for 22 riders.

The longer 38-foot buses service the Town Shuttle route throughout the year. The shorter buses operate the local routes in Mt. Crested Butte, which require smaller vehicles to navigate the local streets and turnarounds. Beyond its regular fleet, Mountain Express owns four reserve vehicles used only as backups as needed throughout the year.

## Information & Wayfinding

Mt. Crested Butte residents and visitors can learn about the services offered by Mountain Express both through physical infrastructure in the community and online information. Outside of the transit center, the Mountain Express system includes a combination of marked stops with shelters and unmarked stops that passengers can identify and locate using Google Maps. The system also allows passengers to flag down buses and board outside of designated stop locations on some designated routes and streets in Mt. Crested Butte. The artfully painted Mountain Express buses display the name of the route they are serving on headsigns, allowing passengers to distinguish between buses on different routes.

Beyond these physical forms of wayfinding and transit information, prospective riders can plan trips and explore schedule and route information in Google Maps, though it is not always intuitive to view a system-wide map of all transit services available using the platform. Prospective riders can also find information about the system, services, and schedule on the Mountain Express website. The Crested Butte Mountain Resort website specifically highlights the Town Shuttle as a transportation option and directs visitors to the Mountain Express website.

# Route Profiles

The following pages provide profiles for each of the transit routes operating in Mt. Crested Butte. The profiles are designed to provide a common structure to compare and contrast each route in the system. By using consistent and standard transit metrics across routes, it becomes possible to assess in how each route is performing as part of the system and where there are opportunities for potential changes or enhancements to meet the Town's transit goals.

Each route profile showcases the ridership and performance with the percent of system boardings, service hours, and service miles. Boardings represent the number of passenger trips being served through transit. Service hours represent the amount of time that the buses on a route are in service. And service miles represent the total miles that buses travel along a route while in operation. Additional detailed data regarding average and maximum boardings as well as boardings per service mile and service hour are also provided.

Contextual data regarding how the routes operate is also provided to better understand where there are similarities and differences between the routes.

# Winter Town Shuttle Route

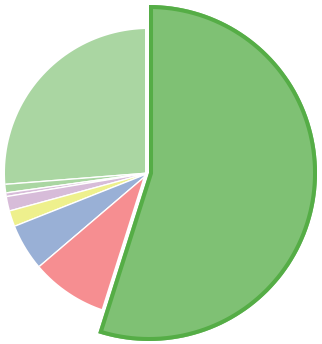
The Town Shuttle provides frequent, 15-minute service between Crested Butte and Mount Crested Butte. After circulating through Crested Butte, the route proceeds directly to Mountaineer Square via Gothic Road.

Of all the routes in the Mountain Express system, the winter Town Shuttle sees the highest ridership, both in absolute terms and relative to the resources required to provide the service. In 2021, the route accounted for over half of all boardings, but only one third of all service hours and service miles traveled by Mountain Express buses, meaning the route outperforms the system as a whole in terms of passenger trips per hour and per mile.

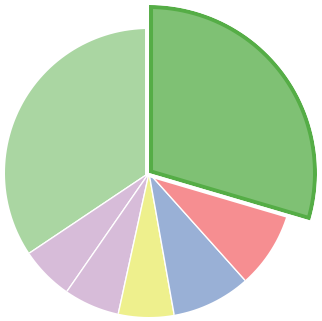
Ridership fluctuates widely over the course of the season. In 2021, the route carried over 7,000 riders on the busiest day, more than triple the average daily ridership for the season. To accommodate this variation, Mountain Express tailors the number of buses serving the route to meet observed capacity and demand. The route typically uses two 38-foot buses, but on peak days up to eight buses will operate the service. In the busiest conditions, buses travel in pairs, arriving every 7–8 minutes.

Outside of the winter season, the Town Shuttle operates an extended route, covering the three stops served by the Three Seasons/ Chateaux Condo Loop. The spring, summer, and fall Town Shuttle service is discussed separately on page 16.

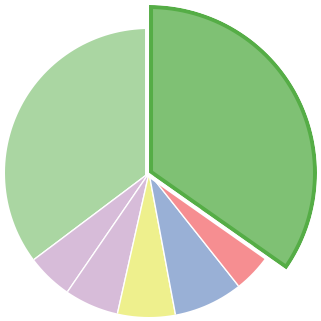
### Route Performance (2021)



**55%** of Mountain Express boardings



**30%** of service hours[1]



**35%** of service miles[1]

### Route Activity (2019–2021)

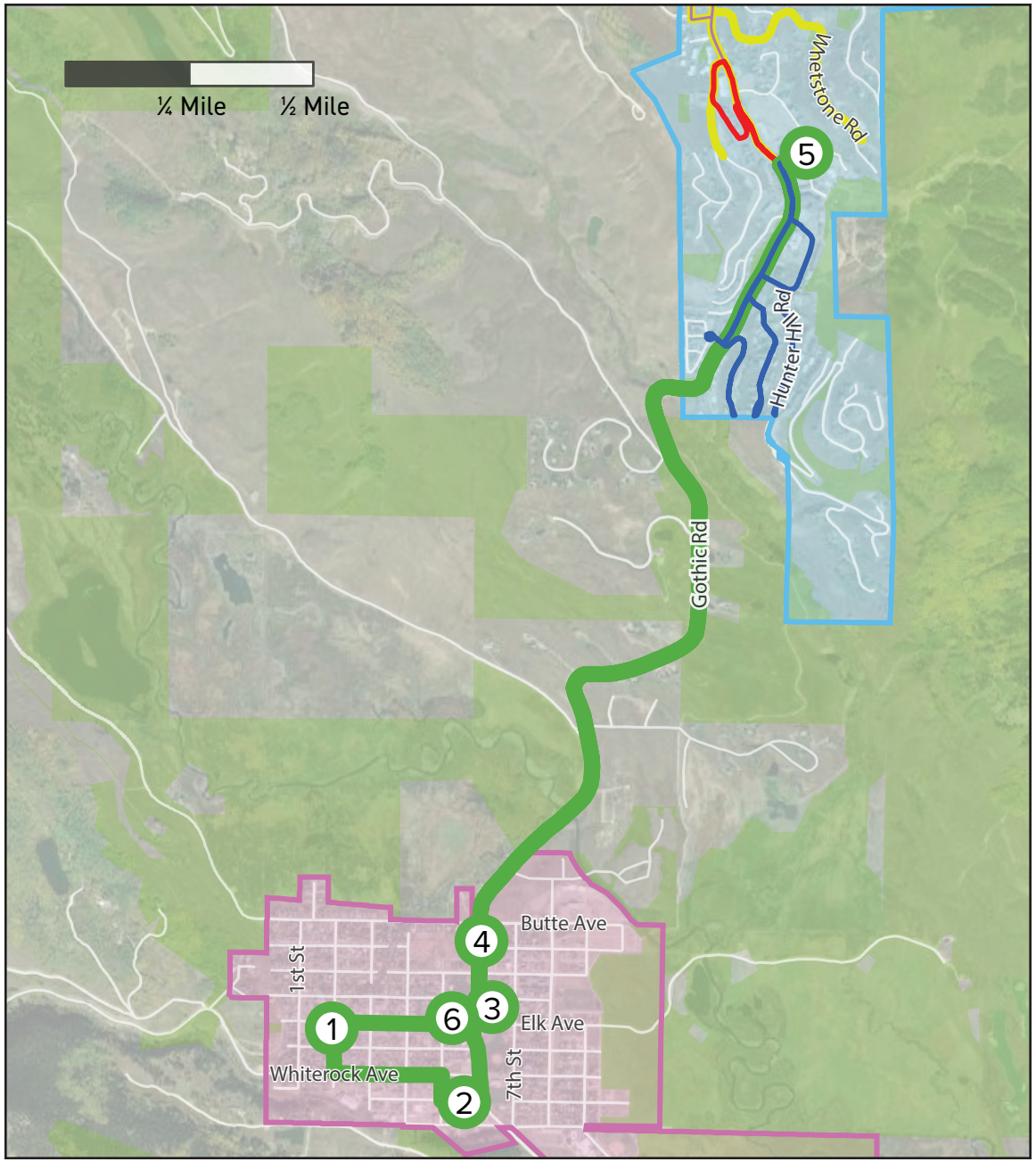
| Day | Daily Boardings[2] Average 2019 | Average 2020 | Average 2021 | Maximum 2019 | Maximum 2020 | Maximum 2021 | Boardings Per Service Hr.[1] (2021) | Boardings Per Service Mi.[1] (2021) |
|---|---|---|---|---|---|---|---|---|
| Mon.–Thurs. | 2,456 | 1,362 | 1,811 | 6,691 | 3,170 | 6,849 | 54.1 | 4.2 |
| Fri.–Sun. | 3,385 | 1,966 | 2,128 | 5,974 | 3,534 | 7,125 | 63.5 | 4.9 |
| Total | 2,858 | 1,625 | 1,944 | 6,691 | 3,534 | 7,125 | 58.0 | 4.5 |

### Route Characteristics[1] (2021)

| | |
|---|---|
| **Seasons:** | Winter |
| **Trip Distance:** | 6.5 Miles (Round Trip) |
| **Trip Time:** | 30 Min. (Round Trip) |
| **Stops:** | 6 |
| **Frequency:** | 15 Min. |
| **First Trip Start:** | 7:10 AM |
| **Last Trip End:** | 12:10 AM |
| **Span:** | 17:00 |
| **Daily Trips:** | 67 |
| **Daily Svc. Hrs.:** | 33:30 |
| **Daily Svc. Miles:** | 436.2 |

1. Service hours, service miles, and other route characteristics reflect the published schedule/GTFS feed and do not include unscheduled trips added to accommodate peak demand, including the extended service is provided on New Years Eve.
2. Boarding data includes trips completed 11/27/2019–3/16/2020 for Winter 2019, 11/25/2020–4/4/2021 for Winter 2020, and 11/24/2021–12/31/2021 for Winter 2021.

## Winter Town Shuttle Route Map




**Legend**

- Town Shuttle
- (1) Old Town Hall
- (2) 6th @ Belleview
- (3) 4-Way Stop
- (4) 6th @ Teocalli
- (5) Mountaineer Square
- (6) 4-Way Stop
- Three Seasons/Chateaux
- Crystal/Castle
- Columbine
- Snodgrass
- Town of Mount Crested Butte
- Town of Crested Butte
- Open Space/National Forest

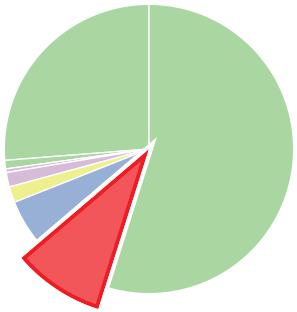
# Winter Three Seasons/Chateaux Condo Route

The Three Seasons/Chateaux Condo Loop provides frequent, 15-minute service between Mountaineer Square and three stops on or near Marcellina Lane. Measuring one mile, the loop is the shortest route in the system, and requires 10 minutes per round trip including the layover. In 2021, the route accounted for 9 percent of annual boardings and service hours, meaning the route serves a similar number of passenger trips per hour as the system as a whole.

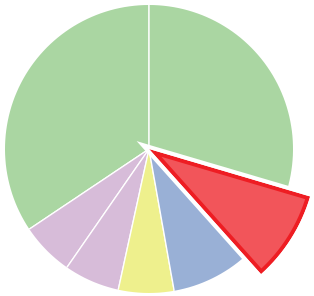
The route utilizes two 26-foot buses, both of which also operate on other routes. One bus also serves the Crystal/Castle route, while the other serves the Columbine and Snodgrass routes. Sharing vehicles across multiple routes helps buses cycle efficiently, but it can hamper on-time performance and reliability. Because each Three Seasons/Chateaux bus alternates between trips on one or two other routes, any delays on the Crystal/Castle, Columbine, or Snodgrass routes can impact the arrival times and headways on the Three Seasons/Chateaux service.

The route operates only during the winter season. However, the extended Town Shuttle services all stops along the route throughout the spring, summer, and fall.

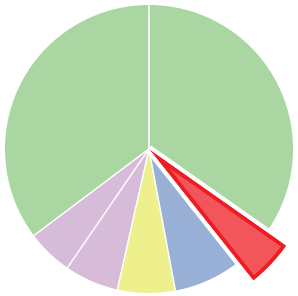
### Route Performance (2021)



**9%** of Mountain Express boardings



**9%** of service hours[1]



**5%** of service miles[1]

### Route Activity (2019–2021)

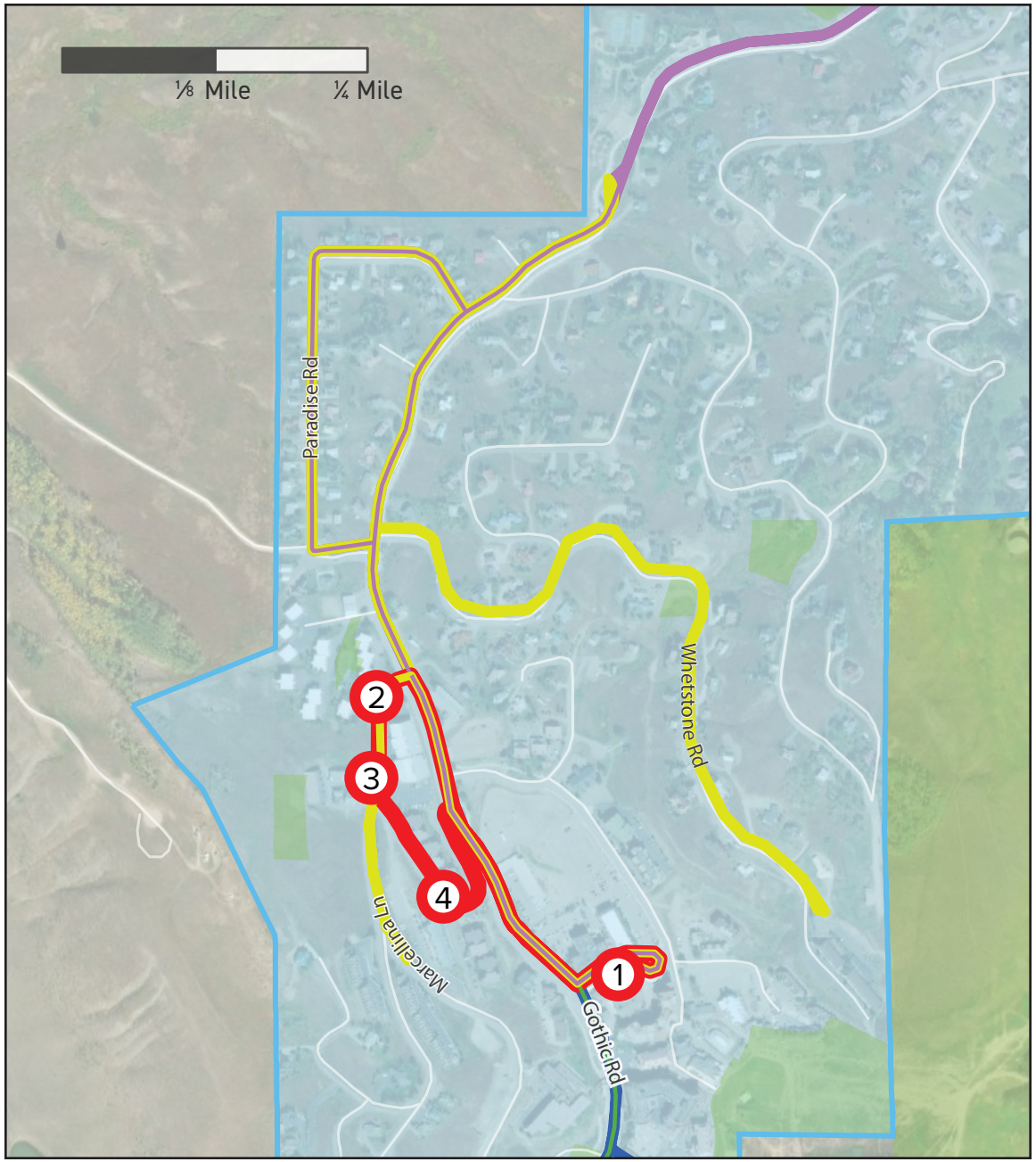
| Day | Daily Boardings[2] Average 2019 | Average 2020 | Average 2021 | Maximum 2019 | Maximum 2020 | Maximum 2021 | Boardings Per Service Hr.[1] (2021) | Boardings Per Service Mi.[1] (2021) |
|---|---|---|---|---|---|---|---|---|
| Mon.–Thurs. | 388 | 260 | 246 | 1,080 | 582 | 824 | 24.6 | 4.3 |
| Fri.–Sun. | 510 | 320 | 271 | 905 | 496 | 705 | 27.1 | 4.7 |
| Total | 441 | 286 | 257 | 1,080 | 582 | 824 | 25.7 | 4.5 |

### Route Characteristics[1] (2021)

| | |
|---|---|
| **Seasons:** | Winter |
| **Trip Distance:** | 1.0 Miles (Round Trip) |
| **Trip Time:** | 10 Min. (Round Trip) |
| **Stops:** | 4 |
| **Frequency:** | 15 Min. |
| **First Trip Start:** | 8:00 AM |
| **Last Trip End:** | 10:55 PM |
| **Span:** | 14:55 |
| **Daily Trips:** | 60 |
| **Daily Svc. Hrs.:** | 10:00 |
| **Daily Svc. Miles:** | 57.5 |

1. Service hours, service miles, and other route characteristics reflect the published schedule/GTFS feed and do not include unscheduled trips added to accommodate peak demand.
2. Boarding data includes trips completed 11/27/2019–3/15/2020 for Winter 2019, 11/25/2020–4/4/2021 for Winter 2020, and 11/24/2021–12/31/2021 for Winter 2021.

## Winter Three Seasons/Chateau Condo Map




**Legend**

- Three Seasons/Chateaux
- (1) Mountaineer Square
- (2) Three Seasons/Outrun Condos
- (3) Mountain Sunrise Condos
- (4) Chateaux
- Town Shuttle
- Crystal/Castle
- Columbine
- Snodgrass
- Town of Mount Crested Butte
- Open Space/National Forest

# Winter Crystal/Castle Condo Route

The Crystal/Castle Condo Loop provides 30-minute service between Mountaineer Square and destinations south along Gothic Road, Crystal Road, Castle Road, Hunter Hill Road, and Snowmass Road.

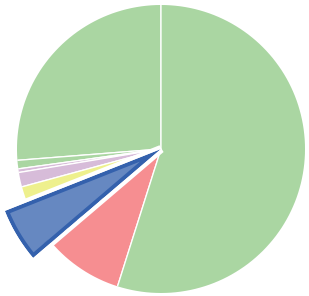
The route serves fewer passengers per hour and per mile than the system overall. In 2021, the route accounted for 5 percent of boardings but 9 percent of service hours and 8 percent of service miles.

The route uses a single 26-foot bus, which alternates between Crystal/Castle trips and Three Seasons/Chateaux trips throughout the day.

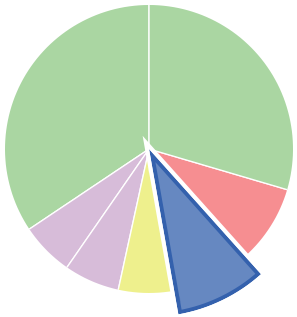
The route as characterized and analyzed here operates only during the winter season. This route does allow for riders to flag buses at locations other than official stops denoted on the route for all streets except for Gothic Road and the stop at Crystal Road at Gothic Road.

Outside of the winter season, the Town Shuttle route services some of this route, including the Wood Creek/Mountain Edge Condos and The Plaza stops along Hunter Hill Road and Snowmass Road. The Pitchfork, Crystal Road, Castle Road, and Hunter Hill/Timberline Condos stops lack bus service outside of the winter season. There is an exception to his at Pitchfork Road and Crystal Road, where there is a "request only" stop at Gothic road.

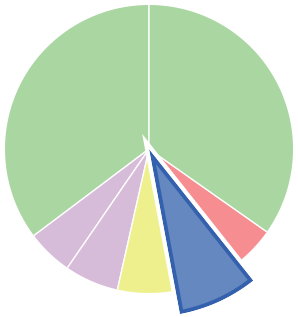
### Route Performance (2021)



**5%** of Mountain Express boardings



**9%** of service hours[1]



**8%** of service miles[1]

### Route Activity (2019–2021)

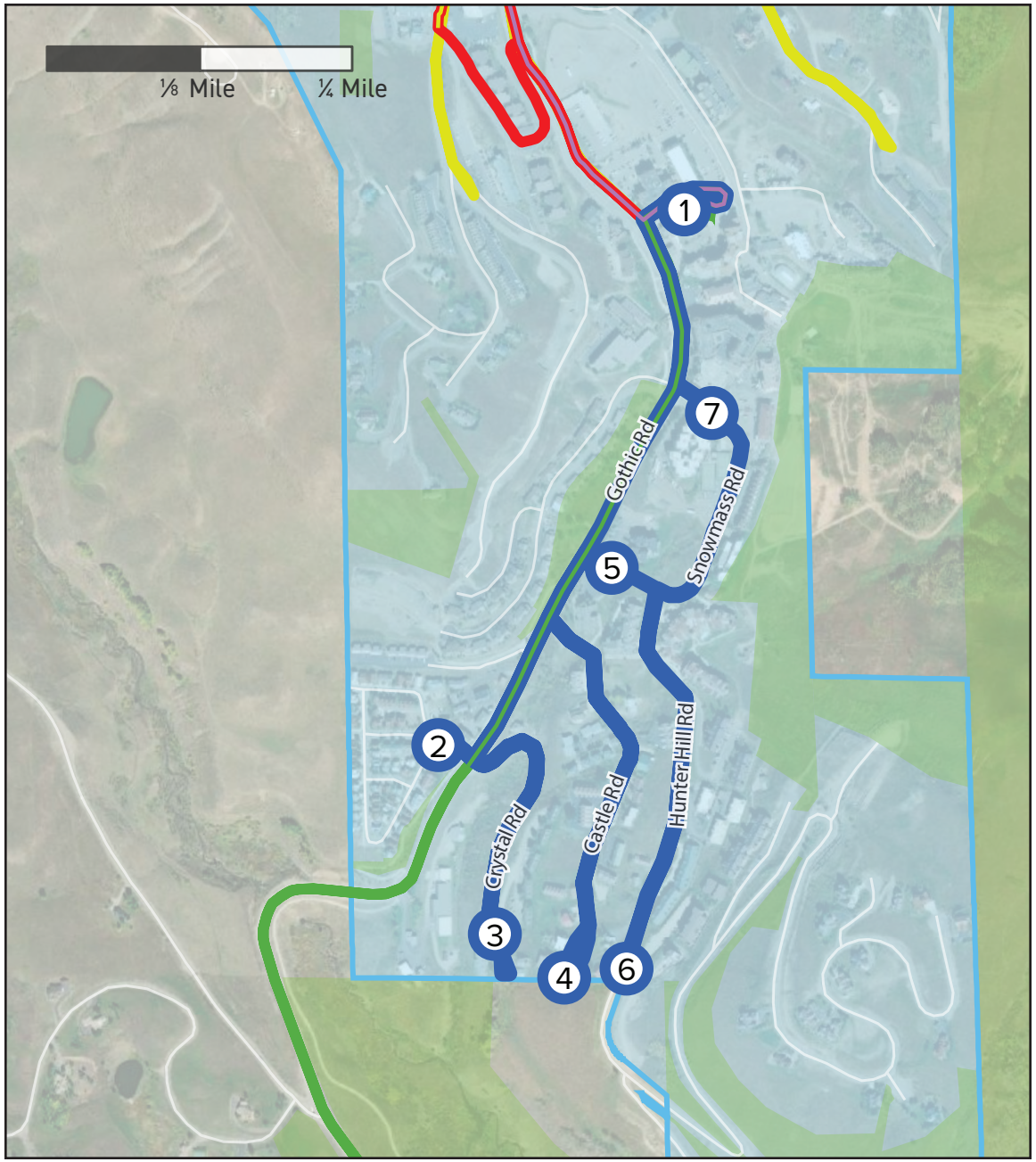
| Day | Daily Boardings[2] Average 2019 | Average 2020 | Average 2021 | Maximum 2019 | Maximum 2020 | Maximum 2021 | Boardings Per Service Hr.[1] (2021) | Boardings Per Service Mi.[2] (2021) |
|---|---|---|---|---|---|---|---|---|
| Mon.–Thurs. | 271 | 135 | 206 | 929 | 309 | 698 | 20.6 | 2.1 |
| Fri.–Sun. | 347 | 193 | 224 | 657 | 1,665 | 868 | 22.4 | 2.3 |
| Total | 305 | 160 | 214 | 929 | 1,665 | 868 | 21.4 | 2.2 |

### Route Characteristics[1] (2021)

| | |
|---|---|
| **Seasons:** | Winter |
| **Trip Distance:** | 3.2 Miles (Round Trip) |
| **Trip Time:** | 20 Min. (Round Trip) |
| **Stops:** | 7 |
| **Frequency:** | 30 Min. |
| **First Trip Start:** | 8:10 AM |
| **Last Trip End:** | 11:00 PM |
| **Span:** | 14:50 |
| **Daily Trips:** | 30 |
| **Daily Svc. Hrs.:** | 10:00 |
| **Daily Svc. Miles:** | 97.0 |

1. Service hours, service miles, and other route characteristics reflect the published schedule/GTFS feed and do not include unscheduled trips added to accommodate peak demand.
2. Boarding data includes trips completed 11/27/2019–3/15/2020 for Winter 2019, 11/25/2020–4/4/2021 for Winter 2020, and 11/24/2021–12/31/2021 for Winter 2021.

## Winter Crystal/Castle Condo Route Map




**Legend**

- Crystal/Castle
- (1) Mountaineer Square
- (2) Pitchfork
- (3) Crystal Road
- (4) Castle Road
- (5) Wood Creek/Mountain Edge Condos
- (6) Hunter Hill/Timberline Condos
- (7) The Plaza
- Town Shuttle
- Three Seasons/Chateaux
- Columbine
- Snodgrass
- Town of Mount Crested Butte
- Open Space/National Forest

# Winter Columbine Condo Route

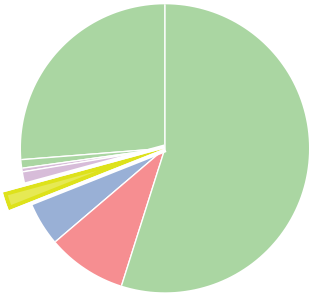
The Columbine Condo Loop provides service between Mountaineer Square and destinations north along Gothic Road, Whetstone Road, Paradise Road, and Marcellina Lane. The route offers 30-minute service Friday through Sunday and hourly service Monday through Thursday. The Snodgrass route serves several of the same stops on Gothic Road and Paradise Lane, and the two routes' schedules are offset to provide more frequent service at shared stops. This route does allow for flagging in certain sections of the route.

The Columbine route serves fewer passengers per hour and per mile than the system overall. In 2021, the route accounted for less than 2 percent of boardings but 6 percent of service hours and service miles.

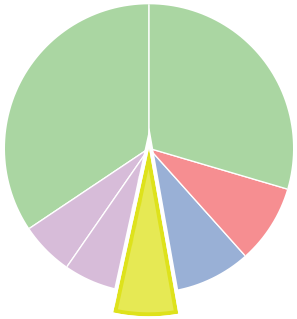
Monday through Thursday, the route uses a single 26-foot bus, which also serves the Snodgrass and Three Seasons/Chateaux routes. Friday through Sunday, a second bus provides more frequent service on the Columbine and Snodgrass routes.

The route operates only during the winter, and all stops on the route except Mountaineer Square lack bus service in the spring and fall. During the summer, the Summer Condo route services all stops on the route, with the exception of the Eagles Nest Condo stop on Marcellina Lane, which remains uncovered throughout the summer.

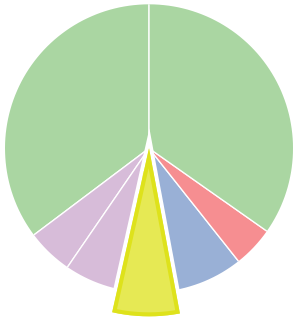
### Route Performance (2021)



**1.8%** of Mountain Express boardings



**6%** of service hours[1]



**6%** of service miles[1]

### Route Activity (2019–2021)

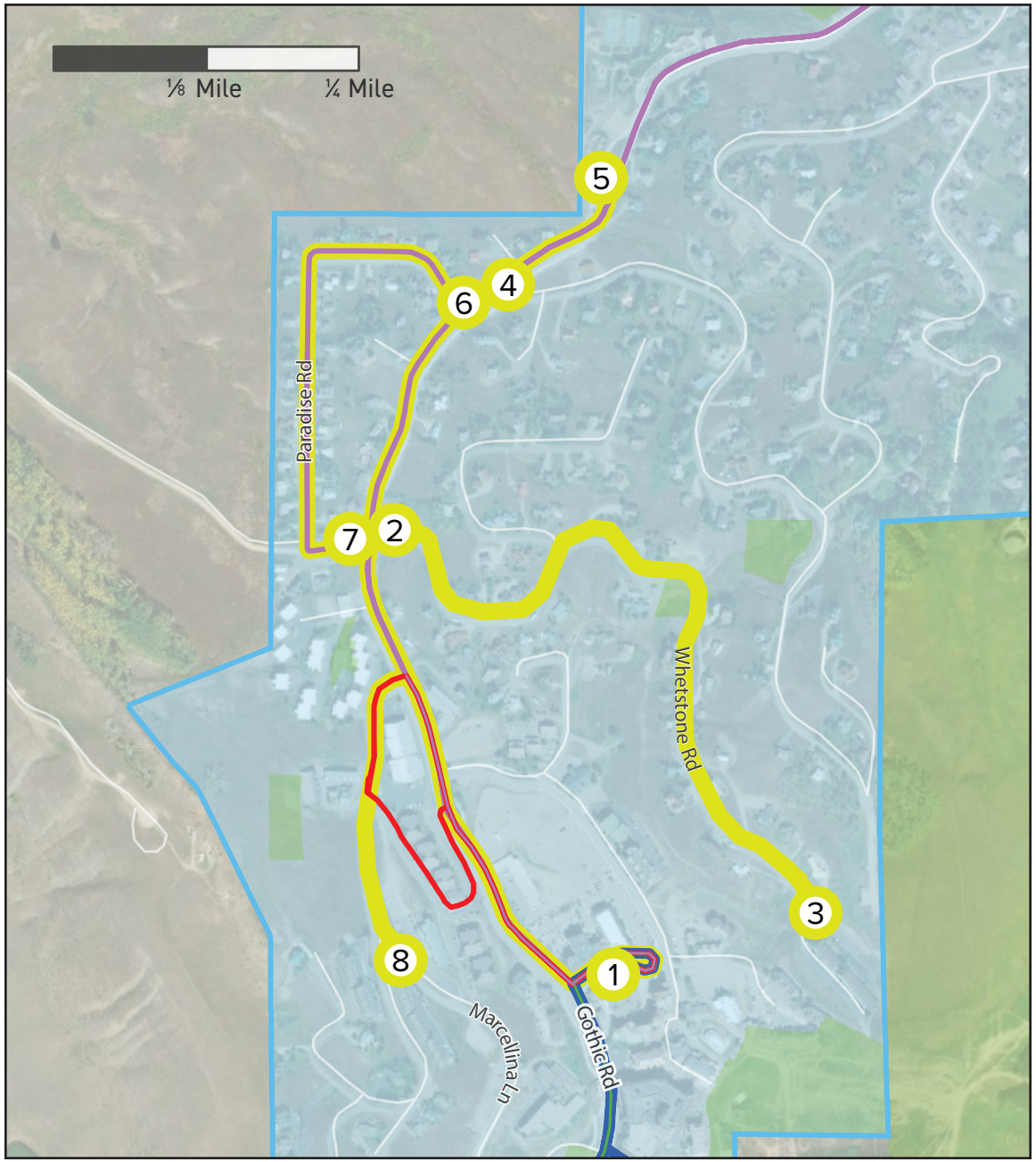
| Day | Daily Boardings[2] Average 2019 | Average 2020 | Average 2021 | Maximum 2019 | Maximum 2020 | Maximum 2021 | Boardings Per Service Hr.[1] (2021) | Boardings Per Service Mi.[1] (2021) |
|---|---|---|---|---|---|---|---|---|
| Mon.–Thurs. | 69 | 45 | 78 | 305 | 115 | 279 | 15.5 | 1.3 |
| Fri.–Sun. | 98 | 68 | 46 | 258 | 131 | 115 | 4.8 | 0.4 |
| Total | 81 | 55 | 64 | 305 | 131 | 279 | 9.3 | 0.8 |

### Route Characteristics[1] (2021)

| | |
|---|---|
| **Seasons:** | Winter |
| **Trip Distance:** | 3.8 Miles (Round Trip) |
| **Trip Time:** | 20 Min. (Round Trip) |
| **Stops:** | 8 |
| **Frequency:** | 60 Min. (Mon.–Thur.)<br>30 Min. (Fri.–Sun.) |
| **First Trip Start:** | 8:25 AM |
| **Last Trip End:** | 10:45 PM |
| **Span:** | 14:20 |
| **Daily Trips:** | 15 (Mon.–Thurs.)<br>29 (Fri.–Sun.) |
| **Daily Service Hours:** | 5:00 (Mon.–Thurs.)<br>9:40 (Fri.–Sun.) |
| **Daily Service Miles:** | 57.5 (Mon.–Thurs.)<br>111.2 (Fri.–Sun.) |

1. Service hours, service miles, and other route characteristics reflect the published schedule/GTFS feed and do not include unscheduled trips added to accommodate peak demand.
2. Boarding data includes trips completed 11/27/2019–3/15/2020 for Winter 2019, 11/25/2020–4/4/2021 for Winter 2020, and 11/24/2021–12/31/2021 for Winter 2021.

## Winter Columbine Condo Route Map




**Legend**

- Columbine
- (1) Mountaineer Square
- (2) Whetstone @ Gothic
- (3) Columbine Condos
- (4) Cinnamon Mountain @ Gothic
- (5) Mt. Crested Butte Town Hall
- (6) Upper Paradise Road
- (7) Lower Paradise Road
- (8) Eagles Nest Condos
- Town Shuttle
- Three Seasons/Chateaux
- Crystal/Castle
- Snodgrass
- Town of Mount Crested Butte
- Open Space/National Forest

# Winter Snodgrass Trailhead Route

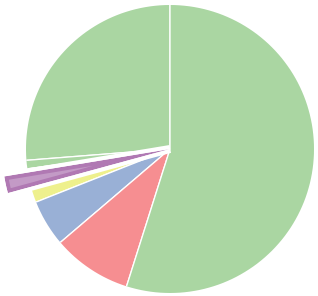
The Snodgrass route provides service between Mountaineer Square and destinations north along Gothic Road and Paradise Road. The route extends north of Mt. Crested Butte Town Hall (the terminus of the Columbine route) to service stops at Winterset Road, Prospect Road, and the Snodgrass Trailhead. Like the Columbine Condo Loop, the route offers 30-minute service Friday through Sunday and hourly service Monday through Thursday.

The Snodgrass route serves fewer passengers per hour and per mile than the system overall. In 2021, the route accounted for less than 2 percent of boardings but 6 percent of service hours and service miles.

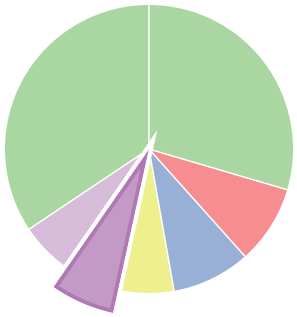
Monday through Thursday, the route uses a single 26-foot bus, which also serves the Columbine and Three Seasons/Chateaux routes. Friday through Sunday, a second bus provides more frequent service on the Columbine and Snodgrass routes.

The route operates only during the winter season, but during the summer season, the Summer Condo route services all stops along this route at a 30 minute frequency. During the spring and fall seasons, there is no coverage of this route except for the Mountaineer Square stop.

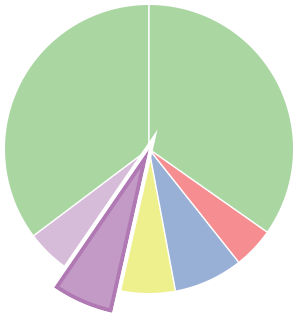
### Route Performance (2021)



**1.6%** of Mountain Express boardings



**6%** of service hours[1]



**6%** of service miles[1]

### Route Activity (2019–2021)

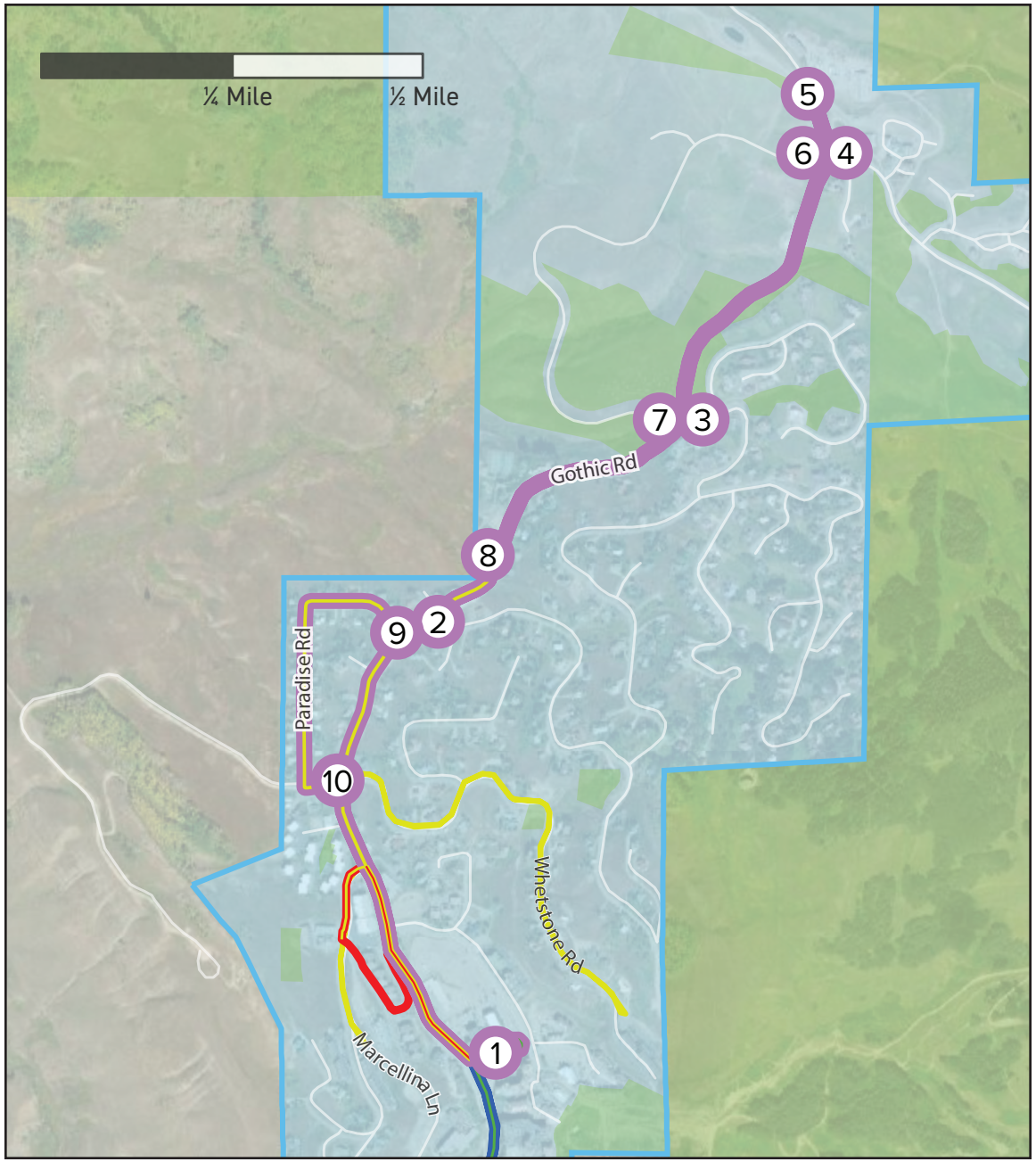
| Day | Daily Boardings[2] Average 2019 | Average 2020 | Average 2021 | Maximum 2019 | Maximum 2020 | Maximum 2021 | Boardings Per Service Hr.[1] (2021) | Boardings Per Service Mi.[1] (2021) |
|---|---|---|---|---|---|---|---|---|
| Mon.–Thurs. | 37 | 30 | 50 | 178 | 93 | 216 | 10.0 | 0.9 |
| Fri.–Sun. | 68 | 61 | 105 | 167 | 350 | 252 | 10.9 | 1.0 |
| Total | 51 | 44 | 73 | 178 | 350 | 252 | 10.5 | 1.0 |

### Route Characteristics[1] (2021)

| | |
|---|---|
| **Seasons:** | Winter |
| **Trip Distance:** | 3.6 Miles (Round Trip) |
| **Trip Time:** | 20 Min. (Round Trip) |
| **Stops:** | 8 |
| **Frequency:** | 60 Min. (Mon.–Thurs.)<br>30 Min. (Fri.–Sun.) |
| **First Trip Start:** | 7:55 AM |
| **Last Trip End:** | 10:15 PM |
| **Span:** | 14:20 |
| **Daily Trips:** | 15 (Mon.–Thurs.)<br>29 (Fri.–Sun.) |
| **Daily Service Hours:** | 5:00 (Mon.–Thurs.)<br>9:40 (Fri.–Sun.) |
| **Daily Service Miles:** | 53.9 (Mon.–Thurs.)<br>104.3 (Fri.–Sun.) |

1. Service hours, service miles, and other route characteristics reflect the published schedule/GTFS feed and do not include unscheduled trips added to accommodate peak demand.
2. Boarding data includes trips completed 11/27/2019–3/15/2020 for Winter 2019, 11/25/2020–4/4/2021 for Winter 2020, and 11/24/2021–12/31/2021 for Winter 2021.

## Winter Snodgrass Trailhead Route Map




**Legend**

- Snodgrass
- (1) Mountaineer Square
- (2) Cinnamon Mountain @ Gothic
- (3) Gothic @ Winterset
- (4) Gothic @ Prospect
- (5) Snodgrass Trailhead
- (6) Gothic @ Prospect
- (7) Gothic @ Winterset
- (8) Mt. Crested Butte Town Hall
- (9) Upper Paradise Road
- (10) Lower Paradise Road
- Town Shuttle
- Three Seasons/Chateaux
- Crystal/Castle
- Columbine
- Town of Mount Crested Butte
- Open Space/National Forest

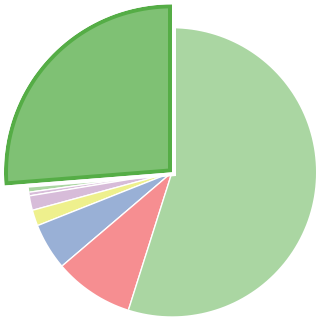
# Summer Town Shuttle Route

In spring, summer, and fall, the Town Shuttle operates a longer route than in winter, covering the three stops served by the Three Seasons/ Chateaux route in addition to all shuttle stops served in winter. In spring and fall, a single bus offers trips every 40 minutes, and the shuttle is the sole fixed-route Mountain Express service.

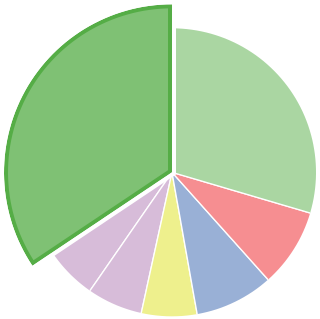
In summer, two buses provide trips every 20 minutes, and the route is complemented by the Summer Condo service.

In 2021, the route accounted for over a quarter of all boardings, and over a third of all service hours and service miles traveled.

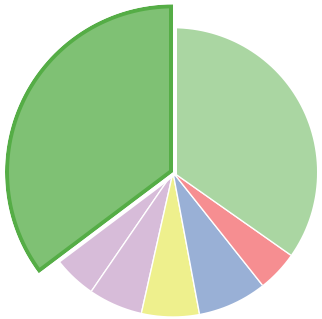
### Route Performance (2021)



**26%** of boardings



**34%** of service hours[1]



**35%** of service miles[1]

### Route Activity

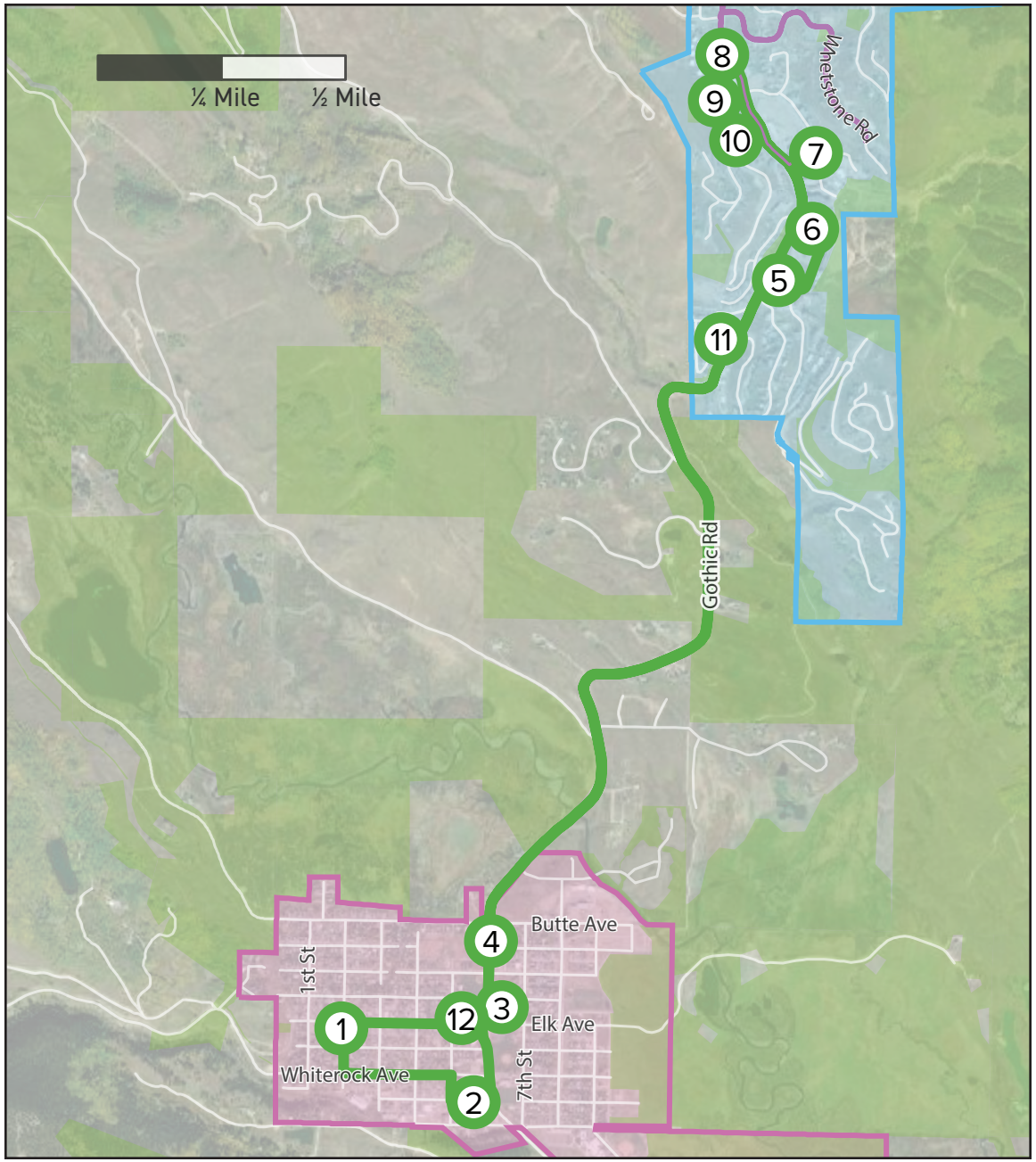
| Season | Day | Daily Boardings Average 2019 | Average 2020 | Average 2021 | Maximum 2019 | Maximum 2020 | Maximum 2021 | Boardings Per Svc. Hr[1]. (2021) | Boardings Per Svc. Mi.[1] (2021) |
|---|---|---|---|---|---|---|---|---|---|
| Spring | Mo.–Th. | 182 | – | 1,811 | 331 | – | 6,849 | 9.0 | 0.8 |
| | Fr.–Su. | 248 | – | 2,128 | 1,140 | – | 7,125 | 12.9 | 1.1 |
| | Total | 210 | – | 1,944 | 1,140 | – | 7,125 | 10.7 | 0.9 |
| Summer | Mo.–Th. | 1,183 | 357 | 793 | 4,909 | 815 | 1,374 | 24.3 | 2.1 |
| | Fr.–Su. | 1,441 | 523 | 1,112 | 3,027 | 1,198 | 2,806 | 34.0 | 3.0 |
| | Total | 1,292 | 427 | 928 | 4,909 | 1,198 | 2,806 | 28.4 | 2.5 |
| Fall | Mo.–Th. | 344 | – | 237 | 813 | – | 542 | 14.8 | 1.3 |
| | Fr.–Su. | 627 | – | 397 | 3,013 | – | 1,449 | 24.8 | 2.2 |
| | Total | 464 | – | 305 | 3,013 | – | 1,449 | 19.1 | 1.7 |

### Route Characteristics[1]

| | |
|---|---|
| **Seasons:** | Spring/Summer/Fall |
| **Trip Distance:** | 7.6 Miles (Round Trip) |
| **Trip Time:** | 40 Min. (Round Trip) |
| **Stops:** | 12 |
| **Frequency:** | 40 Min. (Spring/Fall)<br>20 Min. (Summer) |
| **First Trip Start:** | 7:35 AM |
| **Last Trip End:** | 11:35 PM (Spring/Fall)<br>12:15 AM (Summer) |
| **Span:** | 16:00 (Spring/Fall)<br>16:40 (Summer) |
| **Daily Trips:** | 24 (Spring/Fall)<br>49 (Summer) |
| **Daily Service Hours:** | 16:00 (Spring/Fall)<br>32:40 (Summer) |
| **Daily Service Miles:** | 181.8 (Spring/Fall)<br>371.1 (Summer) |

1. Service hours, service miles, and other route characteristics reflect the published schedule/GTFS feed and do not include unscheduled trips added to accommodate peak demand.
2. Boarding data includes trips completed 4/8/2019–6/23/2019 for Spring 2019, 6/24/2019—8/31/2019 for Summer 2019, 9/1/2019–11/26/2019 for Fall 2019, 6/1/2020–11/24/2020 for Summer/Fall 2020, 4/5/2021–6/13/2021 for Spring 2021, 6/14/2021–9/6/2021 for Summer 2021, and 9/7/2021–11/23/2021 for Fall 2021.

## Summer Town Shuttle Route Map




**Legend**

- Summer Town Shuttle
- (1) Old Town Hall
- (2) 6th @ Belleview
- (3) 4-Way Stop
- (4) 6th @ Teocalli
- (5) Wood Creek/Mountain Edge Condos
- (6) The Plaza
- (7) Mountaineer Square
- (8) Three Seasons/Outrun Condos
- (9) Mountain Sunrise Condos
- (10) Chateaux
- (11) Pitchfork/Crystal
- (12) 4-Way Stop
- Summer Condo
- Town of Mount Crested Butte
- Town of Crested Butte
- Open Space/National Forest

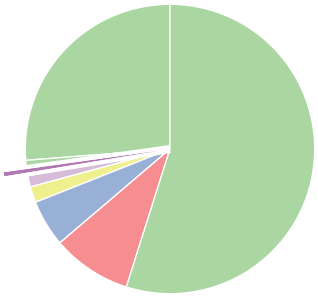
# Summer Condo Route

The Summer Condo Loop route, which operates only during the summer season, services all stops on the Snodgrass Trailhead route, as well as the Columbine Condos stop on Whetstone Road (served by the Columbine route in winter). The route uses a single 26-foot bus, which provides trips every 30 minutes between noon and 10 PM—a level of service comparable to that provided on the Columbine and Snodgrass routes on Mondays–Thursdays in winter.

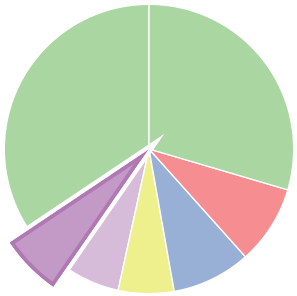
The route serves far fewer passenger trips per hour and per mile than the Mountain Express system as a whole. In 2021, the route accounted for less than 1 percent of all boardings but 6 percent of all service hours and 5 percent of service miles traveled by Mountain Express buses throughout the year.

This route is planned to have expanded summer hours to correspond with the Summer Town Shuttle route (7:40 am - 11:40 pm). It will operate with the same 30 minute frequency. This was not factored into the analysis as the data is based on previous use, but it will likely have a positive effect on ridership.

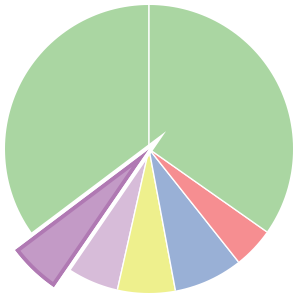
### Route Performance (2021)



**0.4%** of Mountain Express boardings



**6%** of service hours[1]



**5%** of service miles[1]

### Route Activity (2019–2021)

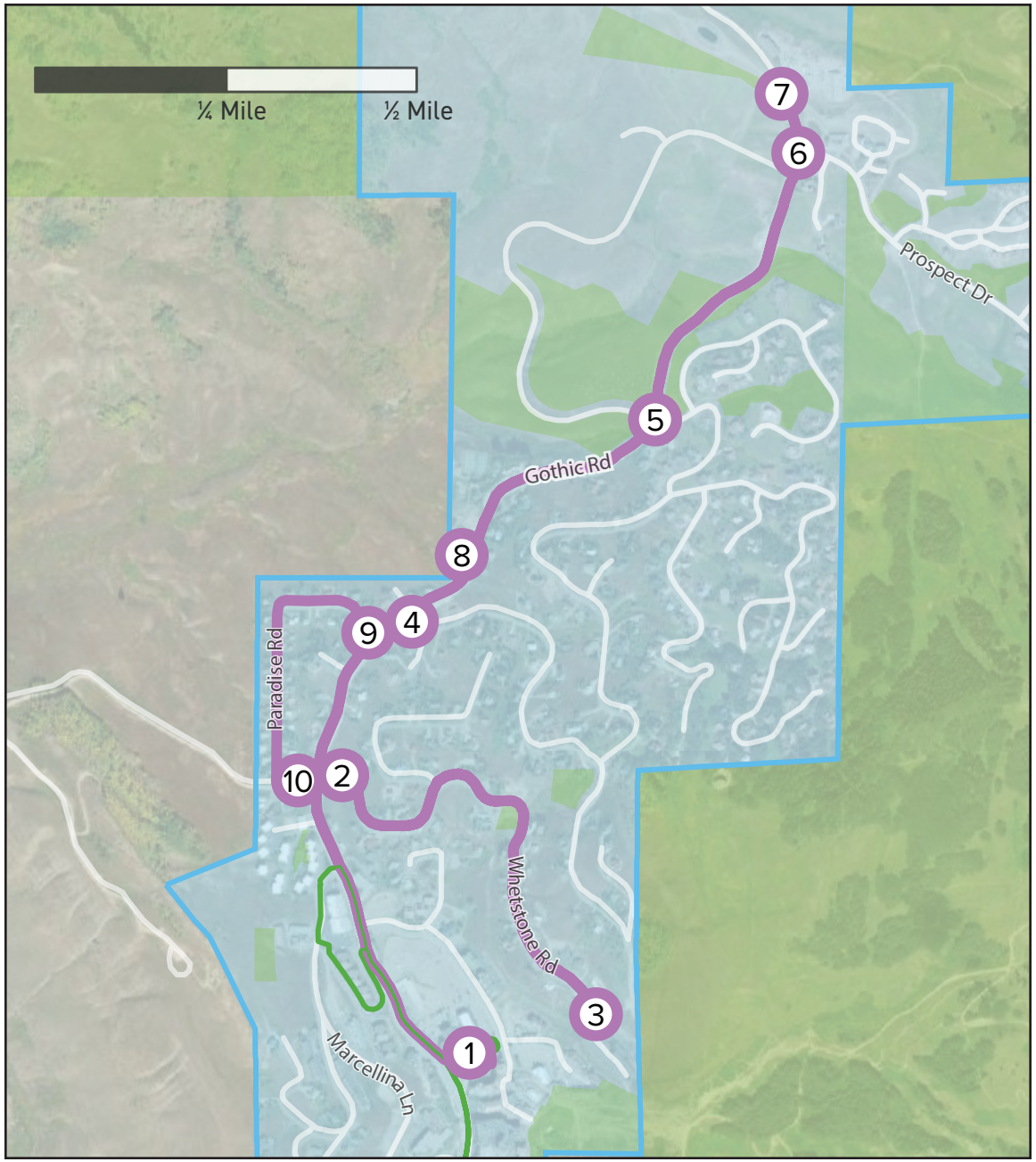
| Day | Daily Boardings[2] Average 2019 | Average 2020 | Average 2021 | Maximum 2019 | Maximum 2020 | Maximum 2021 | Boardings Per Service Hr.[1] (2021) | Boardings Per Service Mi.[1] (2021) |
|---|---|---|---|---|---|---|---|---|
| Mon.–Thurs. | 22 | — | 18 | 117 | — | 57 | 1.7 | 0.2 |
| Fri.–Sun. | 20 | — | 25 | 64 | — | 83 | 2.4 | 0.3 |
| Total | 21 | — | 21 | 117 | — | 83 | 2.0 | 0.2 |

### Route Characteristics[1] (2021)

| | |
|---|---|
| **Seasons:** | Summer |
| **Trip Distance:** | 4.8 Miles (Round Trip) |
| **Trip Time:** | 30 Min. (Round Trip) |
| **Stops:** | 10 |
| **Frequency:** | 30 Min. |
| **First Trip Start:** | 12:00 PM |
| **Last Trip End:** | 10:30 PM |
| **Span:** | 10:30 |
| **Daily Trips:** | 21 |
| **Daily Svc. Hrs.:** | 10:30 |
| **Daily Svc. Miles:** | 100.6 |

1. Service hours, service miles, and other route characteristics reflect the published schedule/GTFS feed and do not include unscheduled trips added to accommodate peak demand.
2. Boarding data includes trips completed 6/24/2019—8/31/2019 for Summer 2019 and 6/14/2021–9/6/2021 for Summer 2021.

## Summer Condo Route Map




**Legend**

- Summer Condo
- (1) Mountaineer Square
- (2) Whetstone @ Gothic
- (3) Columbine Condos
- (4) Cinnamon Mountain @ Gothic
- (5) Gothic @ Winterset
- (6) Gothic @ Prospect
- (7) Snodgrass Trailhead
- (8) Mt. Crested Butte Town Hall
- (9) Upper Paradise Road
- (10) Lower Paradise Road
- Summer Town Shuttle
- Town of Mount Crested Butte
- Open Space/National Forest

# Gunnison Valley RTA

The Gunnison Valley Transportation Authority (RTA) operates a free, year-round regional bus service between the City of Gunnison and the Town of Mt. Crested Butte, with stops in Crested Butte and Crested Butte South and along Highway 135. The regional route is significantly longer than any of the Mountain Express services, covering 33 miles over approximately an hour on each on-way trip.

The service operates with variable headways, with buses arriving every 15 minutes during peak times of day in winter but up to almost two hours apart in the midday during spring, summer, and fall.

Like Mountain Express, RTA provides a higher level of service in the winter than in other seasons. The agency offers nearly double the number of trips in the winter season than in spring, summer, and fall, including 10 express trips that bypass the Crested Butte South. The frequency of the express service varies depending on the time of day.

Ridership fluctuates throughout the year and throughout a given season, with many of the busiest days occurring over winter weekends and holidays. In the first part of the 2021 winter season, the route carried over 1,400 riders on the busiest day—78 percent more than the average daily ridership for the season.

From observations, many Crested Butte Mountain Resort employees, along with residents in Gunnison, will use RTA in the winter to work or ski at the resort. This is an important regional connection for the community.

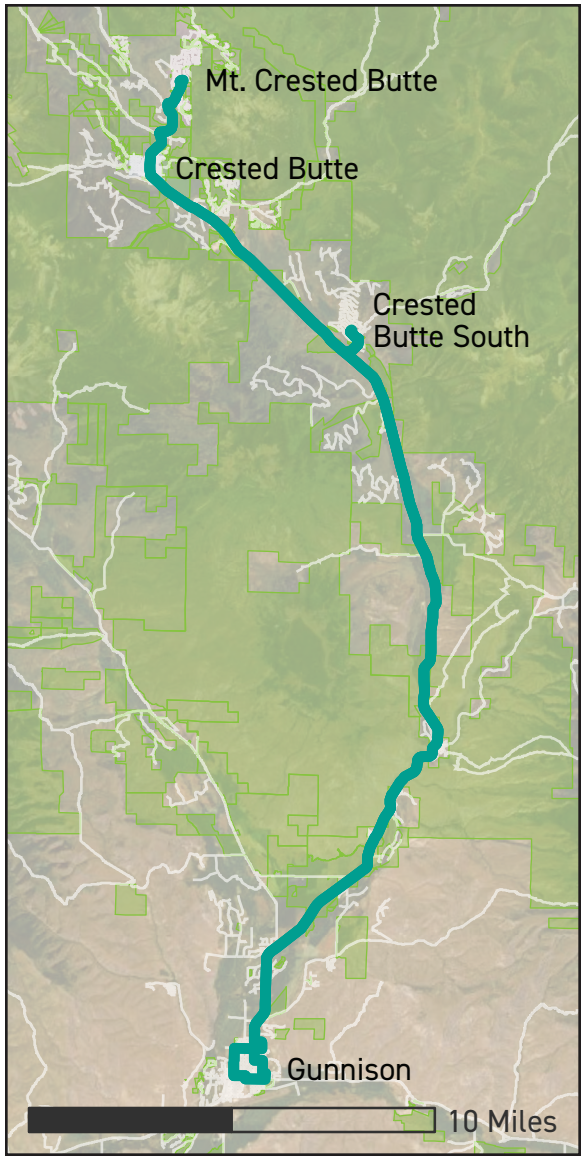
### Route Characteristics[1] (2021)

| | |
|---|---|
| **Seasons:** | Year-round |
| **Trip Distance:** | 33.5 Miles (One Way) |
| **Trip Time:** | 60 Min. (One Way) |
| **Stops:** | 24 (Round Trip) |
| **Frequency:** | 15–60 Min. (Winter)<br>30–110 Min (Spr.–Fall) |
| **First Trip Start:** | 5:30 AM (Winter)<br>6:30 AM (Spring–Fall) |
| **Last Trip End:** | 12:15 AM |
| **Span:** | 18:45 (Winter)<br>17:45 (Spring–Fall) |
| **Daily One-Way Trips:** | 70 (Winter)<br>36 (Spring–Fall) |
| **Daily Service Hours:** | 70 (Winter)<br>36 (Spring–Fall) |
| **Daily Service Miles:** | 2,315 (Winter)<br>1,202 (Spring–Fall) |

### Route Activity (2019–2021)

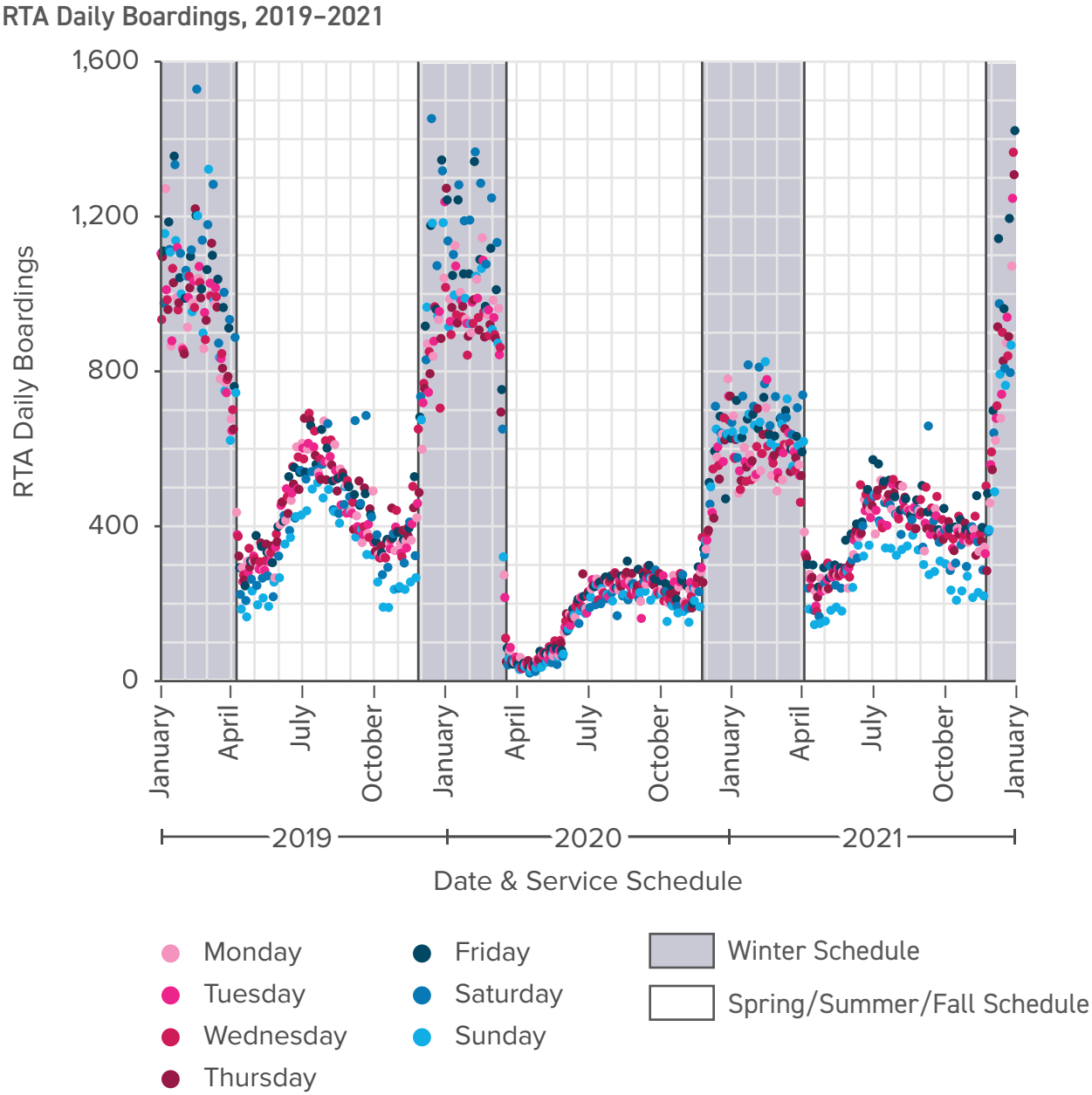
| Season | Day | Daily Boardings[2] Average 2019 | Average 2020 | Average 2021 | Maximum 2019 | Maximum 2020 | Maximum 2021 | Boardings Per Svc. Hr.[1] (2021) | Boardings Per Svc. Mi.[1] (2021) |
|---|---|---|---|---|---|---|---|---|---|
| Winter | Mo.–Th. | 883 | 563 | 798 | 1,273 | 781 | 1,366 | 11.4 | 0.3 |
| | Fr.–Su. | 1,042 | 639 | 801 | 1,453 | 825 | 1,422 | 11.4 | 0.3 |
| | Total | 950 | 596 | 799 | 1,453 | 825 | 1,422 | 11.4 | 0.3 |
| Spring–Fall | Mo.–Th. | 433 | 184 | 376 | 692 | 296 | 521 | 10.4 | 0.3 |
| | Fr.–Su. | 392 | 169 | 349 | 686 | 310 | 659 | 9.7 | 0.3 |
| | Total | 415 | 178 | 364 | 692 | 310 | 659 | 10.1 | 0.3 |

1. Service hours, service miles, and other route characteristics reflect the published schedule/GTFS feed and do not include unscheduled trips added to accommodate peak demand.
2. Boarding data includes trips completed 4/8/2019–11/26/2019 for Spring–Fall 2019, 11/27/2019–3/18/2020 for Winter 2019, 3/19/2020–11/24/2020 for Spring–Fall 2020, 11/25/2020–4/4/2021 for Winter 2020, 4/5/2021–11/23/2021 for Spring–Fall 2021, and 11/24/2021–12/31/2021 for Winter 2021.




**Legend**

- RTA Free Bus
- Open Space/National Forest



# Transit Best Practices

A review of peer transit agencies provides a frame of reference for evaluating the performance of Mountain Express as well as an opportunity to identify best practices that Mt. Crested Butte can adopt to advance their transit goals. This section synthesizes the characteristics of three transit systems in ski-oriented mountain towns of similar geographic size to Mt. Crested Butte:

- The Lift in Winter Park, Colorado,
- START in Jackson Hole, Wyoming, and
- Breckenridge Free Ride in Colorado.

These systems shed light on best practices for structuring, operating, and communicating transit service in mountain towns. It should be noted that there are key differences to Mountain Express as well. A couple of differences to note are the population sizes as well as traffic type. While all peer agencies operate in small mountain towns, Mt. Crested Butte is meaningfully smaller in terms of the permanent population.

Additionally, while all peer agencies operate in towns with other nearby communities, they all operate in locations where there is some level of pass-through traffic, while Mt. Crested Butte is the last community along the roadway network, surrounded by protected lands. This impacts the number of communities that can be served as well as the nature of service within and to Mt. Crested Butte. Even with the differences, the peer agencies are important communities to learn from and evaluate against.

## Service Types

Transit agencies offer different levels and types of service to address different goals and meet operational constraints. The range of services provided by Mountain Express and peer agencies can be classified into three broad categories:

- local routes, which can be further categorized as backbone routes or feeder routes,
- commuter routes, and
- micro-transit.

Peer transit agencies use a variety of approaches to structure and overlay these different types of services to deliver attractive, cost-effective transit in their communities. Many of these strategies may also prove effective in Mt. Crested Butte.

### Local Routes

The bus systems in Winter Park, Jackson Hole, and Breckenridge illustrate the range of ways transit agencies can tailor the structure, frequency, span, and seasonality of service to accommodate different levels of demand throughout the day and throughout the year.

### Backbone Routes

Backbone routes—such as Mountain Express' Town Shuttle—serve as the spine of the system by providing service between primary destinations in and around town, including park and ride lots, ski areas, schools, and transit centers. Backbone routes typically provide the greatest frequency and span of service in their network, offering riders a convenient service that arrives more often and operates for a longer window of time than other routes. With the combination of key destinations and high levels of service, backbone routes often attract the greatest ridership and outperform the system as a whole in terms of riders per hour or per mile.

Breckenridge's Yellow Route, Winter Park's Black Line, and Jackson Hole's Teton Village and Town Shuttle routes all serve as the backbones of their respective networks, resembling and providing useful points of comparison for Mountain Express' Town Shuttle.

START System Map

Like the Town Shuttle between Crested Butte and Mt. Crested Butte, the Yellow Route in Breckenridge and the Town Shuttle in Jackson Hole operate at a consistent frequency throughout the day. Breckenridge' Yellow Route arrives every 15 minutes from 6:15 am to 11:15 pm, while Jackson Hole's Town Shuttle arrives every 20 minutes from 6 am to 11 pm. Like Mountain Express, Breckenridge also runs unscheduled trips to bolster capacity on the Yellow Route and other services on its busiest days.

Transit agencies can also tailor bus schedules to provide higher levels of service at the times of day when people ride most and less service when demand subsides. Both Jackson Hole and Winter Park adopt this approach on their backbone routes.

The Lift System Map

Jackson Hole links the mountain resort at Teton Village and the Town of Jackson with two related services—the Teton Village Local and the Teton Village Express. Throughout most of the day, the agency runs a total of three to four trips per hour in each direction on these routes, with the local service arriving every 45 minutes and express trips starting every half hour. However, the frequency of Teton Village services increases during key hours in the morning when the ski resort opens and again in the late afternoon when the resort closes. This increases capacity at the busiest times of day, offering riders a more attractive service with shorter wait times and less crowded buses.

Reducing frequency at times of day when fewer people ride, such as early mornings or nights, allows transit agencies to extend the *span* of service to cover a greater range of trips with the same operating resources. Winter Park, for example, offers trips every 30 minutes on its backbone Black Line from 7:30 am until midnight, and switches to hourly service for the last three trips of the day, which depart just after midnight, 1 am, and 2 am. This service ensures that workers and patrons of late-night businesses have a safe ride home after those businesses close. Likewise, Jackson Hole begins its Teton Village service on the less frequent local route at 5:15 am, but does not start the more frequent express route until 6am. Though less frequent and less direct, the early-morning local service provides a transportation option for ski resort employees who must arrive well before lifts open without straining the agency's operating resources.

Identifying the types of trips that people want to make via transit can help ensure that the service matches those needs. As Mt. Crested Butte grows and evolves, consulting businesses to understand their schedules and their employees' transportation needs can help determine the ideal frequency and span of service on the Town Shuttle and other routes.

## Feeder Routes

Feeder routes link frequent, high-capacity backbone routes to areas of town where destinations are less concentrated or harder to serve, including places that require smaller vehicles to reach. Often, feeder routes travel along the same alignment as a backbone route for a segment of the route, providing overlaid service and improving frequency at shared stops. Most transit agencies operate feeder routes at lower frequencies and shorter spans, providing coverage across the community but focusing resources on higher-ridership backbone routes.

In Winter Park, seven of the eight feeder routes share at least two stops with the backbone Black Line, improving frequency and capacity between key sets of destinations. While the Black Line offers half-hourly service and a 19-hour span, the feeder routes offer hourly service for just ten hours of the day.

Jackson Hole operates one feeder route—the Teton Village South. Although backbone routes offer more frequent service at all destinations along the alignment, the route provides a one-seat ride between key destinations that would otherwise require a transfer. The route has infrequent service and a short span; buses arrive every 90 minutes from 7 am to 5:30 pm.

In Breckenridge, six of the seven feeder routes

coincide with the backbone Yellow Route for a portion of the route. Four of these overlay routes serve stops along the Yellow Route as well as destinations not served by other routes, while the other two provide express service between the transit center and an outlying parking lot served by the Yellow Route. Some feeder routes offer frequent, 15-minute service (comparable to the Yellow Route) during the busiest parts of the day, but have shorter spans or less frequent service in the evenings. Others operate at consistent 20-, 30-, or 40-minute frequencies. Together, the feeder routes and the backbone route provide extremely frequent and high-capacity service between the destinations with the greatest demand.

## Seasonality

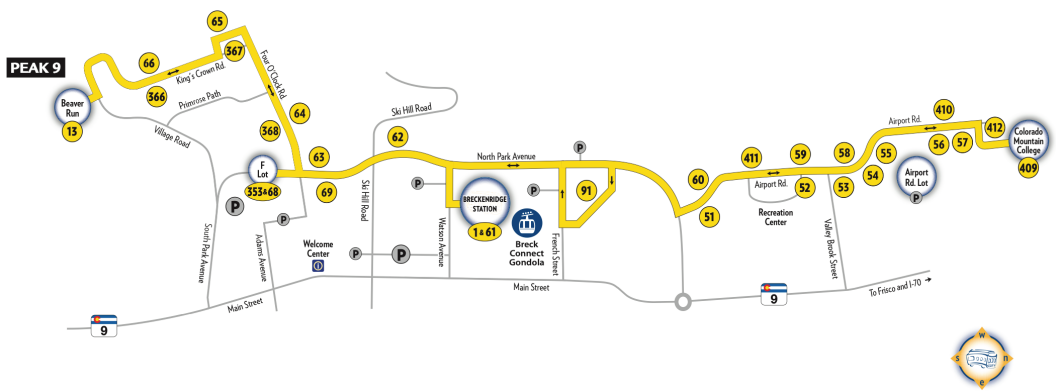
In ski-oriented mountain towns, demand for transit is highest in the winter season and lowest in the spring and fall, raising the question of how to best allocate resources across the seasons. Winter Park, Jackson Hole, and Breckenridge all provide some form of service during most of the year and reduce service outside of the peak winter season. However, the agencies' exact approaches to scaling service up and down to match seasonal demand vary considerably.

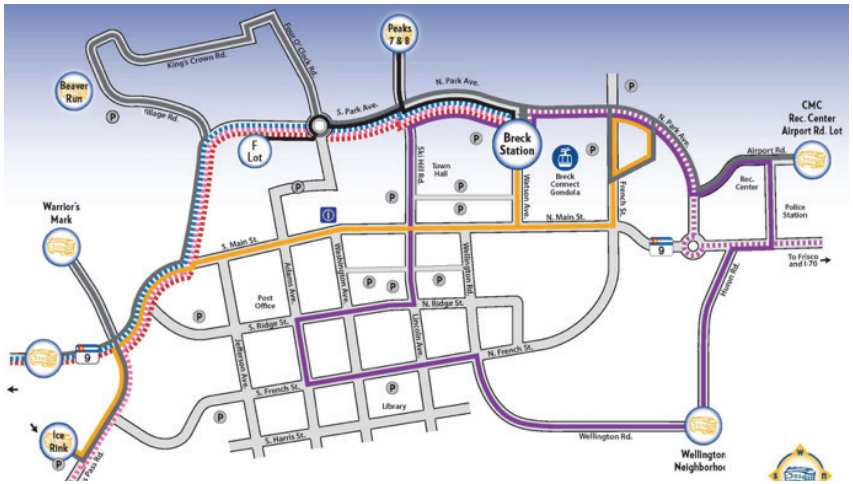
The Winter Park, Jackson Hole, and Breckenridge systems operate two schedules throughout the year: winter and summer. In summer, Winter Park suspends service on all its local feeder routes, paring down its fixed-route bus network to the backbone Black Line, which offers the same frequency and span of service as in winter, and a regional commuter route. Winter Park supplements the Black Line with on-demand micro-transit service to provide access to destinations no longer covered by the suspended winter feeder routes.

Jackson Hole, meanwhile, runs two of its four local routes and both of its commuter routes year-round. The agency shortens the span of service in summer and reduces the effective frequency between key destinations by discontinuing two routes, but maintains fixed-route summer service to all destinations served in winter.

In summer, Breckenridge pares down their system from eight routes to four routes, and extends the backbone Yellow Route to create the Gray Route. While the Gray Route covers several of the stops on the suspended winter feeder routes, other stops lose coverage entirely in the summer. Breckenridge maintains the same frequencies on its year-round feeder routes, as well as the same span of service system-wide, but operates the Gray Route and lower frequencies than the Yellow Route to conserve resources.

These systems demonstrate the range of tools that mountain town transit providers have at their disposal to make transit an attractive, dependable transportation option as demand fluctuates and morphs throughout the year.




Top: Breck Free Ride Yellow Route (Winter Service)
Right: Breck Free Ride Summer System Map

## Commuter Routes

The Jackson Hole, Winter Park, and Breckenridge systems include regional commuter routes similar to the RTA service between Gunnison and Mt. Crested Butte. Jackson Hole runs two commuter routes only during peak commute times, but has identified increasing their commuter service to run all day in their long-term plan.

In Winter Park, The Lift runs one commuter route, the Granby Regional Commuter, which offers five trips in each direction per day throughout the year. Local routes also link to Bustang and Amtrak services that offer true regional connectivity to Denver as well as other mountain towns.

In Breckenridge, Summit Stage operates county-wide services that connect Breckenridge to multiple nearby towns and destinations. Summit Stage routes typically provide hourly service all day during the winter season, and limited peak-in summer. Within the Town of Breckenridge itself, the longer Summit Stage routes provide overlay service with the local routes between key destinations.

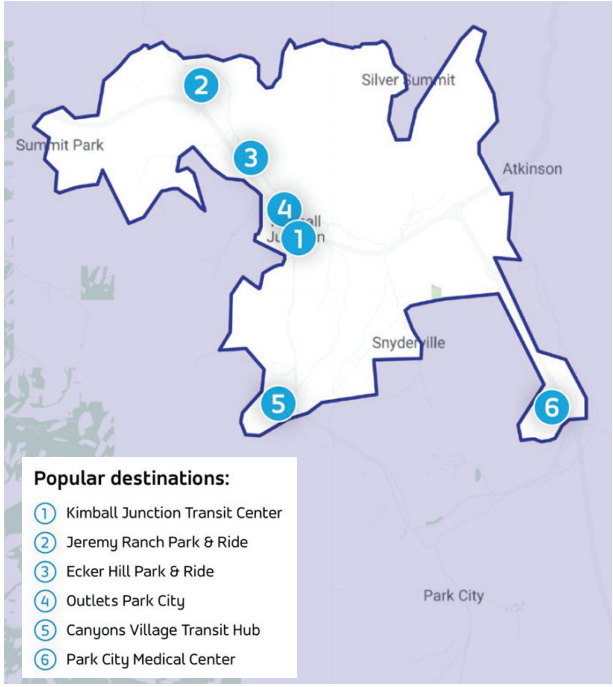
## Micro-Transit

Micro-transit is an on-demand service that fills gaps in coverage at certain times of day, during off-peak seasons, and/or in areas that are challenging or inefficient to serve with frequent fixed-route transit. Winter Park uses micro-transit seasonally, as a way to offer coverage in the summer without running its eight feeder routes.

Jackson Hole, meanwhile, offers on-demand micro-transit within a portion of their service area throughout the year. As shown in their system map, the START on-demand zone covers trips within the Town of Jackson, but stops short of providing on-demand service to the resort. Delineating and communicating the zone in which people can request rides are important steps in implementing a micro-transit service that is both cost-effective and easy for prospective riders to understand.

When implementing micro-transit, the platform that people use to request rides can dramatically influence their overall experience and decisions to use the service. High Valley Transit in Park City partners with the ride-hailing and mobility provider VIA Van to offer a more streamlined user experience without having to manage an app in house. While High Valley Transit was not analyzed as an overall peer, this particular service is considered a best practice and could be applicable to Mt. Crested Butte.

Below is the Micro transit map and context provided on High Valley Transit's website. High Valley Transit operates in Summit County, Utah.




### Introducing Micro, powered by High Valley Transit

High Valley Transit is excited to introduce Micro – the most efficient way to get around Jeremy Ranch and the Silver Springs area. You can book rides right from the app and get picked up at a convenient nearby corner in one of our custom branded minivans. **Want to check whether an address is in our Micro zone?**
https://highvalleytransit.org/micro

# Transit Centers

Transit centers serve as a hub for transit activity and provide convenient connections between routes for riders. Transit centers are typically located at key destinations and can provide amenities for riders, such as shelters, vehicle and bike parking, restrooms, lockers, and connections to trails. All peer agencies operate a transit center at their respective mountain base area similar to Mt. Crested Butte.

The Breck Station transit center operates as the hub of the network and is located in Downtown Breckenridge at the Gondola. The Gondola provides direct access to the base areas for Peaks 7 and 8. There is an adjacent parking lot with both surface and structured parking that also has public restrooms. The transit center itself includes restrooms, town information, and real-time bus arrival information. There is also space for resort shuttles to park for pick up and drop off. Each route that operates in the system, including Summit Stage routes, stops at the transit center providing a high-level of system connectivity.

Operating multiple transit centers can offer operational flexibility as well as convenient transfers between services. The Lift has multiple transit centers that connect the network: at the Winter Park Resort, Cooper Creek Square in Winter Park, and at the Safeway grocery store and Fraser Valley Center in nearby Fraser. The Cooper Creek Transit Center provides parking and has many amenities, including: a kiosk to purchase Winter Park Resort lift tickets, Greyhound bus tickets, and Amtrak tickets, public restrooms, a bike washing station, coffee kiosk, and more. Each route stops at the Cooper Creek Transit Center as well as at the Winter Park Resort base area.

For each of the peer agencies, transit centers are located in areas with high demand, access to transit has been prioritized, and transit can operate reliably. Working with property owners and stakeholders in Crested Butte and Mt. Crested Butte to identify long-term transit center needs will be an important part of future transit planning efforts.

# Park & Rides

Park & Ride are focused on encouraging people to park farther away from their destination and using transit for their trip needs. This helps reduce parking demand at busy destinations. Park & Rides may be serviced by local routes and/or express routes that provide more direct service to destinations.

Jackson Hole operates the Village Road Transit Center as a Park & Ride lot approximately 6.5 miles south of the Jackson Hole Mountain Resort and Teton Village. The lot includes bike parking, a shared-use path connection, and public restrooms to enhance riders' experience. Its location makes it convenient for people to take transit to the resort area. There are three routes that serve the location, two of which provide local service and one that is an express with no stops between the Village Road Transit Center and Teton Village. This provides a high level of service that is also reliable and encourages transit use.

Top: Village Road Transit Center - Shelter with restrooms, bike parking, and vehicle parking
Bottom Left: Cooper Creek Transit Center in Winter Park; Bottom Right: Breck Station Transit Center in Breckenridge

Breckenridge operates multiple lots as Park & Rides to encourage people to park before they get into town and use transit for any trips during the day. Some of the lots have structured parking and some are dirt lots that primarily operate as overflow parking during the winter peak. Breckenridge operates both local and express service between some Park & Ride lots and Breck Station during the winter peak, reducing travel time for people and encouraging transit use instead of parking in town.

During days with heavy traffic, treatments to improve the speed and reliability of transit can make buses a more attractive means of accessing key destinations. For example, High Valley Transit utilizes shoulder space as bus lanes where available, increasing the competitiveness of using Park & Ride service rather than driving. Summit Stage and Breckenridge may also operate this way in times of heavy traffic.

A Park & Ride location that captures people at the southern end of town may help alleviate congestion around Mountaineer Square and reduce parking demand in that area. Additionally, a Park & Ride lot may also be useful in Mt. Crested Butte in the summer season when trailheads can become congested due to demand from people hiking and mountain biking.

# Fleet

Low floor buses are standard among all other peer agencies for most routes. Low floor buses are safer, easier, and faster to board for all users, but especially those with walking impairments, in wheel chairs, and even riders boarding in ski boots. This can lead to operational savings by reducing dwell time at stops.

Many peer agencies equip their buses with bike racks holding up to three bikes on front, and other gear can more easily accommodate luggage and ski equipment. Low-floor buses allow for more flexibility in the interior design of the bus to accommodate additional bikes, wheelchairs, or other needs that are important for the intended riders.

Breckenridge contracts with an external transit operator to provide shuttle service in a neighborhood that cannot accommodate a standard-size bus. This highlights the need to have fleet and service that meet the needs of the riders as well as the operating conditions in mountainous terrain.

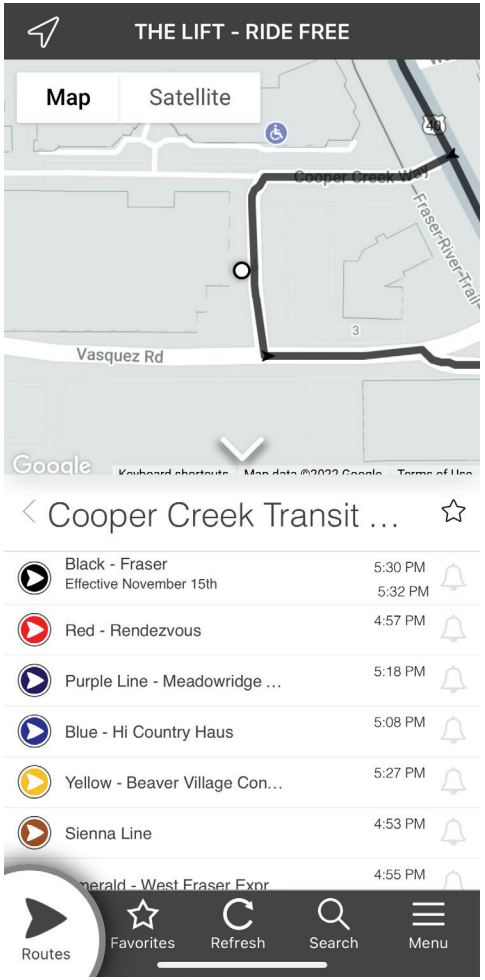
Hybrid, CNG, or electric buses are also common among peer transit agencies. Many mountain towns have sustainability goals and view their transit service as a piece of meeting those goals in two ways. One way is the fuel source and emissions of the fleet itself, and the other is that by increasing ridership on transit, vehicle miles traveled can be reduced.

Bus from The Lift fleet

Electric Bus as part of the Breck Free Ride fleet

# Public Information

Other agencies have prioritized easy-to-find information online for riders through online maps as well as mobile apps. Both Breckenridge and Winter Park have their own apps available for download that show not only the bus routes and schedule information, but real-time bus locations and arrival times. This information helps people who are unfamiliar with the system feel confident about riding transit and understanding when and where their bus will be.




Screenshot of The Lift app showing real time bus arrival information at the Cooper Creek Transit Center

RTA currently uses the Transit app and is integrated with google maps. The Transit app is used by agencies across the country and could be an easy way to provide up-to-date information about bus routes and arrival times without the cost or maintenance of developing an individual app. It is important to note that these apps are only useful if the data maintained and is enhanced greatly by real time information.

Outside of apps and websites, information at bus stops is very useful to inform people about the transit system and encourage them to ride the bus. Bus stops should have information about where the route goes, other routes and destinations that it connects to, and the frequency at a minimum. Where possible, a system map can further add legibility to the system information at a stop and encourage ridership. Additionally, qr codes or web links that take people to the transit agency's website or an easy-to-read system map are also best practices that could be easily deployed in Mt. Crested Butte.

# Funding

While funding is not a key component of this analysis, it is still an important consideration to understand when evaluating peer agencies. Funding impacts the amount of capital and operational dollars available to the agency. Some transit agencies, like Mountain Express, are funded primarily through local funding while others other public funding, and some include revenue streams from collecting fares.

START in Jackson Hole's operations funding is through a mixture of local dollars, federal funding, and fare revenues. It is the only peer agency examined that charges fares (bus fare applies outside the free ride zone).

Breckenridge primarily funds the Breck Free Ride through local funding for operations, with a small amount of federal and state funds. Capital funding for buses and facilities, however is primarily provided from federal sources with local funds providing a match to federal resources.

Winter park primarily funds its transit service through local funding with a small amount of federal funds as well as what is categorized as "other funds," which may refer to private funding or partnerships. For capital funding sources, Winter Park has received a significant amount of state funding that it matched with local dollars. Capital funding fluctuates year-to-year more than operational funding. The use of federal and state funds by Breckenridge and Winter Park indicate they leveraged grants to increase their rolling stock, replace buses, or improve bus facilities.

Overall, the budgets of Jackson Hole and Breckenridge transit systems are approximately double the budget of Mountain Express and Winter Park, however, the increased funding does not equate to significant differences in ridership. Given differences in population size and the amounts of service provided, Mountain Express has high ridership and is using its resources well.

# Case for Action

The information here presents key findings and lessons that can help shape discussions around transit system goals, needs, and future planning efforts. The Case for Action should be viewed as a starting point to work toward creating consensus around the opportunities and reasons for decisions and potential changes from the existing system.

## 1. Seasonal changes represent an opportunity to increase ridership.

Like many transit providers in mountain resort towns, Mountain Express provides the greatest level of service in the winter season, operating five routes from late November through the end of March. In the spring and fall, the Town Shuttle and the regional RTA route are the only fixed-route transit services available in Crested Butte and Mt. Crested Butte. In the summer, the Summer Condo service supplements the Town Shuttle and RTA route. There is opportunity to increase consistency in the system between seasons and grow ridership in the off-peak, summer season.

Buses at Mountaineer Square Transit Center

## 2. Frequency and span of service are key to future considerations.

Mountain Express offers a long span of service, starting Town Shuttle trips just after 7AM and concluding just after midnight in winter. The agency provides at least 14 hours of service on local winter routes and 16 to 17 hours of service on the Town Shuttle throughout the year. The agency operates consistent levels of scheduled service throughout the day, with frequent 15-minute service on the Town Shuttle and the Three Seasons/Chateaux Condo Loop in winter and 20–60 minute headways on other routes and during other seasons.

One of the strengths of this approach is its simplicity: prospective riders feel confident that no matter the time of day, the Town Shuttle will arrive within 15 minutes. However, this approach can result in providing more service than warranted by demand at slower times of day, such as the late evening. Schedules tailored to observed fluctuations in customer demand, which might reduce the number of trips in the evening, help direct limited operating resources toward the times of day when people ride most.

## 3. Mountain Express is following best practices for capacity at times of peak demand.

On the busiest days, Mountain Express provides additional unscheduled trips to accommodate demand. For example, the Town Shuttle typically uses two 38-foot buses, but on peak days up to eight buses will operate the service. In the busiest conditions, buses travel in pairs, arriving every 7–8 minutes. On busy winter days, Mountain Express will also dedicate an additional 26-foot bus to increase capacity and frequency on the local Mt. Crested Butte routes.

Providing additional unscheduled trips on an as-needed basis is an excellent strategy for addressing peak demand in a cost-effective manner. Doing so ensures transit remains a convenient, attractive option on the days when the Town's transportation network is most strained and overwhelmed, without increasing operating costs at less busy times when the standard service levels suffice. Breckenridge Free Ride also uses this strategy on its busiest days, and it is considered best practice for transit systems in mountain resort towns.

## 4. Route structure can have big impacts on efficient operations.

In the winter season, Mountain Express operates four short local routes in Mt. Crested Butte, in addition to the Town Shuttle to and from Crested Butte. This stands in contrast to systems like Jackson Hole START and Winter Park The Lift, which opt for longer routes serving more destinations. In the summer, Mountain Express shifts toward this second approach, maintaining much of its winter coverage with just two consolidated routes.

Each approach to local service has advantages and disadvantages. Given the structure of the Mt. Crested Butte roadway network, with virtually all local streets branching off of Gothic Road, separating local bus service into multiple short routes provides passengers with faster and more direct service to and from Mountaineer Square. For example, the winter Snodgrass route proceeds directly from Mountaineer Square to the trailhead via Gothic Road, without detouring to serve the Columbine Condos stop on Whetstone Road.

However, spreading operating resources across several short routes results in longer headways—and longer wait times for passengers—at stops served by only one route. Each additional route also increases the complexity of the system, requiring anyone interested in riding transit to absorb more information before they can feel confident that a given bus will take them to their final destination. Setting clear transit goals and needs for the system can help identify if a different route structure could benefit the town and increase ridership.

## 5. Route operations can be optimized for future service.

In the winter, Mountain Express serves multiple local routes with a single vehicle; individual buses alternate between trips on two or three routes throughout the day. Sharing vehicles across multiple routes helps buses cycle efficiently, but it can hamper on-time performance and reliability. For example, each Three Seasons/Chateaux bus alternates between trips on one or two other routes, so any delays on the Crystal/Castle, Columbine, or Snodgrass routes can impact the arrival times and headways on the Three Seasons/Chateaux service. Operational impacts and impacts should be evaluated with route structure to find ways to optimize operations, which can benefit riders and drivers.

## 6. The current fleet is a constraint for improving service and routes.

The current fleet will be one of the main constraints limiting any potential route restructuring, and in certain respects limits the efficacy and comfort of the system today. The school buses' high floors can make boarding and alighting a challenging and lengthy process, particularly with ski gear. The school buses also preclude passengers from carrying bicycles directly onto vehicles during the summer. Other agencies with lower-floor buses have configured vehicles to accommodate bike boarding at certain doors and bike storage inside the bus—a strategy which might help Mountain Express grow summer ridership and reduce demand for parking at trailheads. A fleet plan should be a key component of future transit planning and may also factor into the Town's sustainability goals.

## 7. Public information can be enhanced to help drive ridership.

Increasing ridership is as much dependent on the service and routes as it is on the riders having information that encourages them to ride transit. Information must be easy to find and understand. As many of Mountain Express riders are visitors, there is less time for people to learn the system. Online and mobile-friendly information is important to develop along with any future changes in the system. New Town signage is also an early opportunity to improve transit information.

Employing data in GTFS will enable Mountain Express to leverage existing apps to show route, schedule, and even real time bus information. Leveraging technology can also be a great way to inform riders about delays, special events, opportunities for public feedback, and more. As Mountain Express moves forward with future transit planning, expanded public information is a key component that can help drive ridership.

Current bus stop signage

MtCB
Mt. Crested Butte, CO

# Gothic Road Capacity Analysis Memo

Prepared for the Town of Mt. Crested Butte by tei Planning + Design

June 2022

# Capacity Analysis Methodology

## Introduction

This study of Gothic Road in the Town of Mt. Crested Butte (Mt.CB) is intended to provide a basis for future planning work and inform the Town's Master Plan. This memo describes the methodology for the traffic analysis of Gothic Road, which serves as the only access into Mt.CB and the primary access corridor through town.

This study found a capacity estimate for the total vehicles per day expected from the allowed development laid out in the Town Center Planned Unit Development (PUD), current zoning plan, and additional information provided from the Master Plan process. TEI assumed no improvements to the existing corridor and transit service and kept the corridor as a 2-lane roadway not including turn lanes.

### *Study Area and Existing Conditions*

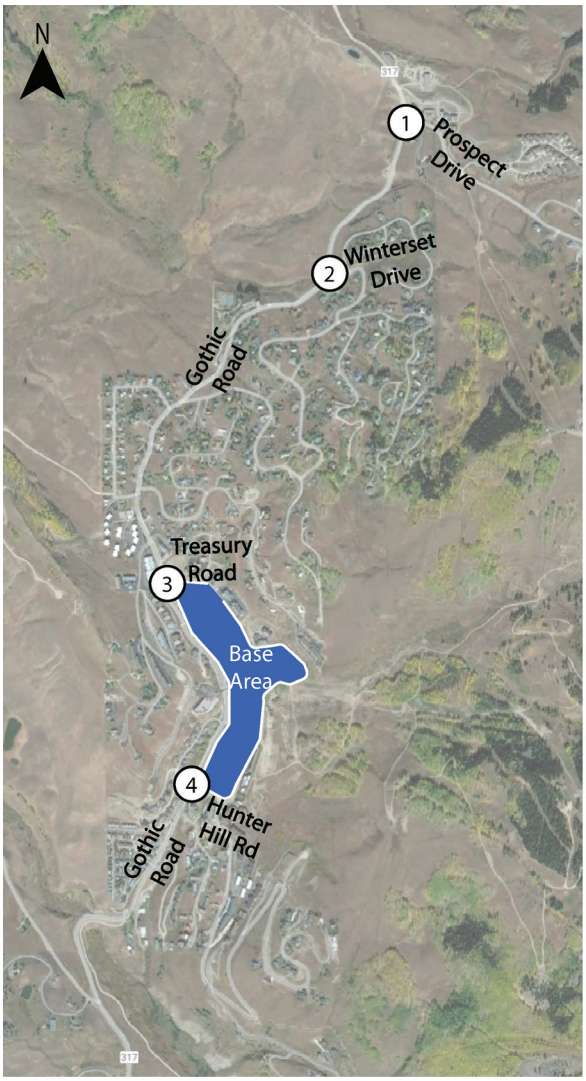
The core study area is located in the Town of Mt. Crested Butte along Gothic Road from Hunter Hill Road to Prospect Drive. While the study encompasses the northern section of the Town, the focus was primarily on the Town's Commercial Core which is the area of town servicing tourists with lodging, restaurants, retail and skier services. This area is located along Gothic Road from Hunter Hill Road to Treasury Road.

Within Town, Gothic Road is a two-lane roadway with curb and gutter sections in the central part of town. The speed limit is 30 mph to Snowmass Road then drops to 25 mph to Snodgrass Trailhead. A 10-foot wide Recreation Path (Rec Path), runs along Gothic Road from the southern border of the Town to Snodgrass Trailhead.

As there are no fully controlled interesections within Mt.CB, the study analyzed key, unsignalized intersections along Gothic Road identified below.

1. Gothic Road at Prospect Drive
2. Gothic Road at Winterset Drive
3. Gothic Road at Treasury Road
4. Gothic Road at Hunter Hill Road

A map of the site with the lane assignments for the study intersections is shown, in Figure 1.



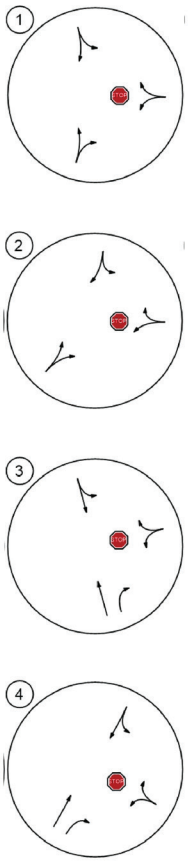




Figure 1. Intersection Analysis Locations

## Potential Development

Mt.CB's Master Plan process provided future development assumptions that was paired with Town Center PUD and the current Town zoning plan to dictate the assumptions for land planning and proposed uses for the Town, including the Commercial Core. Figure 2 shows all potential development locations for the Commercial Core. These development sites were used to identify potential growth in traffic based on trip generation assumptions for each land use type as indicated in the PUD.

Figure 2. Potential Development

## Traffic Counts

Turning movement counts (TMCs) were collected on Tuesday, December 28, 2021, which is assumed to be the peak of the winter season. These counts were used as baseline volumes for the capacity analysis of applicable intersections during the AM and PM weekday peak hours. Turning movement counts are provided in Appendix A. Turning movement count locations and the date collected are shown in Figure 3.

Counts from recent traffic studies were also used to evaluate the differences in the summer and winter peaks. Counts from the winter and summer peaks were found to be similar and therefore both were used for the capacity analysis as is.

Figure 3. Count Locations and Dates

| Intersection | Date of Data Collection |
|---|---|
| Gothic Road at Treasury Road | Tuesday, December 28, 2021 |
| Gothic Road at Hunter Hill Road | Tuesday, December 28, 2021 |
| Southern end of Town boundary | Tuesday, December 28, 2021 |
| Gothic Road at Winterset Drive | Wednesday, July 7, 2021 |
| Gothic Road at Prospect Drive | Wednesday, July 7, 2021 |

# Gothic Road Capacity Analysis

## Trip Distribution

Trip distribution for vehicles traveling to and from the site were estimated using current vehicular patterns and existing and projected land uses. Trip distribution percentages to/from the surrounding area are shown in Figure 4. Vehicles entering and exiting the site were all routed through Gothic Road.

| Developments | Prospect Drive | Winterset Drive | Treasury Road | Commercial Core Internal Driveways | Hunter Hill Road | South of Town |
|---|---|---|---|---|---|---|
| SV-3/ South Village | 5% | 5% | 0% | 10% | 10% | 70% |
| Mountaineer Square North | 5% | 5% | 0% | 10% | 10% | 70% |
| Master Plan Buildings D and E | 5% | 5% | 0% | 10% | 10% | 70% |
| Axtel/Whetstone | 5% | 5% | 10% | 0% | 0% | 80% |
| Snowmass Lot | 5% | 5% | 10% | 10% | 0% | 70% |
| Rasta Lot | 5% | 5% | 0% | 10% | 10% | 70% |

Figure 4. Trip Distribution by Development

## Project Trip Generation

Trip generation estimates from The Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition were used to estimate the peak hour trip generation for the potential development. The Commercial Core is assumed as completely built-out with the allowable development as a heavy-volume scenario. Trips were generated for each assumed land use on the site, using the average rates for the AM/PM adjacent roadway peak hours. The assumed land uses are summarized in Appendix B. Exact land uses for each development are unknown, therefore a representative group of commercial and retail land uses were given an average rate for the AM and PM peaks. The land uses used are detailed in Appendix B.

The proposed development is expected to provide a variety of land uses from restaurant and retail shorts to bars and ski services spaces. Additionally, hotels and some office space are planned for the future development. Many of these land uses complement each other and the entire Commercial Core is assumed to be walkable. As described in the ITE Trip Generation Handbook, "[b]ecause of the complementary nature of these land uses, some trips are made among the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites) ...an internal capture rate can generally be defined as the percentage of total person trips generated by a side that are made entirely within the site. The trip origin, destination, and travel path are all within the site."

Based on the methodology outlined in the ITE Trip Generation Handbook and the respective Spreadsheet Tool of Estimation of Trip Generation and Internal Trip Capture at a Mixed-use Development, the internal capture rates and subsequent trips were estimated. The internal person trip assumptions are provided in Appendix B.

## Net-New Project Generated Trips

The transit system in the Town is heavily used during the winter and summer months. Transit mode share was calculated using the traffic counts and total transit trips on December 28th. The traffic count data, location of the Commercial Core in the transit network, and assumed future ridership growth based on current trends, it is assumed that the future transit mode share will be 54%. This mode share was applied to the projected trip generation rates in the model. The internal capture trips were removed from the estimated person trips to account for the reduction of overall trips generated by the project. A detailed calculation of trips generated is provided in Appendix B.

## Projected Traffic Volumes

Existing conditions with trip generation and development assumptions were used to identify projected future traffic volumes. Traffic conditions at the site were analyzed in the full Commercial Core Build-out scenario. Capacity analysis provides information regarding traffic operations at an intersection and is expressed in terms of the level-of-service (LOS). The level-of-service indicates the average seconds of delay experienced by a motorist at the stop controlled approaches of an unsignalized intersection. As a frame of reference, intersection levels-of-service range from A to F, with LOS A representing free flow conditions and LOS F representing highly congested conditions. In general, stop controlled approaches at an unsignalized intersection operating at LOS D or better are characterized by acceptable delays. Figures 5 and 6 help to define and visualize LOS.

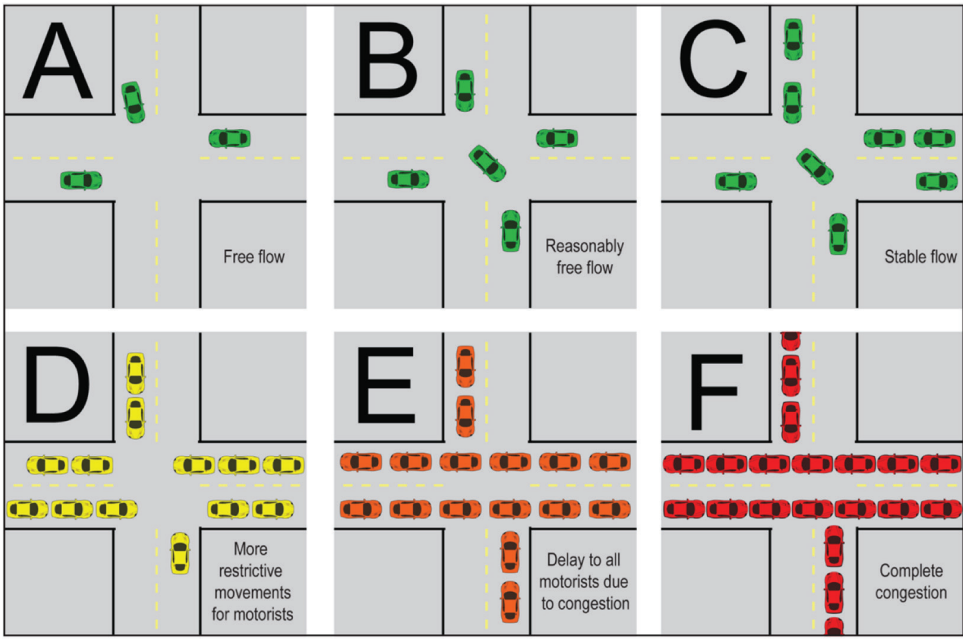
LOS is an important and useful tool in traffic analysis. However, it should be used as a guide to elicit conversation and decision-making. Each community must determine what level of delay is acceptable as there is no universal standard that applies to all communities and situations. Additionally, delay is expressing a level of congestion and for primary access corridors like Gothic Road that provide access to housing, local businesses, and recreation, the existence of a lot of vehicles could be characterized as a positive aspect as it means there are a high number of people in town. When mountain towns like Mt.CB receive an influx of people, it is typically associated with economic activity – more people shopping, dining, paying for parking, going to destinations, etc.

LOS also does not account for the total number of people who are traveling through town, only the number of vehicles. As transit is already a widely used transportation option in Mt.CB, there are a significant number of people traveling into and around town through that mode that are not accounted for in this type of traditional LOS analysis. Therefore, LOS should be viewed as one tool to help the Town evaluate traffic levels to ensure Gothic Road operates at a level that is acceptable to the Town and community over time.

Figure 5. LOS Characteristics Description

| LOS | Characteristics | Total Delay (sec/veh) |
|---|---|---|
| A | Little or no delay | 10 seconds or less |
| B | Short delays | 10 - 15 seconds |
| C | Average delays | 15 - 25 seconds |
| D | Long delays | 25 - 35 seconds |
| E | Very long delays | 35 - 50 seconds |
| F | Extreme delays | greater than 50 seconds |

Figure 6. LOS Characteristics Graphic



## *Existing Capacity Analysis*

Capacity analyses were conducted for existing conditions and proposed conditions of all future potential build out in the Commercial Core using the Highway Capacity Manual, 6th Edition. All intersections currently operate at LOS C or better during the AM and PM peak hours. Delays on the stop controlled approaches of the intersections are expected to be at LOS D or better during the AM and PM peak hours. The peak hours were defined based on the heaviest times of traffic flow from the 24-hour counts. It should be noted that traffic counts for Prospect Drive and Winterset Drive were from the Summer of 2021 and Treasury Road and Hunter Hill Roads had additional traffic counts were from Winter 2021 to ensure adequate data near the Commercial Core was provided given the potential difference in seasonal travel patterns. Peak AM and PM hours are generally from 9:00 -11:00 AM and 3:00 - 5:00 PM, respectively. Traditional peak hours for most cities do not apply to Mt.CB as the observed traffic patterns do not correlate to commute times due to the nature of the town's significant recreational opportunities that drive travel and commerce. It is standard to make adjustments to the peak times used for traffic analysis based on the local context and observations recognizing that there are fluctuations between seasons and for special events (July 4th, concert series, etc.).

As all intersections within Mt.CB are unsignalized, this analysis assumes the through movement traffic on the major roadway is not affected by traffic on the side streets. The LOS is therefore determined for the left turns from the major roadway and all movements from the minor street. The left turns from Gothic Road are considered the most critical movements.

PTV Vistro software was used to evaluate the LOS operations and the LOS designation is based on the Highway Capacity Manual (HCM) delay threshold. The overall intersection LOS results are summarized in Figure 7 for the AM Peak hour existing traffic conditions and Figure 8 for the PM Peak hour existing traffic conditions. Detailed reports are provided in Appendix C. Based on the existing traffic conditions summarized above, all intersections operate at acceptable levels-of-service during the AM and PM peak hours. These results represent one of the busiest days of the year for the Town and therefore are considered a heavy-volume scenario

Figure 7. AM Peak – Existing Conditions

| | Intersection | | Stop-Controlled Approach | | | |
|---|---|---|---|---|---|---|
| Intersections | LOS | Delay (s/veh) | Approach Direction | LOS | Delay (s/veh) | 95th Percentile Queue (ft) |
| Gothic Road at Prospect Drive | A | 1.85 | WB | A | 9.57 | 3.42 |
| Gothic Road at Winterset Drive | A | 1.14 | WB | A | 9.65 | 2.32 |
| Gothic Road at Treasury Road | B | 1.61 | WB | B | 11.24 | 7.51 |
| Gothic Road at Hunter Hill Road | C | 2.86 | WB | C | 16.5 | 33.47 |

Figure 8. PM Peak – Existing Conditions

| | Intersection | | Stop-Controlled Approach | | | |
|---|---|---|---|---|---|---|
| Intersections | LOS | Delay (s/veh) | Approach Direction | LOS | Delay (s/veh) | 95th Percentile Queue (ft) |
| Gothic Road at Prospect Drive | A | 1.98 | WB | A | 9.59 | 4.01 |
| Gothic Road at Winterset Drive | A | 1.57 | WB | A | 9.77 | 3.77 |
| Gothic Road at Treasury Road | B | 1.45 | WB | B | 11.77 | 8.00 |
| Gothic Road at Hunter Hill Road | C | 2.58 | WB | C | 19.76 | 35.44 |

## *Build-Out Capacity Analysis*

TEI modeled the intersection capacity for proposed conditions using the redistributed trips as detailed. Build-out conditions are based on the Proposed Development Assumptions and current Town zoning maximums allowed as identified in Appendix B. This analysis did not include any additional growth assumptions and therefore does not have a defined build-out horizon year. The analysis is designed to address the question of "if all of the identified potential growth in the Commercial Core occurred, what would be the impact on traffic conditions along Gothic Road?"

The overall intersection LOS results are summarized in Figure 9 for the AM Peak hour future traffic conditions and Figure 10 for the PM Peak hour future traffic conditions. Results of the build-out capacity analysis are provided in Appendix C.

Based on the results summarized above, the intersections of Gothic Road at Treasury Road and Gothic Road at Hunter Hill Road are projected to operate at a LOS E and F, respectively, in the PM peak hour, with the stop-controlled approaches experiencing over seven minutes of delay per vehicle. Although this delay is seen as high, it is not unexpected for the busiest day of the year which was modeled as a heavy-volume scenario. It should also be noted that this level of delay is based on the full build-out of the allowed development for the Commercial Core, while also maintaining existing travel patterns. It is not uncommon for regional travel patterns to change over time, which could have impacts on the operations of these intersections. It will also be important to emphasize the use of other access points into and out of the site to help disperse traffic evenly throughout the development.

Figure 9. AM Peak – Base Build-out Conditions

| Intersections | Intersection | | Stop-Controlled Approach | | | |
|---|---|---|---|---|---|---|
| | LOS | Delay (s/veh) | Approach Direction | LOS | Delay (s/veh) | 95th Percentile Queue (ft) |
| Gothic Road at Prospect Drive | B | 3.19 | WB | B | 10.78 | 12.68 |
| Gothic Road at Winterset Drive | B | 2.27 | WB | B | 11.94 | 13.07 |
| Gothic Road at Treasury Road | E | 10.97 | WB | E | 43.8 | 191.42 |
| Gothic Road at Hunter Hill Road | F | 35.61 | WB | F | 222.02 | 388.04 |

Figure 10. PM Peak – Base Build-out Conditions

| Intersections | Intersection | | Stop-Controlled Approach | | | |
|---|---|---|---|---|---|---|
| | LOS | Delay (s/veh) | Approach Direction | LOS | Delay (s/veh) | 95th Percentile Queue (ft) |
| Gothic Road at Prospect Drive | B | 3.1 | WB | B | 10.51 | 11.65 |
| Gothic Road at Winterset Drive | B | 1.51 | WB | B | 11.81 | 9.03 |
| Gothic Road at Treasury Road | F | 34.14 | WB | F | 113.37 | 413.03 |
| Gothic Road at Hunter Hill Road | F | 60.74 | WB | F | 516.39 | 466.93 |

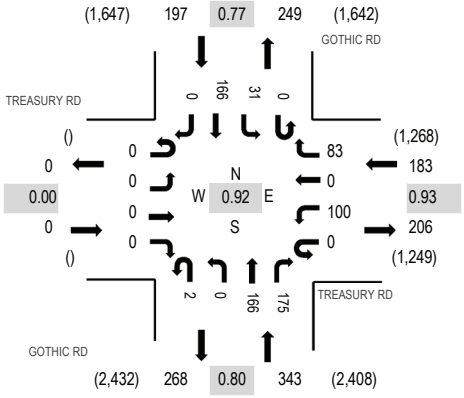
# Appendix A

## Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

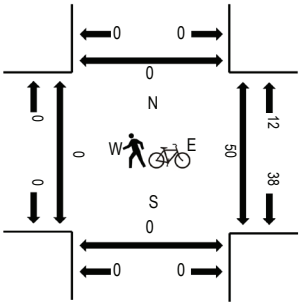
**Location:** 1 GOTHIC RD & TREASURY RD AM
**Date:** Tuesday, December 28, 2021
**Peak Hour:** 10:15 AM - 11:15 AM
**Peak 15-Minutes:** 10:15 AM - 10:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | TREASURY RD Eastbound | | | | TREASURY RD Westbound | | | | GOTHIC RD Northbound | | | | GOTHIC RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 23 | 23 | 0 | 5 | 18 | 0 | 73 | 429 | 0 | 12 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 31 | 20 | 0 | 11 | 20 | 0 | 84 | 461 | 0 | 2 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 26 | 38 | 0 | 6 | 34 | 0 | 117 | 493 | 0 | 9 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 4 | 1 | 0 | 51 | 57 | 0 | 1 | 33 | 0 | 155 | 480 | 1 | 8 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 29 | 42 | 0 | 7 | 21 | 0 | 105 | 423 | 0 | 13 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 29 | 47 | 0 | 5 | 24 | 0 | 116 | 424 | 0 | 6 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 22 | 48 | 0 | 8 | 18 | 0 | 104 | 505 | 0 | 9 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 23 | 45 | 0 | 6 | 21 | 0 | 98 | 596 | 0 | 8 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 21 | 39 | 0 | 3 | 33 | 0 | 106 | 668 | 0 | 7 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 14 | 1 | 0 | 48 | 58 | 0 | 5 | 43 | 0 | 197 | 723 | 0 | 12 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 23 | 1 | 0 | 42 | 55 | 0 | 7 | 43 | 0 | 195 | 701 | 0 | 18 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 29 | 0 | 0 | 37 | 33 | 0 | 5 | 41 | 0 | 170 | 662 | 0 | 12 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 17 | 0 | 0 | 39 | 29 | 0 | 14 | 39 | 0 | 161 | 621 | 0 | 8 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 7 | 0 | 0 | 41 | 23 | 0 | 9 | 62 | 0 | 175 | 585 | 0 | 13 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 16 | 0 | 0 | 33 | 41 | 0 | 6 | 41 | 0 | 156 | 529 | 0 | 3 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 7 | 0 | 0 | 37 | 17 | 0 | 8 | 31 | 0 | 129 | 491 | 2 | 9 | 2 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 7 | 0 | 0 | 36 | 20 | 0 | 4 | 36 | 0 | 125 | 491 | 0 | 16 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 3 | 0 | 0 | 43 | 14 | 0 | 5 | 32 | 0 | 119 | 478 | 0 | 5 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 5 | 0 | 0 | 32 | 24 | 0 | 8 | 31 | 0 | 118 | 459 | 0 | 1 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 5 | 0 | 0 | 32 | 25 | 0 | 5 | 41 | 0 | 129 | 470 | 0 | 11 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 4 | 0 | 0 | 28 | 18 | 0 | 6 | 34 | 0 | 112 | 456 | 0 | 8 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 6 | 0 | 0 | 31 | 19 | 0 | 2 | 29 | 0 | 100 | 463 | 0 | 17 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 3 | 0 | 0 | 31 | 15 | 0 | 5 | 45 | 0 | 129 | 510 | 0 | 10 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 4 | 0 | 0 | 35 | 21 | 0 | 5 | 27 | 0 | 115 | 505 | 0 | 5 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 7 | 0 | 0 | 23 | 16 | 0 | 3 | 38 | 0 | 119 | 531 | 0 | 19 | 0 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 3 | 0 | 0 | 42 | 26 | 0 | 2 | 42 | 0 | 147 | 534 | 0 | 8 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 6 | 0 | 0 | 24 | 19 | 0 | 7 | 29 | 0 | 124 | 528 | 0 | 8 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 5 | 0 | 0 | 42 | 11 | 0 | 8 | 44 | 0 | 141 | 549 | 0 | 12 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 9 | 0 | 0 | 30 | 11 | 0 | 1 | 39 | 0 | 122 | 571 | 0 | 15 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 5 | 0 | 0 | 30 | 26 | 0 | 5 | 39 | 0 | 141 | 603 | 0 | 19 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 6 | 0 | 0 | 40 | 27 | 0 | 5 | 30 | 0 | 145 | 638 | 0 | 9 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 7 | 1 | 0 | 37 | 20 | 0 | 1 | 55 | 0 | 163 | 638 | 0 | 10 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 12 | 0 | 0 | 29 | 19 | 0 | 4 | 45 | 0 | 154 | 611 | 0 | 17 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 52 | 0 | 7 | 0 | 0 | 48 | 10 | 0 | 7 | 51 | 0 | 176 | 585 | 0 | 12 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 3 | 0 | 0 | 32 | 9 | 0 | 6 | 37 | 0 | 145 | 520 | 0 | 24 | 0 | 0 |

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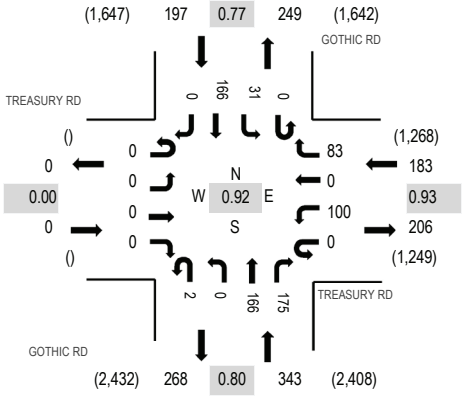
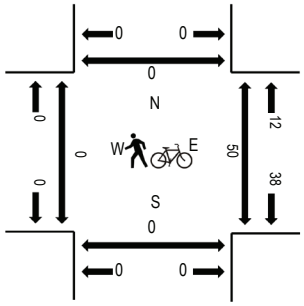
**Location:** 1 GOTHIC RD & TREASURY RD AM
**Date:** Tuesday, December 28, 2021
**Peak Hour:** 10:15 AM - 11:15 AM
**Peak 15-Minutes:** 10:15 AM - 10:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | TREASURY RD Eastbound | | | | TREASURY RD Westbound | | | | GOTHIC RD Northbound | | | | GOTHIC RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 5 | 0 | 0 | 28 | 17 | 0 | 4 | 42 | 0 | 136 | 471 | 0 | 10 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 6 | 0 | 0 | 31 | 19 | 0 | 1 | 45 | 0 | 128 | 409 | 0 | 5 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 10 | 1 | 0 | 33 | 9 | 0 | 2 | 27 | 0 | 111 | 335 | 0 | 4 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 4 | 0 | 0 | 25 | 10 | 0 | 3 | 29 | 0 | 96 | 283 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 23 | 5 | 0 | 3 | 21 | 0 | 74 | | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 22 | 6 | 0 | 1 | 16 | 0 | 54 | | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 27 | 6 | 0 | 0 | 12 | 0 | 59 | | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 3 | 989 | 0 | 276 | 5 | 0 | 1,366 | 1,037 | 0 | 209 | 1,438 | 0 | 5,323 | | 3 | 394 | 2 | 6 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 83 | 2 | 0 | 166 | 175 | 0 | 31 | 166 | 0 | 723 | | 0 | 50 | 0 | 0 |

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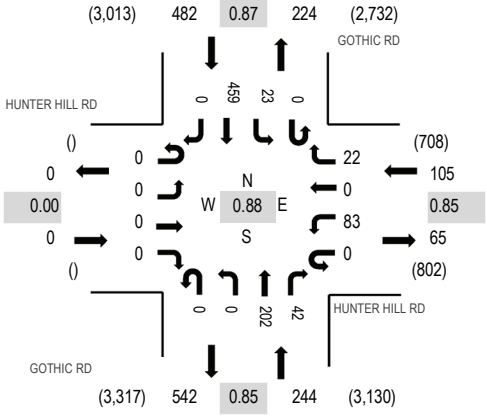
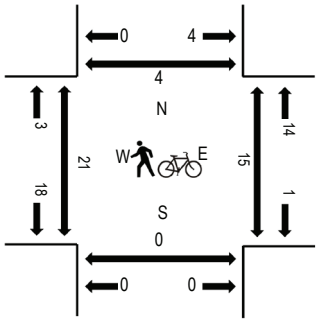
**Location:** 2 GOTHIC RD & HUNTER HILL RD AM
**Date:** Tuesday, December 28, 2021
**Peak Hour:** 03:45 PM - 04:45 PM
**Peak 15-Minutes:** 04:15 PM - 04:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | HUNTER HILL RD Eastbound | | | | HUNTER HILL RD Westbound | | | | GOTHIC RD Northbound | | | | GOTHIC RD Southbound | | | | Total | Rolling Hour | Pedestrian Cro | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | Sou |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 49 | 25 | 0 | 0 | 24 | 0 | 104 | 596 | 2 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 61 | 33 | 0 | 1 | 21 | 0 | 119 | 693 | 1 | 1 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 84 | 32 | 1 | 3 | 44 | 0 | 170 | 706 | 4 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 99 | 43 | 0 | 3 | 48 | 0 | 203 | 701 | 2 | 2 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 108 | 24 | 0 | 4 | 45 | 0 | 201 | 608 | 0 | 2 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 65 | 21 | 0 | 3 | 33 | 0 | 132 | 539 | 0 | 0 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 79 | 25 | 0 | 5 | 38 | 0 | 165 | 601 | 1 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 0 | 0 | 41 | 21 | 0 | 3 | 29 | 0 | 110 | 628 | 2 | 1 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 66 | 16 | 0 | 3 | 38 | 0 | 132 | 691 | 1 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 89 | 24 | 0 | 7 | 67 | 0 | 194 | 736 | 2 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 9 | 0 | 0 | 67 | 9 | 0 | 7 | 73 | 0 | 192 | 698 | 2 | 2 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 0 | 0 | 66 | 15 | 0 | 6 | 67 | 0 | 173 | 688 | 0 | 4 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 9 | 0 | 0 | 58 | 20 | 0 | 8 | 69 | 0 | 177 | 676 | 2 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 3 | 0 | 0 | 61 | 11 | 0 | 8 | 61 | 0 | 156 | 634 | 4 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 10 | 0 | 0 | 68 | 11 | 0 | 6 | 76 | 0 | 182 | 631 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 0 | 47 | 14 | 0 | 8 | 77 | 0 | 161 | 588 | 4 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 3 | 0 | 0 | 46 | 9 | 1 | 5 | 54 | 0 | 135 | 593 | 0 | 2 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 55 | 11 | 0 | 10 | 67 | 0 | 153 | 618 | 2 | 4 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 5 | 0 | 0 | 57 | 7 | 0 | 5 | 54 | 0 | 139 | 611 | 3 | 7 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 72 | 17 | 0 | 3 | 61 | 0 | 166 | 639 | 7 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 6 | 0 | 0 | 49 | 12 | 0 | 4 | 78 | 0 | 160 | 623 | 1 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 2 | 0 | 0 | 49 | 8 | 0 | 5 | 64 | 0 | 146 | 611 | 2 | 1 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 0 | 0 | 62 | 17 | 0 | 3 | 69 | 0 | 167 | 666 | 2 | 1 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 47 | 8 | 0 | 8 | 76 | 0 | 150 | 644 | 0 | 0 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 0 | 50 | 8 | 0 | 7 | 69 | 0 | 148 | 672 | 2 | 0 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 8 | 0 | 0 | 76 | 16 | 0 | 5 | 81 | 0 | 201 | 704 | 3 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 56 | 8 | 0 | 3 | 70 | 0 | 145 | 681 | 1 | 0 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 8 | 0 | 0 | 65 | 11 | 0 | 5 | 76 | 0 | 178 | 700 | 7 | 0 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 0 | 0 | 64 | 3 | 0 | 3 | 92 | 0 | 180 | 726 | 8 | 1 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 80 | 5 | 0 | 3 | 76 | 0 | 178 | 729 | 0 | 0 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 59 | 7 | 0 | 4 | 80 | 0 | 164 | 786 | 7 | 1 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 7 | 0 | 0 | 50 | 12 | 0 | 9 | 105 | 0 | 204 | 831 | 5 | 0 | |

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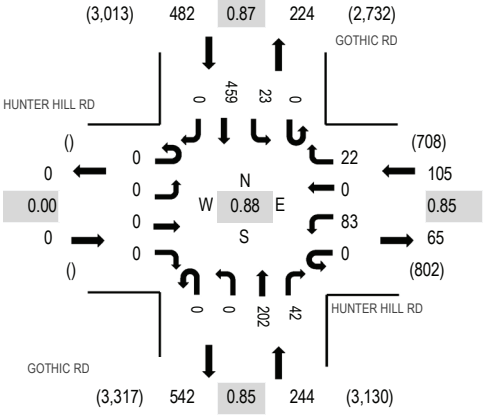
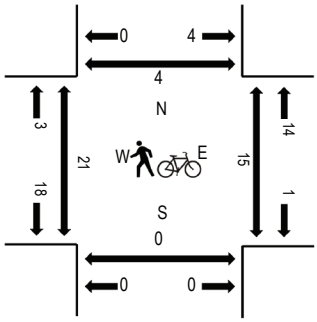
**Location:** 2 GOTHIC RD & HUNTER HILL RD AM
**Date:** Tuesday, December 28, 2021
**Peak Hour:** 03:45 PM - 04:45 PM
**Peak 15-Minutes:** 04:15 PM - 04:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | HUNTER HILL RD Eastbound | | | | HUNTER HILL RD Westbound | | | | GOTHIC RD Northbound | | | | GOTHIC RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 0 | 0 | 50 | 10 | 0 | 2 | 102 | 0 | 183 | 827 | 0 | 2 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 4 | 0 | 0 | 68 | 14 | 0 | 5 | 120 | 0 | 235 | 816 | 12 | 4 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 6 | 0 | 0 | 34 | 6 | 0 | 7 | 132 | 0 | 209 | 778 | 4 | 9 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 4 | 0 | 0 | 60 | 6 | 0 | 5 | 97 | 0 | 200 | 726 | 4 | 1 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 1 | 0 | 61 | 15 | 0 | 3 | 73 | 0 | 172 | 649 | 9 | 10 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 3 | 0 | 0 | 45 | 16 | 0 | 3 | 108 | 0 | 197 | 578 | 6 | 1 | 2 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 4 | 0 | 0 | 44 | 14 | 0 | 4 | 77 | 0 | 157 | 470 | 1 | 0 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 42 | 10 | 0 | 4 | 51 | 0 | 123 | | 0 | 4 | 2 | 5 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 35 | 6 | 0 | 1 | 45 | 0 | 101 | | 1 | 1 | 0 | 2 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 35 | 9 | 0 | 1 | 32 | 0 | 89 | | 1 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 1 | 496 | 0 | 211 | 2 | 0 | 2,519 | 609 | 2 | 192 | 2,819 | 0 | 6,851 | | 115 | 61 | 16 | 52 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 22 | 0 | 0 | 202 | 42 | 0 | 23 | 459 | 0 | 831 | | 21 | 15 | 0 | 4 |

# All Traffic Data Services

www.alltrafficdata.net



Date Start: 28-Dec-21
Site Code: 3
Station ID: 3
GOTHIC RD S.O. FOXTROT TRAIL

| Start Time | 28-Dec-21 Tue | NB | SB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 6 | 10 | | | | | | | 16 |
| 01:00 | | 12 | 2 | | | | | | | 14 |
| 02:00 | | 3 | 4 | | | | | | | 7 |
| 03:00 | | 4 | 2 | | | | | | | 6 |
| 04:00 | | 21 | 2 | | | | | | | 23 |
| 05:00 | | 38 | 13 | | | | | | | 51 |
| 06:00 | | 51 | 22 | | | | | | | 73 |
| 07:00 | | 152 | 67 | | | | | | | 219 |
| 08:00 | | **421** | 155 | | | | | | | 576 |
| 09:00 | | 419 | 198 | | | | | | | 617 |
| 10:00 | | 312 | 292 | | | | | | | 604 |
| 11:00 | | 292 | **332** | | | | | | | **624** |
| 12:00 PM | | 288 | 295 | | | | | | | 583 |
| 01:00 | | 250 | 327 | | | | | | | 577 |
| 02:00 | | **292** | 342 | | | | | | | 634 |
| 03:00 | | 284 | 414 | | | | | | | 698 |
| 04:00 | | 264 | **550** | | | | | | | **814** |
| 05:00 | | 214 | 394 | | | | | | | 608 |
| 06:00 | | 172 | 182 | | | | | | | 354 |
| 07:00 | | 149 | 86 | | | | | | | 235 |
| 08:00 | | 115 | 51 | | | | | | | 166 |
| 09:00 | | 92 | 40 | | | | | | | 132 |
| 10:00 | | 41 | 21 | | | | | | | 62 |
| 11:00 | | 32 | 18 | | | | | | | 50 |
| Total | | 3924 | 3819 | | | | | | | 7743 |
| Percent | | 50.7% | 49.3% | | | | | | | |
| AM Peak | - | 08:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 421 | 332 | - | - | - | - | - | - | 624 |
| PM Peak | - | 14:00 | 16:00 | - | - | - | - | - | - | 16:00 |
| Vol. | - | 292 | 550 | - | - | - | - | - | - | 814 |
| Grand Total | | 3924 | 3819 | | | | | | | 7743 |
| Percent | | 50.7% | 49.3% | | | | | | | |
| ADT | | ADT 7,743 | | AADT 7,743 | | | | | | |

# Appendix B

## Land Use & Trip Generation Assumptions

# Proposed Development Assumptions

| Vistro Zones | Location | Prop Land Uses | SFe of Land Use | Land Use Code | Conversion Factor | Units Converted | AM Rate | AM % Entering | PM Rate | PM % Entering | AM Trips Entering | AM Trips Exiting | PM Trips Entering | PM Trips Exiting | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM - 2 | | **Land Use** | **SF per Land Use** | | | | | | | | | | | | |
| PM - 8 | **SV-3 / South Village** | Parking | - | | | | | | | | | | | | |
| | *"Cimmaron "* | Resort Residential | 130,000 | 330 | 350 | 371 | 0.32 | 72% | 0.41 | 43% | 86 | 33 | 65 | 87 | 350 sq ft per room |
| | | Commercial | 15,739 | see next sheet | 1,000 | 16 | 10.68 | 27% | 10.08 | 60% | 46 | 123 | 95 | 64 | Per 1,000 sq ft |
| | | Retail | 15,739 | see next sheet | 1,000 | 16 | 2.99 | 61% | 7.70 | 50% | 28 | 19 | 60 | 61 | Per 1,000 sq ft |
| | | Hospitality | - | | | | | | | | | | | | |
| | | Conference | - | | | | | | | | | | | | |
| | **Subtotal** | | **161,477** | | | | | | | | **160** | **174** | **221** | **211** | |
| | | | | | | | | | | **Commercial Internal Capture** | **6** | **6** | **14** | **9** | |
| | | | | | | | | | | **Hotel Internal Capture** | **3** | **6** | **2** | **15** | |
| | | | | | | | | | | **Retail Internal Capture** | **4** | **3** | **9** | **10** | |
| | | | | | | | | **Transit Mode Share** | | **54%** | | | | | |
| | | | | | | | | | | **Total** | **79** | **86** | **106** | **96** | |
| AM - 3 | **Mountaineer Square Nort** | Resort Residential | 138,000 | 330 | 350 | 394 | 0.32 | 72% | 0.41 | 43% | 91 | 35 | 70 | 92 | 350 sq ft per room |
| PM - 9 | **(Existing Parking Lots)** | Parking | - | | | | | | | | | | | | |
| | **Master Plan Buildings A-C** | Retail | 34,500 | see next sheet | 1,000 | 35 | 2.99 | 61% | 7.70 | 50% | 62 | 41 | 132 | 133 | Per 1,000 sq ft |
| | *Town Center PUD RC-1,* | | | | | | | | | | | | | | |
| | *RC-2, MSN-1 to MSN-5* | Commercial | 34,500 | see next sheet | 1,000 | 35 | 10.68 | 27% | 10.08 | 60% | 100 | 269 | 208 | 140 | Per 1,000 sq ft |
| | | Civic | 23,000 | 730 | 1,000 | 23 | 3.34 | 75% | 1.71 | 25% | 58 | 19 | 10 | 29 | Per 1,000 sq ft |
| | | | **230,000** | | | | | | | | | | | | |
| | **Day Skier Parking** | Parking | | | | | | | | | | | | | |
| | **Subtotal** | **425 Day Skier Parking Spaces** | **230,000** | | | | | | | | **311** | **364** | **420** | **395** | |
| | | | | | | | | | | **Commercial Internal Capture** | **11** | **11** | **31** | **17** | |
| | | | | | | | | | | **Hotel Internal Capture** | **3** | **6** | **3** | **15** | |
| | | | | | | | | | | **Retail Internal Capture** | **8** | **6** | **17** | **18** | |
| | | | | | | | | **Transit Mode Share** | | **54%** | | | | | |
| | | | | | | | | | | **Total** | **156** | **184** | **199** | **186** | |
| AM - 4 | **Master Plan Building D** | Commercial | 2,250 | see next sheet | 1,000 | 2 | 10.68 | 27% | 10.08 | 60% | 7 | 18 | 14 | 9 | Per 1,000 sq ft |
| PM - 10 | Treasury Road new | Retail | 2,250 | see next sheet | 1,000 | 2 | 2.99 | 61% | 7.70 | 50% | 4 | 3 | 9 | 9 | Per 1,000 sq ft |
| | development | Residential | 10,500 | 221 | 900 | 12 | 0.37 | 23% | 0.39 | 61% | 1 | 3 | 3 | 2 | 900 sq ft per unit |
| | | Parking | | | | | | | | | | | | | |
| | **Master Plan Building E** | Skier Services | 16,200 | 495 | 1,000 | 16 | 1.91 | 66% | 4.70 | 47% | 20 | 11 | 36 | 40 | Per 1,000 sq ft |
| | Divine Property | Commercial | 10,800 | see next sheet | 1,000 | 11 | 10.68 | 27% | 10.08 | 60% | 31 | 84 | 65 | 44 | Per 1,000 sq ft |
| | Redevelopment | Retail | 5,400 | see next sheet | 1,000 | 5 | 2.99 | 61% | 7.70 | 50% | 10 | 6 | 21 | 21 | Per 1,000 sq ft |
| | | Resort Residential | 54,000 | 330 | 350 | 154 | 0.32 | 72% | 0.41 | 43% | 36 | 14 | 27 | 36 | 350 sq ft per room |
| | | Parking | | | | | | | | | | | | | |
| | **Subtotal** | | **123,000** | | | | | | | | **109** | **138** | **174** | **161** | |
| | | | | | | | | | | **Commercial Internal Capture** | **4** | **4** | **11** | **7** | |
| | | | | | | | | | | **Hotel Internal Capture** | **1** | **2** | **1** | **5** | |
| | | | | | | | | | | **Residential Internal Capture** | **-** | **2** | **1** | **1** | |
| | | | | | | | | | | **Retail Internal Capture** | **3** | **1** | **5** | **6** | |
| | | | | | | | | **Transit Mode Share** | | **54%** | | | | | |
| | | | | | | | | | | **Total** | **54** | **70** | **84** | **76** | |
| AM - 5 | **Axtel / Whetstone** | Skier Services | 15,000 | 495 | 1,000 | 15 | 1.91 | 66% | 4.70 | 47% | 19 | 10 | 33 | 37 | Per 1,000 sq ft |
| PM - 11 | Master Plan Redevelopmer | Commercial | 15,000 | see next sheet | 1,000 | 15 | 10.68 | 27% | 10.08 | 60% | 43 | 117 | 90 | 61 | Per 1,000 sq ft |
| | | Retail | 15,000 | see next sheet | 1,000 | 15 | 2.99 | 61% | 7.70 | 50% | 27 | 18 | 58 | 58 | Per 1,000 sq ft |
| | | Resort Residential | 150,000 | 330 | 350 | 429 | 0.32 | 72% | 0.41 | 43% | 99 | 38 | 76 | 100 | 350 sq ft per room |
| | | Medical | 30,000 | 630 | 1,000 | 30 | 2.75 | 81% | 3.69 | 30% | 67 | 16 | 33 | 77 | Per 1,000 sq ft |
| | | Parking | | | | | | | | | | | | | |
| | **Subtotal** | | **300,000** | | | | | | | | **255** | **198** | **290** | **334** | |
| | | | | | | | | | | **Commercial Internal Capture** | **6** | **6** | **14** | **9** | |
| | | | | | | | | | | **Hotel Internal Capture** | **6** | **7** | **3** | **15** | |
| | | | | | | | | | | **Retail Internal Capture** | **4** | **3** | **9** | **10** | |
| | | | | | | | | **Transit Mode Share** | | **54%** | | | | | |
| | | | | | | | | | | **Total** | **129** | **98** | **142** | **162** | |
| AM - 6 | **Snowmass Lot** | | | | | | | | | | | | | | |
| PM - 12 | **Town Hall / Community Ser** | Town Services | 20,000 | 730 | 1,000 | 20 | 3.34 | 75% | 1.71 | 25% | 50 | 17 | 9 | 26 | |
| | **Master Plan Buildings G-H** | Community Housing | 50,000 | 221 | 900 | 56 | 0.37 | 23% | 0.39 | 61% | 5 | 16 | 13 | 8 | 900 sq ft per unit |
| | **Day Skier Parking** | Parking | | | | | | | | | | | | | |
| | **Subtotal** | **150 Parking spaces** | **70,000** | | | | | | | | **55** | **33** | **22** | **34** | |
| | | | | | | | | | | **Internal Capture** | | | | | |
| | | | | | | | | **Transit Mode Share** | | **54%** | | | | | |
| | | | | | | | | | | **Total** | **30** | **18** | **12** | **18** | |
| AM - 7 | **Rasta Lot - Permitted Density** | | | | | | | | | | | | | | |
| PM - 13 | | | | | | | | | | | | | | | |
| | TC-1 | Residential | 26,100 | 221 | 900 | 29 | 0.37 | 23% | 0.39 | 61% | 2 | 8 | 7 | 4 | 900 sq ft per unit |
| | | Commercial | 2,900 | see next sheet | 1,000 | 3 | 10.68 | 27% | 10.08 | 60% | 8 | 23 | 17 | 12 | Per 1,000 sq ft |
| | | Retail | 2,900 | see next sheet | 1,000 | 3 | 2.99 | 61% | 7.70 | 50% | 5 | 3 | 11 | 11 | Per 1,000 sq ft |
| | | Civic | 26,100 | 730 | 1,000 | 26 | 3.34 | 75% | 1.71 | 25% | 65 | 22 | 11 | 33 | Per 1,000 sq ft |
| | **Subtotal** | | **58,000** | | | | | | | | **81** | **56** | **47** | **61** | |
| | | | | | | | | | | **Commercial Internal Capture** | **2** | **2** | **3** | **2** | |
| | | | | | | | | | | **Residential Internal Capture** | **-** | **3** | **1** | **2** | |
| | | | | | | | | | | **Retail Internal Capture** | **2** | **1** | **3** | **3** | |
| | | | | | | | | **Transit Mode Share** | | **54%** | | | | | |
| | | | | | | | | | | **Total** | **42** | **27** | **21** | **29** | |

# Commercial & Retail Average Rates

ITE Land Uses Average Rates

| Commercial | Avg 1000 sq. ft. GFA | AM Rate | Entering Trips | PM Rate | Entering Trips |
|---|---|---|---|---|---|
| 712 Small Office Building | 3 | 1.67 | 82% | 2.16 | 34% |
| 931 Fine Dining Restaurant | 9 | 0.73 | 80% | 7.8 | 67% |
| 932 High-Turnover (Sit-Down) Restaura | 5 | 9.57 | 55% | 9.05 | 61% |
| 936 Coffee/Donut Shot without Drive- | 2 | 93.08 | 51% | 32.29 | 50% |
| 975 Drinking Place | 4 | 0 | 0% | 11.36 | 66% |
| Weighted Average | | **10.68** | **58%** | **10.08** | **60%** |
| Percent of Office in Commerical | | 2.04% | | 2.79% | |

| Retail | | AM Rate | | PM Rate | |
|---|---|---|---|---|---|
| 814 Variety Store | 9 | 3.04 | 55% | 6.7 | 51% |
| 880 Pharmacy/Drugstore without Driv | 11 | 2.94 | 65% | 8.51 | 49% |
| Weighted Average | | **2.99** | **61%** | **7.70** | **50%** |

## Internal Capture Rates

AM Peak

| | Internal Person-Trips Entering | Internal Person-Trips Exiting | Vehicle Occupancy | Internal Entering Trips | Internal Exiting Trips |
|---|---|---|---|---|---|
| Office | 2 | 7 | 1.18 | 2 | 6 |
| Retail | 38 | 25 | 1.82 | 21 | 14 |
| Restaurant | 49 | 41 | 1.82 | 27 | 23 |
| Residential | | 6 | 1.18 | 0 | 5 |
| Hotel | 15 | 25 | 1.18 | 13 | 21 |

PM Peak

| | Internal Person-Trips Entering | Internal Person-Trips Exiting | Vehicle Occupancy | Internal Entering Trips | Internal Exiting Trips |
|---|---|---|---|---|---|
| Office | 4 | 10 | 1.18 | 3 | 8 |
| Retail | 79 | 85 | 1.82 | 43 | 47 |
| Restaurant | 127 | 65 | 1.82 | 70 | 36 |
| Residential | 2 | 4 | 1.18 | 2 | 3 |
| Hotel | 11 | 59 | 1.18 | 9 | 50 |

# Land Uses

| ITE Land Uses | |
|---|---|
| 090 Park-and-Ride Lot with Bus ot Light Rail Service | |
| 221 Multifamily Housing (Mid-Rise) | Residential |
| 330 Resort Hotel | Hospitality/Conference/Accomodations |
| 495 Recreational Community Center | Skier Services/Civic |
| 630 Clinic | Skier Services |
| 712 Small Office Building | Commercial |
| 730 Government Office Building | Civic |
| 814 Variety Store | Retail |
| 851 Convenience Store | Retail |
| 880 Pharmacy/Drugstore without Drive-Through Window | Retail |
| 931 Fine Dining Restaurant | Commercial |
| 932 High-Turnover (Sit-Down) Restaurant | Commercial |
| 936 Coffee/Donut Shot without Drive-Through Window | Commercial |
| 975 Drinking Place | Commercial |

# Appendix C

## Existing & Build-Out Traffic Condition Tables

Mount Crested Butte

Vistro File: E:\...\Gothic Road Model - Network.vistro
Report File: E:\...\AM Build Out Scenario.pdf

Scenario 5 AM Build out Scenario
2/24/2022

## Turning Movement Volume: Detail

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 1 | Gothic Road at Prospect Drive | Final Base | 88 | 22 | 7 | 94 | 47 | 3 | 261 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 0 | 14 | 0 | 0 | 27 | 0 | 41 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **88** | **36** | **7** | **94** | **74** | **3** | **302** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 2 | Gothic Road at Winterset Drive | Final Base | 104 | 22 | 6 | 133 | 32 | 3 | 300 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 14 | 14 | 0 | 27 | 27 | 0 | 82 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **118** | **36** | **6** | **160** | **59** | **3** | **382** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 3 | Gothic Road at Treasury Road | Final Base | 204 | 35 | 20 | 234 | 48 | 15 | 556 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 4 | 390 | 42 | 12 | 223 | 24 | 695 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **208** | **425** | **62** | **246** | **271** | **39** | **1251** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 4 | Gothic Road at Hunter Hill Road | Final Base | 280 | 68 | 28 | 276 | 54 | 30 | 736 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 309 | 84 | 34 | 164 | 29 | 51 | 671 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **589** | **152** | **62** | **440** | **83** | **81** | **1407** |

Mount Crested Butte

Vistro File: E:\...\Gothic Road Model - Network.vistro
Report File: E:\...\PM Build Out Scenario.pdf

Scenario 6 PM Build out Scenario
2/24/2022

## Turning Movement Volume: Detail

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 1 | Gothic Road at Prospect Drive | Final Base | 58 | 32 | 10 | 118 | 45 | 10 | 273 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 0 | 24 | 0 | 0 | 23 | 0 | 47 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **58** | **56** | **10** | **118** | **68** | **10** | **320** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 2 | Gothic Road at Winterset Drive | Final Base | 82 | 26 | 4 | 163 | 36 | 3 | 314 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 24 | 24 | 0 | 23 | 23 | 0 | 94 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **106** | **50** | **4** | **186** | **59** | **3** | **408** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 3 | Gothic Road at Treasury Road | Final Base | 227 | 39 | 15 | 272 | 56 | 11 | 620 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 12 | 372 | 38 | 8 | 345 | 36 | 811 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **239** | **411** | **53** | **280** | **401** | **47** | **1431** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 4 | Gothic Road at Hunter Hill Road | Final Base | 202 | 42 | 23 | 459 | 83 | 22 | 831 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 274 | 65 | 43 | 308 | 51 | 46 | 787 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **476** | **107** | **66** | **767** | **134** | **68** | **1618** |

Mount Crested Butte

Vistro File: E:\...\Gothic Road Model - Network.vistro
Report File: E:\...\AM Build Out Scenario.pdf

Scenario 5 AM Build out Scenario
2/24/2022

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Gothic Road at Prospect Drive | Two-way stop | HCM 6th Edition | WB Left | 0.141 | 10.8 | B |
| 2 | Gothic Road at Winterset Drive | Two-way stop | HCM 6th Edition | WB Left | 0.145 | 12.0 | B |
| 3 | Gothic Road at Treasury Road | Two-way stop | HCM 6th Edition | WB Left | 0.772 | 44.4 | E |
| 4 | Gothic Road at Hunter Hill Road | Two-way stop | HCM 6th Edition | WB Left | 0.986 | 230.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Gothic Road at Prospect Drive**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.141 |

**Intersection Setup**

| Name | Gothic Road | | Gothic Road | | Prospect Drive | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Gothic Road | | Gothic Road | | Prospect Drive | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 88 | 22 | 7 | 94 | 47 | 3 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 14 | 0 | 0 | 27 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 88 | 36 | 7 | 94 | 74 | 3 |
| Peak Hour Factor | 0.8530 | 0.8530 | 0.7890 | 0.7890 | 0.7220 | 0.7220 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 11 | 2 | 30 | 26 | 1 |
| Total Analysis Volume [veh/h] | 103 | 42 | 9 | 119 | 102 | 4 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.14 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.52 | 0.00 | 10.82 | 9.72 |
| Movement LOS | A | A | A | A | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.02 | 0.02 | 0.51 | 0.51 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.47 | 0.47 | 12.68 | 12.68 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.53 | | 10.78 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 3.19 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Gothic Road at Winterset Drive**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.145 |

**Intersection Setup**

| Name | Gothic Rd | | Gothic Road | | Winterset Drive | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | Yes | | No | |

**Volumes**

| Name | Gothic Rd | | Gothic Road | | Winterset Drive | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 104 | 22 | 6 | 133 | 32 | 3 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 14 | 14 | 0 | 27 | 27 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 118 | 36 | 6 | 160 | 59 | 3 |
| Peak Hour Factor | 0.8330 | 0.8330 | 0.7200 | 0.7200 | 0.6790 | 0.6790 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 35 | 11 | 2 | 56 | 22 | 1 |
| Total Analysis Volume [veh/h] | 142 | 43 | 8 | 222 | 87 | 4 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.14 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.61 | 0.00 | 12.03 | 10.12 |
| Movement LOS | A | A | A | A | B | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.02 | 0.02 | 0.52 | 0.52 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.43 | 0.43 | 13.07 | 13.07 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.26 | | 11.94 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 2.27 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Gothic Road at Treasury Road**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 44.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.772 |

**Intersection Setup**

| Name | Gothic Road | | Gothic Rd | | Treasury Rd | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 120.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | Gothic Road | | Gothic Rd | | Treasury Rd | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 204 | 35 | 20 | 234 | 48 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 4 | 390 | 42 | 12 | 223 | 24 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 208 | 425 | 62 | 246 | 271 | 39 |
| Peak Hour Factor | 0.8820 | 0.8820 | 0.8610 | 0.8610 | 0.9170 | 0.9170 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 59 | 120 | 18 | 71 | 74 | 11 |
| Total Analysis Volume [veh/h] | 236 | 482 | 72 | 286 | 296 | 43 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.08 | 0.00 | 0.77 | 0.05 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 9.44 | 0.00 | 44.42 | 39.52 |
| Movement LOS | A | A | A | A | E | E |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.27 | 0.27 | 7.66 | 7.66 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 6.64 | 6.64 | 191.42 | 191.42 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.90 | | 43.80 | |
| Approach LOS | A | | A | | E | |
| d_I, Intersection Delay [s/veh] | 10.97 | | | | | |
| Intersection LOS | E | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Gothic Road at Hunter Hill Road**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 230.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.986 |

**Intersection Setup**

| Name | Gothic Road | | Gothic Road | | Hunter Hill Road | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 130.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | 25.00 | | 20.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Gothic Road | | Gothic Road | | Hunter Hill Road | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 280 | 68 | 28 | 276 | 54 | 30 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 309 | 84 | 34 | 164 | 29 | 51 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 589 | 152 | 62 | 440 | 83 | 81 |
| Peak Hour Factor | 0.7700 | 0.7700 | 0.9500 | 0.9500 | 0.5830 | 0.5830 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 191 | 49 | 16 | 116 | 36 | 35 |
| Total Analysis Volume [veh/h] | 765 | 197 | 65 | 463 | 142 | 139 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.09 | 0.00 | 0.99 | 0.34 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 10.53 | 0.00 | 229.97 | 213.89 |
| Movement LOS | A | A | B | A | F | F |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.30 | 0.30 | 15.52 | 15.52 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 7.47 | 7.47 | 388.04 | 388.04 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.30 | | 222.02 | |
| Approach LOS | A | | A | | F | |
| d_I, Intersection Delay [s/veh] | 35.61 | | | | | |
| Intersection LOS | F | | | | | |

Mount Crested Butte

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Scenario 5 AM Build out Scenario
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## Turning Movement Volume: Summary

| ID | Intersection Name | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|
| | | Thru | Right | Left | Thru | Left | Right | |
| 1 | Gothic Road at Prospect Drive | 88 | 36 | 7 | 94 | 74 | 3 | 302 |

| ID | Intersection Name | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|
| | | Thru | Right | Left | Thru | Left | Right | |
| 2 | Gothic Road at Winterset Drive | 118 | 36 | 6 | 160 | 59 | 3 | 382 |

| ID | Intersection Name | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|
| | | Thru | Right | Left | Thru | Left | Right | |
| 3 | Gothic Road at Treasury Road | 208 | 425 | 62 | 246 | 271 | 39 | 1251 |

| ID | Intersection Name | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|
| | | Thru | Right | Left | Thru | Left | Right | |
| 4 | Gothic Road at Hunter Hill Road | 589 | 152 | 62 | 440 | 83 | 81 | 1407 |

Mount Crested Butte

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Scenario 5 AM Build out Scenario
2/24/2022

## Turning Movement Volume: Detail

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 1 | Gothic Road at Prospect Drive | Final Base | 88 | 22 | 7 | 94 | 47 | 3 | 261 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 0 | 14 | 0 | 0 | 27 | 0 | 41 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **88** | **36** | **7** | **94** | **74** | **3** | **302** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 2 | Gothic Road at Winterset Drive | Final Base | 104 | 22 | 6 | 133 | 32 | 3 | 300 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 14 | 14 | 0 | 27 | 27 | 0 | 82 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **118** | **36** | **6** | **160** | **59** | **3** | **382** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 3 | Gothic Road at Treasury Road | Final Base | 204 | 35 | 20 | 234 | 48 | 15 | 556 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 4 | 390 | 42 | 12 | 223 | 24 | 695 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **208** | **425** | **62** | **246** | **271** | **39** | **1251** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 4 | Gothic Road at Hunter Hill Road | Final Base | 280 | 68 | 28 | 276 | 54 | 30 | 736 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 309 | 84 | 34 | 164 | 29 | 51 | 671 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **589** | **152** | **62** | **440** | **83** | **81** | **1407** |

Mount Crested Butte

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Scenario 5 AM Build out Scenario
2/24/2022

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 108 | 58 | 166 | 17.04 |
| 3: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 218 | 122 | 340 | 34.91 |
| 4: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 78 | 46 | 124 | 12.73 |
| 5: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 156 | 71 | 227 | 23.31 |
| 6: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 30 | 18 | 48 | 4.93 |
| 7: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 47 | 22 | 69 | 7.08 |
| | | | | | **Added Trips Total** | | | **637** | **337** | **974** | **100.00** |

### Removed Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 27: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 13 | 6 | 19 | 12.34 |
| 28: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 78 | 57 | 135 | 87.66 |
| | | | | | **Removed Trips Total** | | | **91** | **63** | **154** | **100.00** |

Mount Crested Butte

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Scenario 5 AM Build out Scenario
2/24/2022

## Trip Distribution summary

| Zone / Gate | Zone 2: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 3: Zone | 0.00 | 0 | 0.00 | 0 |
| 4: Zone | 0.00 | 0 | 0.00 | 0 |
| 5: Zone | 0.00 | 0 | 0.00 | 0 |
| 6: Zone | 0.00 | 0 | 0.00 | 0 |
| 7: Zone | 0.00 | 0 | 0.00 | 0 |
| 15: Gate | 5.00 | 5 | 5.00 | 3 |
| 16: Gate | 5.00 | 5 | 5.00 | 3 |
| 17: Gate | 0.00 | 0 | 0.00 | 0 |
| 18: Gate | 10.00 | 11 | 10.00 | 6 |
| 19: Gate | 10.00 | 11 | 10.00 | 6 |
| 20: Gate | 70.00 | 76 | 70.00 | 40 |
| **Total** | **100.00** | **108** | **100.00** | **58** |

| Zone / Gate | Zone 3: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 2: Zone | 0.00 | 0 | 0.00 | 0 |
| 4: Zone | 0.00 | 0 | 0.00 | 0 |
| 5: Zone | 0.00 | 0 | 0.00 | 0 |
| 6: Zone | 0.00 | 0 | 0.00 | 0 |
| 7: Zone | 0.00 | 0 | 0.00 | 0 |
| 15: Gate | 5.00 | 11 | 5.00 | 6 |
| 16: Gate | 5.00 | 11 | 5.00 | 6 |
| 17: Gate | 0.00 | 0 | 0.00 | 0 |
| 18: Gate | 10.00 | 22 | 10.00 | 12 |
| 19: Gate | 10.00 | 22 | 10.00 | 12 |
| 20: Gate | 70.00 | 153 | 70.00 | 86 |
| **Total** | **100.00** | **219** | **100.00** | **122** |

| Zone / Gate | Zone 4: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 2: Zone | 0.00 | 0 | 0.00 | 0 |
| 3: Zone | 0.00 | 0 | 0.00 | 0 |
| 5: Zone | 0.00 | 0 | 0.00 | 0 |
| 6: Zone | 0.00 | 0 | 0.00 | 0 |
| 7: Zone | 0.00 | 0 | 0.00 | 0 |
| 15: Gate | 5.00 | 4 | 5.00 | 2 |
| 16: Gate | 5.00 | 4 | 5.00 | 2 |
| 17: Gate | 0.00 | 0 | 0.00 | 0 |
| 18: Gate | 10.00 | 8 | 10.00 | 5 |
| 19: Gate | 10.00 | 8 | 10.00 | 5 |
| 20: Gate | 70.00 | 55 | 70.00 | 32 |
| **Total** | **100.00** | **79** | **100.00** | **46** |

| Zone / Gate | Zone 5: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 2: Zone | 0.00 | 0 | 0.00 | 0 |
| 3: Zone | 0.00 | 0 | 0.00 | 0 |
| 4: Zone | 0.00 | 0 | 0.00 | 0 |
| 6: Zone | 0.00 | 0 | 0.00 | 0 |
| 7: Zone | 0.00 | 0 | 0.00 | 0 |
| 15: Gate | 5.00 | 8 | 5.00 | 4 |
| 16: Gate | 5.00 | 8 | 5.00 | 4 |
| 17: Gate | 10.00 | 16 | 10.00 | 7 |
| 18: Gate | 0.00 | 0 | 0.00 | 0 |
| 19: Gate | 0.00 | 0 | 0.00 | 0 |
| 20: Gate | 80.00 | 125 | 80.00 | 56 |
| **Total** | **100.00** | **157** | **100.00** | **71** |

| Zone / Gate | Zone 6: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 2: Zone | 0.00 | 0 | 0.00 | 0 |
| 3: Zone | 0.00 | 0 | 0.00 | 0 |
| 4: Zone | 0.00 | 0 | 0.00 | 0 |
| 5: Zone | 0.00 | 0 | 0.00 | 0 |
| 7: Zone | 0.00 | 0 | 0.00 | 0 |
| 15: Gate | 5.00 | 2 | 5.00 | 1 |
| 16: Gate | 5.00 | 2 | 5.00 | 1 |
| 17: Gate | 10.00 | 3 | 10.00 | 2 |
| 18: Gate | 10.00 | 3 | 10.00 | 2 |
| 19: Gate | 0.00 | 0 | 0.00 | 0 |
| 20: Gate | 70.00 | 21 | 70.00 | 12 |
| **Total** | **100.00** | **31** | **100.00** | **18** |

| Zone / Gate | Zone 7: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 2: Zone | 0.00 | 0 | 0.00 | 0 |
| 3: Zone | 0.00 | 0 | 0.00 | 0 |
| 4: Zone | 0.00 | 0 | 0.00 | 0 |
| 5: Zone | 0.00 | 0 | 0.00 | 0 |
| 6: Zone | 0.00 | 0 | 0.00 | 0 |
| 15: Gate | 5.00 | 2 | 5.00 | 1 |
| 16: Gate | 5.00 | 2 | 5.00 | 1 |
| 17: Gate | 0.00 | 0 | 0.00 | 0 |
| 18: Gate | 10.00 | 5 | 10.00 | 2 |
| 19: Gate | 10.00 | 5 | 10.00 | 2 |
| 20: Gate | 70.00 | 33 | 70.00 | 16 |
| **Total** | **100.00** | **47** | **100.00** | **22** |

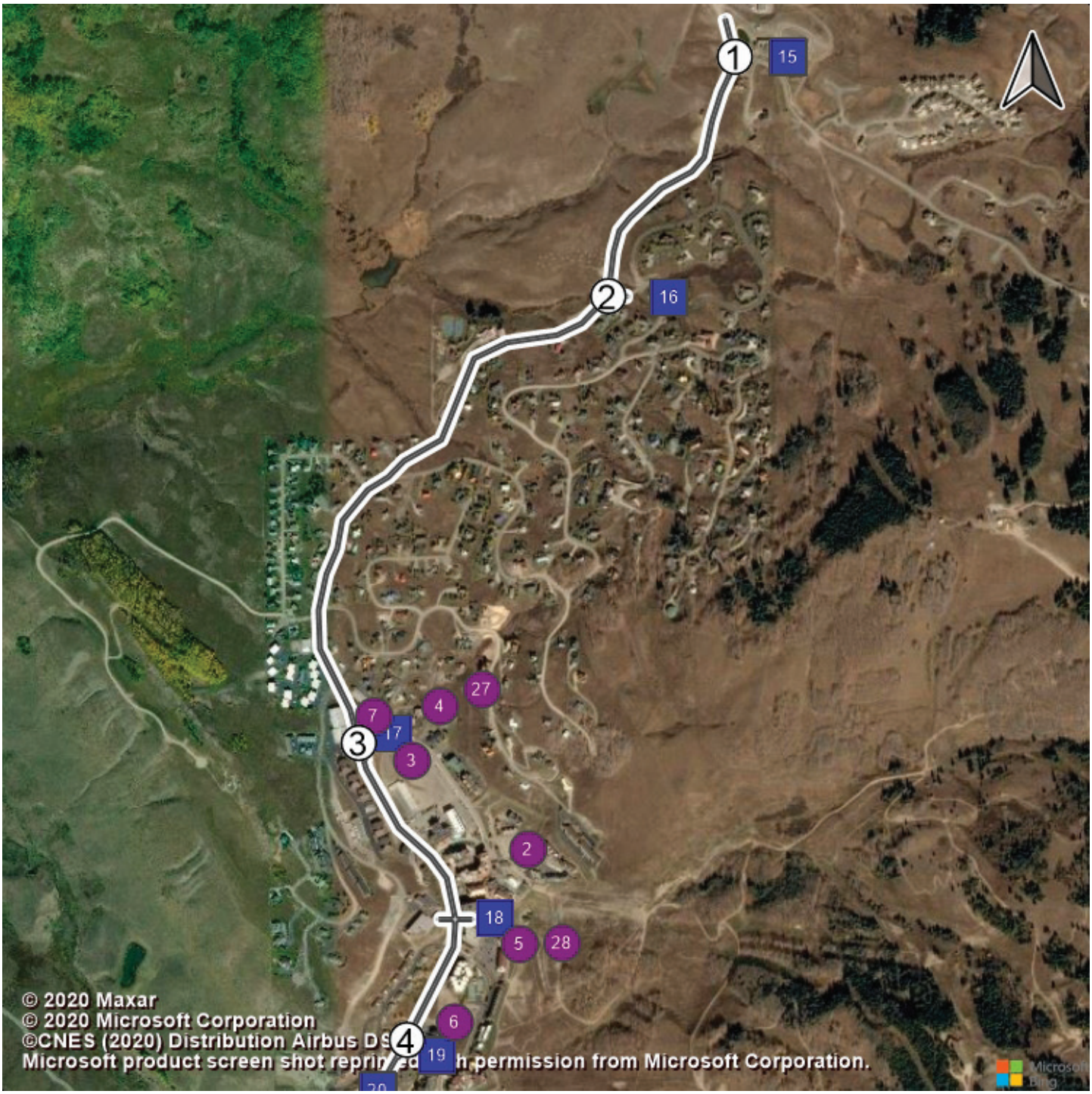
| Zone / Gate | Zone 27: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |

| Zone / Gate | Zone 28: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |

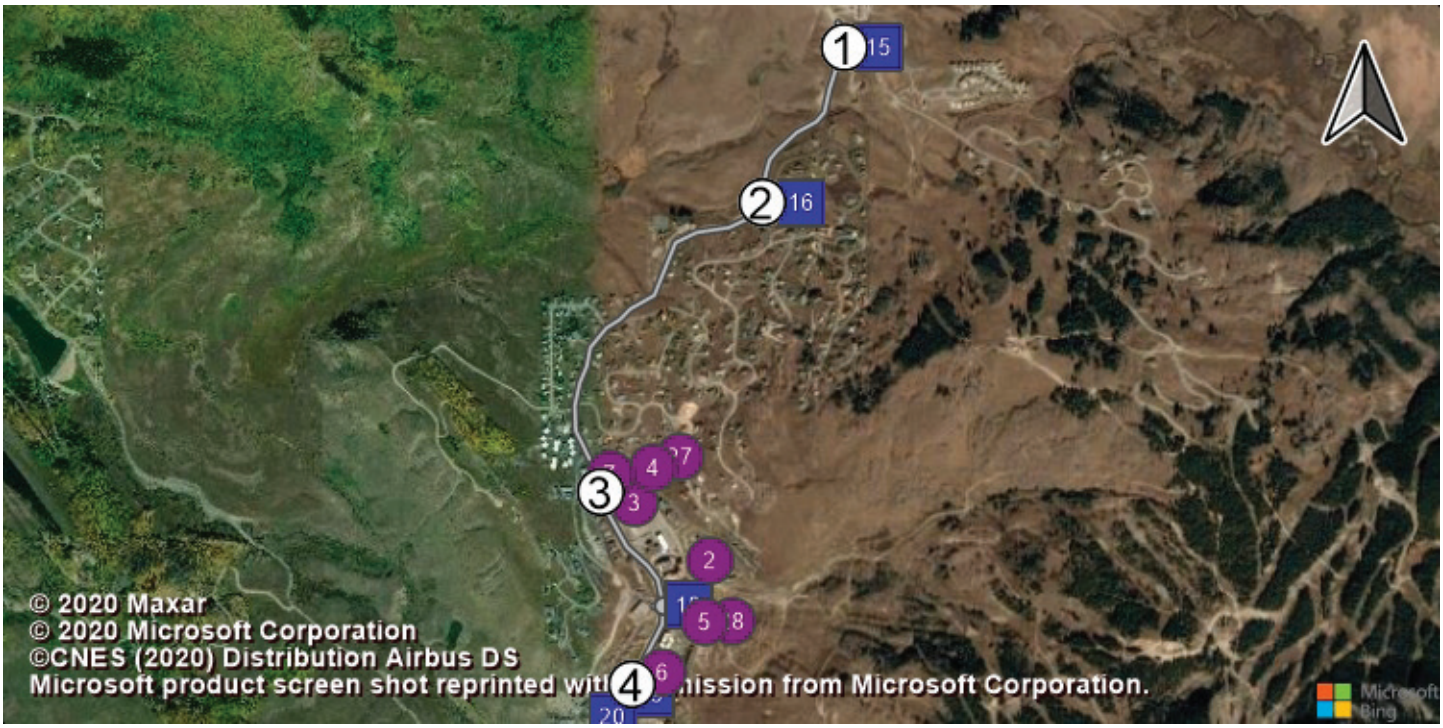
| | | | | |
|---|---|---|---|---|
| 28: Zone | 0.00 | (0) | 0.00 | (0) |
| 15: Gate | 5.00 | (1) | 5.00 | (0) |
| 16: Gate | 5.00 | (1) | 5.00 | (0) |
| 17: Gate | 0.00 | (0) | 0.00 | (0) |
| 18: Gate | 10.00 | (1) | 10.00 | (1) |
| 19: Gate | 10.00 | (1) | 10.00 | (1) |
| 20: Gate | 70.00 | (9) | 70.00 | (4) |
| **Total** | **100.00** | **(13)** | **100.00** | **(6)** |

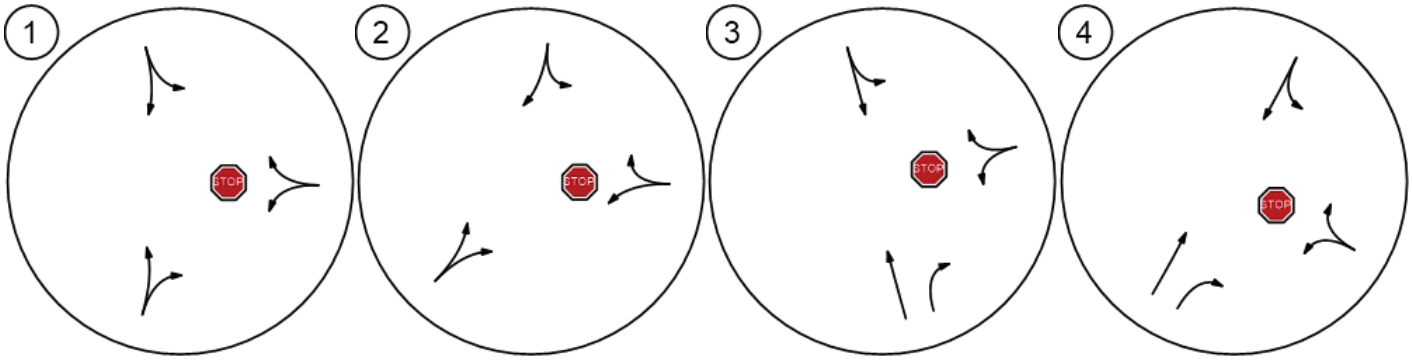
| | | | | |
|---|---|---|---|---|
| 27: Zone | 0.00 | (0) | 0.00 | (0) |
| 15: Gate | 5.00 | (4) | 5.00 | (3) |
| 16: Gate | 5.00 | (4) | 5.00 | (3) |
| 17: Gate | 10.00 | (8) | 10.00 | (6) |
| 18: Gate | 0.00 | (0) | 0.00 | (0) |
| 19: Gate | 0.00 | (0) | 0.00 | (0) |
| 20: Gate | 80.00 | (62) | 80.00 | (45) |
| **Total** | **100.00** | **(78)** | **100.00** | **(57)** |

Study Intersections

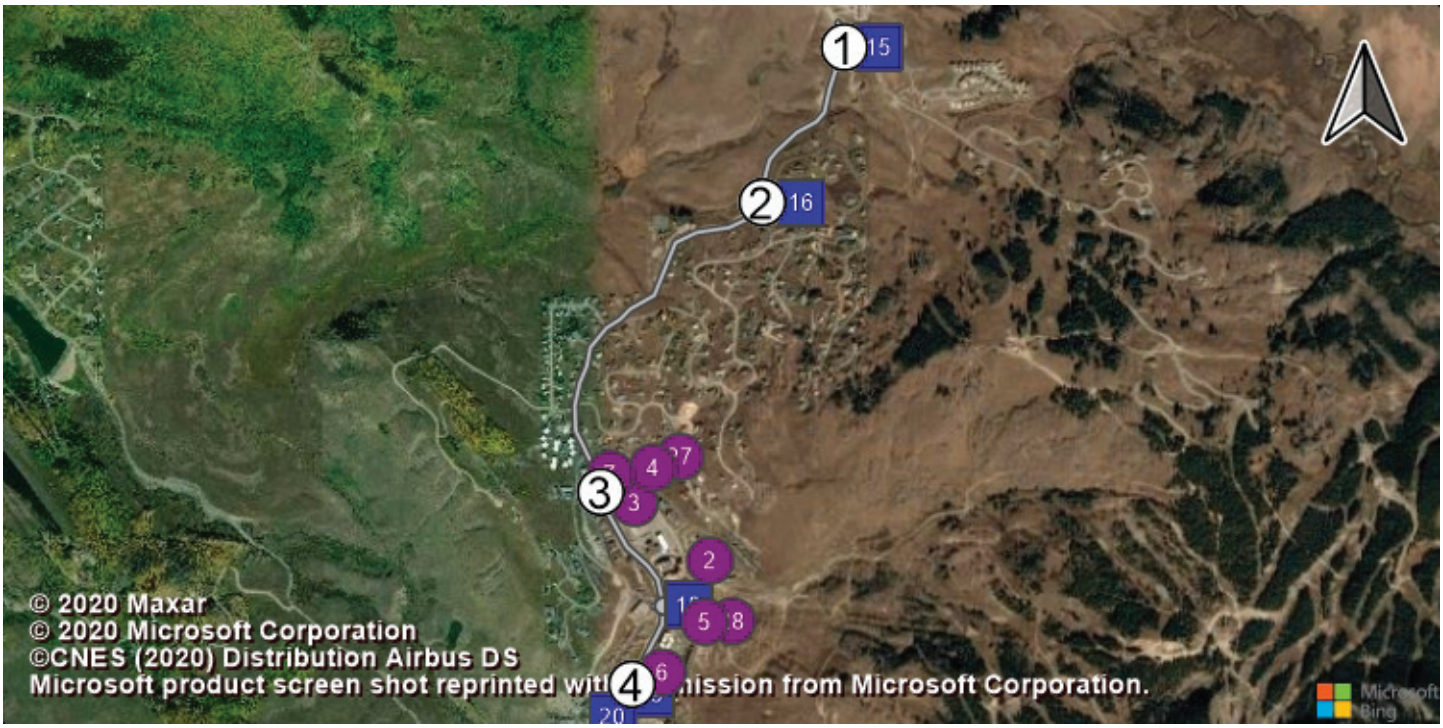


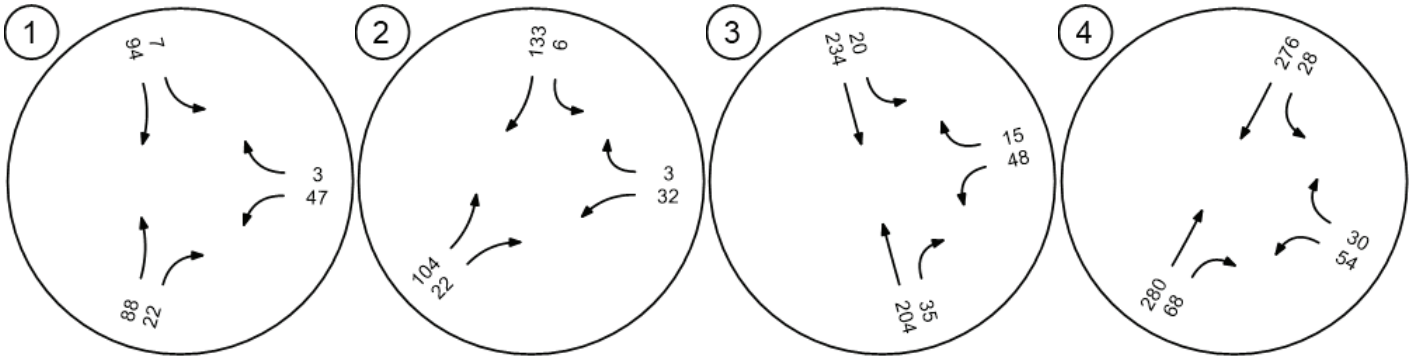
## Lane Configuration and Traffic Control



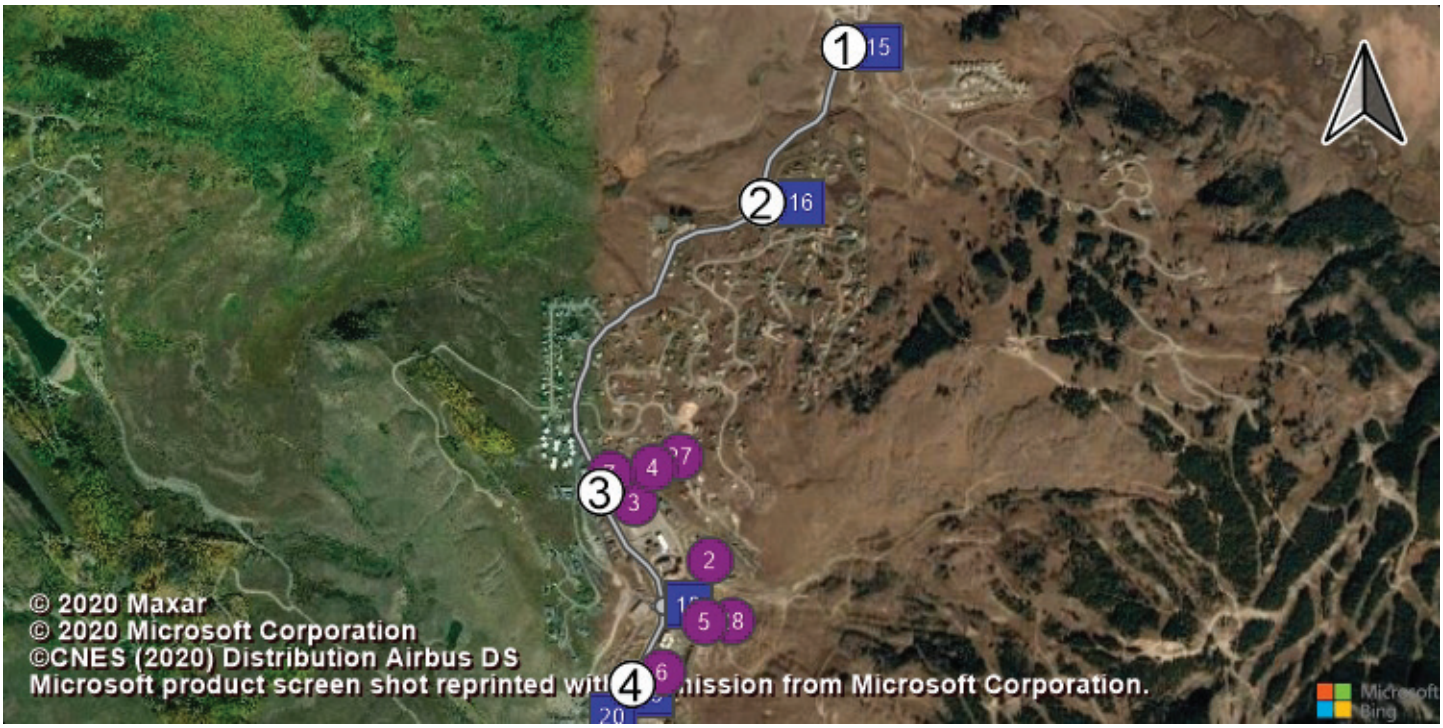



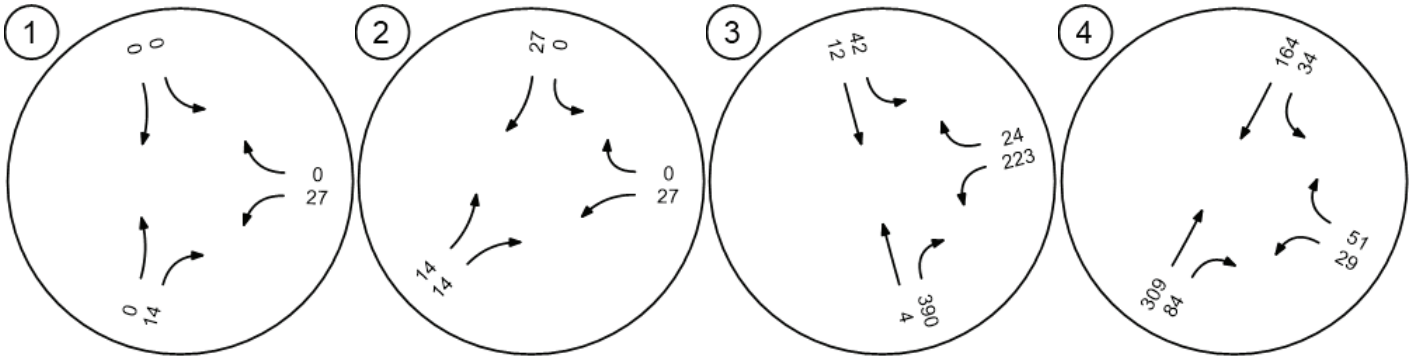
Traffic Volume - Base Volume



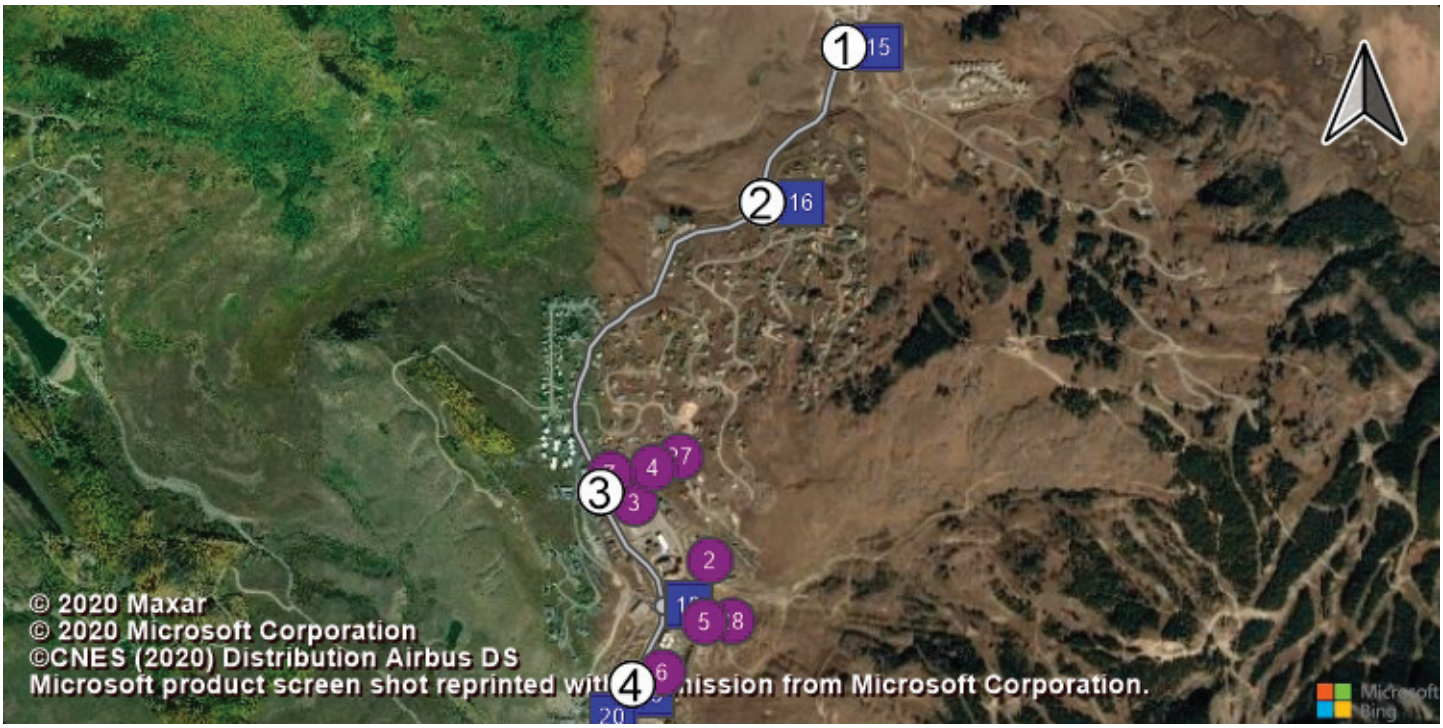



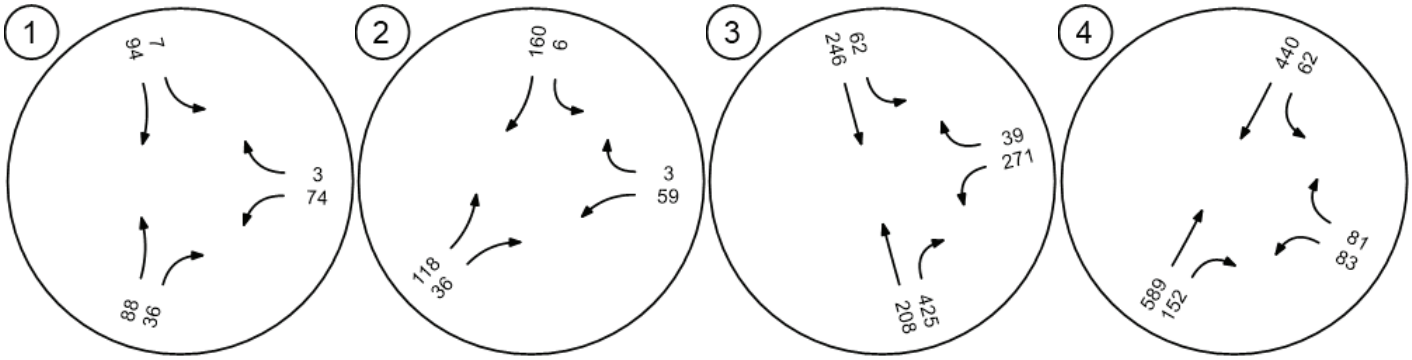
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Mount Crested Butte

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**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Gothic Road at Prospect Drive | Two-way stop | HCM 6th Edition | WB Left | 0.122 | 10.7 | B |
| 2 | Gothic Road at Winterset Drive | Two-way stop | HCM 6th Edition | WB Left | 0.104 | 11.9 | B |
| 3 | Gothic Road at Treasury Road | Two-way stop | HCM 6th Edition | WB Left | 1.050 | 113.9 | F |
| 4 | Gothic Road at Hunter Hill Road | Two-way stop | HCM 6th Edition | WB Left | 1.782 | 528.0 | F |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**
**Intersection 1: Gothic Road at Prospect Drive**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.122 |

**Intersection Setup**

| Name | Gothic Road | | Gothic Road | | Prospect Drive | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Gothic Road | | Gothic Road | | Prospect Drive | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 58 | 32 | 10 | 118 | 45 | 10 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 24 | 0 | 0 | 23 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 58 | 56 | 10 | 118 | 68 | 10 |
| Peak Hour Factor | 0.8890 | 0.8890 | 0.8950 | 0.8950 | 0.7640 | 0.7640 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 16 | 16 | 3 | 33 | 22 | 3 |
| Total Analysis Volume [veh/h] | 65 | 63 | 11 | 132 | 89 | 13 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.12 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.49 | 0.00 | 10.66 | 9.49 |
| Movement LOS | A | A | A | A | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.02 | 0.02 | 0.47 | 0.47 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.57 | 0.57 | 11.65 | 11.65 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.58 | | 10.51 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 3.10 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Gothic Road at Winterset Drive**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.104 |

**Intersection Setup**

| Name | Gothic Rd | | Gothic Road | | Winterset Drive | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | Yes | | No | |

**Volumes**

| Name | Gothic Rd | | Gothic Road | | Winterset Drive | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 82 | 26 | 4 | 163 | 36 | 3 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 24 | 24 | 0 | 23 | 23 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 106 | 50 | 4 | 186 | 59 | 3 |
| Peak Hour Factor | 0.6860 | 0.6860 | 0.8330 | 0.8330 | 0.9750 | 0.9750 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 39 | 18 | 1 | 56 | 15 | 1 |
| Total Analysis Volume [veh/h] | 155 | 73 | 5 | 223 | 61 | 3 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.70 | 0.00 | 11.90 | 9.97 |
| Movement LOS | A | A | A | A | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.01 | 0.01 | 0.36 | 0.36 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.28 | 0.28 | 9.03 | 9.03 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.17 | | 11.81 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 1.53 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Gothic Road at Treasury Road**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 113.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.050 |

**Intersection Setup**

| Name | Gothic Road | | Gothic Rd | | Treasury Rd | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 120.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | Gothic Road | | Gothic Rd | | Treasury Rd | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 227 | 39 | 15 | 272 | 56 | 11 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 12 | 372 | 38 | 8 | 345 | 36 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 239 | 411 | 53 | 280 | 401 | 47 |
| Peak Hour Factor | 0.8870 | 0.8870 | 0.8340 | 1.0000 | 1.0000 | 0.8550 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 67 | 116 | 16 | 70 | 100 | 14 |
| Total Analysis Volume [veh/h] | 269 | 463 | 64 | 280 | 401 | 55 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.07 | 0.00 | 1.05 | 0.07 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 9.45 | 0.00 | 113.95 | 109.20 |
| Movement LOS | A | A | A | A | F | F |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.24 | 0.24 | 16.52 | 16.52 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 5.92 | 5.92 | 413.03 | 413.03 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.76 | | 113.37 | |
| Approach LOS | A | | A | | F | |
| d_I, Intersection Delay [s/veh] | 34.14 | | | | | |
| Intersection LOS | F | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Gothic Road at Hunter Hill Road**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 528.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.782 |

**Intersection Setup**

| Name | Gothic Road | | Gothic Road | | Hunter Hill Road | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 130.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | 25.00 | | 20.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Gothic Road | | Gothic Road | | Hunter Hill Road | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 202 | 42 | 23 | 459 | 83 | 22 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 274 | 65 | 43 | 308 | 51 | 46 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 476 | 107 | 66 | 767 | 134 | 68 |
| Peak Hour Factor | 0.7440 | 0.7440 | 0.8670 | 0.8670 | 0.8750 | 0.8750 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 160 | 36 | 19 | 221 | 38 | 19 |
| Total Analysis Volume [veh/h] | 640 | 144 | 76 | 885 | 153 | 78 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.09 | 0.01 | 1.78 | 0.16 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 9.75 | 0.00 | 528.00 | 493.64 |
| Movement LOS | A | A | A | A | F | F |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.30 | 0.30 | 18.68 | 18.68 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 7.49 | 7.49 | 466.93 | 466.93 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.77 | | 516.39 | |
| Approach LOS | A | | A | | F | |
| d_I, Intersection Delay [s/veh] | 60.74 | | | | | |
| Intersection LOS | F | | | | | |

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## Turning Movement Volume: Summary

| ID | Intersection Name | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|
| | | Thru | Right | Left | Thru | Left | Right | |
| 1 | Gothic Road at Prospect Drive | 58 | 56 | 10 | 118 | 68 | 10 | 320 |

| ID | Intersection Name | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|
| | | Thru | Right | Left | Thru | Left | Right | |
| 2 | Gothic Road at Winterset Drive | 106 | 50 | 4 | 186 | 59 | 3 | 408 |

| ID | Intersection Name | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|
| | | Thru | Right | Left | Thru | Left | Right | |
| 3 | Gothic Road at Treasury Road | 239 | 411 | 53 | 280 | 401 | 47 | 1431 |

| ID | Intersection Name | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|
| | | Thru | Right | Left | Thru | Left | Right | |
| 4 | Gothic Road at Hunter Hill Road | 476 | 107 | 66 | 767 | 134 | 68 | 1618 |

Mount Crested Butte

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Scenario 6 PM Build out Scenario
2/24/2022

## Turning Movement Volume: Detail

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 1 | Gothic Road at Prospect Drive | Final Base | 58 | 32 | 10 | 118 | 45 | 10 | 273 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 0 | 24 | 0 | 0 | 23 | 0 | 47 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **58** | **56** | **10** | **118** | **68** | **10** | **320** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 2 | Gothic Road at Winterset Drive | Final Base | 82 | 26 | 4 | 163 | 36 | 3 | 314 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 24 | 24 | 0 | 23 | 23 | 0 | 94 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **106** | **50** | **4** | **186** | **59** | **3** | **408** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 3 | Gothic Road at Treasury Road | Final Base | 227 | 39 | 15 | 272 | 56 | 11 | 620 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 12 | 372 | 38 | 8 | 345 | 36 | 811 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **239** | **411** | **53** | **280** | **401** | **47** | **1431** |

| ID | Intersection Name | Volume Type | Northbound | | Southbound | | Westbound | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|
| | | | Thru | Right | Left | Thru | Left | Right | |
| 4 | Gothic Road at Hunter Hill Road | Final Base | 202 | 42 | 23 | 459 | 83 | 22 | 831 |
| | | Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | - |
| | | In Process | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Net New Trips | 274 | 65 | 43 | 308 | 51 | 46 | 787 |
| | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **Future Total** | **476** | **107** | **66** | **767** | **134** | **68** | **1618** |

Mount Crested Butte

Vistro File: E:\...\Gothic Road Model - Network.vistro
Report File: E:\...\PM Build Out Scenario.pdf

Scenario 6 PM Build out Scenario
2/24/2022

## Trip Generation summary

### Added Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 106 | 96 | 202 | 17.86 |
| 9: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 199 | 186 | 385 | 34.04 |
| 10: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 84 | 76 | 160 | 14.15 |
| 11: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 142 | 162 | 304 | 26.88 |
| 12: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 12 | 18 | 30 | 2.65 |
| 13: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 21 | 29 | 50 | 4.42 |
| | | | | | **Added Trips Total** | | | **564** | **567** | **1131** | **100.00** |

### Removed Trips

| Zone ID: Name | Land Use variables | Code | Ind. Var. | Rate | Quantity | % In | % Out | Trips In | Trips Out | Total Trips | % of Total Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 29: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 12 | 13 | 25 | 15.92 |
| 30: Zone | | | | 1.000 | 0.000 | 50.00 | 50.00 | 78 | 54 | 132 | 84.08 |
| | | | | | **Removed Trips Total** | | | **90** | **67** | **157** | **100.00** |

Mount Crested Butte

Vistro File: E:\...\Gothic Road Model - Network.vistro
Report File: E:\...\PM Build Out Scenario.pdf

Scenario 6 PM Build out Scenario
2/24/2022

## Trip Distribution summary

| Zone / Gate | Zone 8: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 9: Zone | 0.00 | 0 | 0.00 | 0 |
| 10: Zone | 0.00 | 0 | 0.00 | 0 |
| 11: Zone | 0.00 | 0 | 0.00 | 0 |
| 12: Zone | 0.00 | 0 | 0.00 | 0 |
| 13: Zone | 0.00 | 0 | 0.00 | 0 |
| 21: Gate | 5.00 | 5 | 5.00 | 5 |
| 22: Gate | 5.00 | 5 | 5.00 | 5 |
| 23: Gate | 0.00 | 0 | 0.00 | 0 |
| 24: Gate | 10.00 | 11 | 10.00 | 10 |
| 25: Gate | 10.00 | 11 | 10.00 | 10 |
| 26: Gate | 70.00 | 74 | 70.00 | 66 |
| **Total** | **100.00** | **106** | **100.00** | **96** |

| Zone / Gate | Zone 9: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 8: Zone | 0.00 | 0 | 0.00 | 0 |
| 10: Zone | 0.00 | 0 | 0.00 | 0 |
| 11: Zone | 0.00 | 0 | 0.00 | 0 |
| 12: Zone | 0.00 | 0 | 0.00 | 0 |
| 13: Zone | 0.00 | 0 | 0.00 | 0 |
| 21: Gate | 5.00 | 10 | 5.00 | 9 |
| 22: Gate | 5.00 | 10 | 5.00 | 9 |
| 23: Gate | 0.00 | 0 | 0.00 | 0 |
| 24: Gate | 10.00 | 20 | 10.00 | 19 |
| 25: Gate | 10.00 | 20 | 10.00 | 19 |
| 26: Gate | 70.00 | 139 | 70.00 | 130 |
| **Total** | **100.00** | **199** | **100.00** | **186** |

| Zone / Gate | Zone 10: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 8: Zone | 0.00 | 0 | 0.00 | 0 |
| 9: Zone | 0.00 | 0 | 0.00 | 0 |
| 11: Zone | 0.00 | 0 | 0.00 | 0 |
| 12: Zone | 0.00 | 0 | 0.00 | 0 |
| 13: Zone | 0.00 | 0 | 0.00 | 0 |
| 21: Gate | 5.00 | 4 | 5.00 | 4 |
| 22: Gate | 5.00 | 4 | 5.00 | 4 |
| 23: Gate | 0.00 | 0 | 0.00 | 0 |
| 24: Gate | 10.00 | 8 | 10.00 | 8 |
| 25: Gate | 10.00 | 8 | 10.00 | 8 |
| 26: Gate | 70.00 | 59 | 70.00 | 52 |
| **Total** | **100.00** | **83** | **100.00** | **76** |

| Zone / Gate | Zone 11: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 8: Zone | 0.00 | 0 | 0.00 | 0 |
| 9: Zone | 0.00 | 0 | 0.00 | 0 |
| 10: Zone | 0.00 | 0 | 0.00 | 0 |
| 12: Zone | 0.00 | 0 | 0.00 | 0 |
| 13: Zone | 0.00 | 0 | 0.00 | 0 |
| 21: Gate | 5.00 | 7 | 5.00 | 8 |
| 22: Gate | 5.00 | 7 | 5.00 | 8 |
| 23: Gate | 10.00 | 14 | 10.00 | 16 |
| 24: Gate | 0.00 | 0 | 0.00 | 0 |
| 25: Gate | 0.00 | 0 | 0.00 | 0 |
| 26: Gate | 80.00 | 114 | 80.00 | 130 |
| **Total** | **100.00** | **142** | **100.00** | **162** |

| Zone / Gate | Zone 12: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 8: Zone | 0.00 | 0 | 0.00 | 0 |
| 9: Zone | 0.00 | 0 | 0.00 | 0 |
| 10: Zone | 0.00 | 0 | 0.00 | 0 |
| 11: Zone | 0.00 | 0 | 0.00 | 0 |
| 13: Zone | 0.00 | 0 | 0.00 | 0 |
| 21: Gate | 5.00 | 1 | 5.00 | 1 |
| 22: Gate | 5.00 | 1 | 5.00 | 1 |
| 23: Gate | 10.00 | 1 | 10.00 | 2 |
| 24: Gate | 10.00 | 1 | 10.00 | 2 |
| 25: Gate | 0.00 | 0 | 0.00 | 0 |
| 26: Gate | 70.00 | 8 | 70.00 | 12 |
| **Total** | **100.00** | **12** | **100.00** | **18** |

| Zone / Gate | Zone 13: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |
| 8: Zone | 0.00 | 0 | 0.00 | 0 |
| 9: Zone | 0.00 | 0 | 0.00 | 0 |
| 10: Zone | 0.00 | 0 | 0.00 | 0 |
| 11: Zone | 0.00 | 0 | 0.00 | 0 |
| 12: Zone | 0.00 | 0 | 0.00 | 0 |
| 21: Gate | 5.00 | 1 | 5.00 | 1 |
| 22: Gate | 5.00 | 1 | 5.00 | 1 |
| 23: Gate | 0.00 | 0 | 0.00 | 0 |
| 24: Gate | 10.00 | 2 | 10.00 | 3 |
| 25: Gate | 10.00 | 2 | 10.00 | 3 |
| 26: Gate | 70.00 | 15 | 70.00 | 21 |
| **Total** | **100.00** | **21** | **100.00** | **29** |

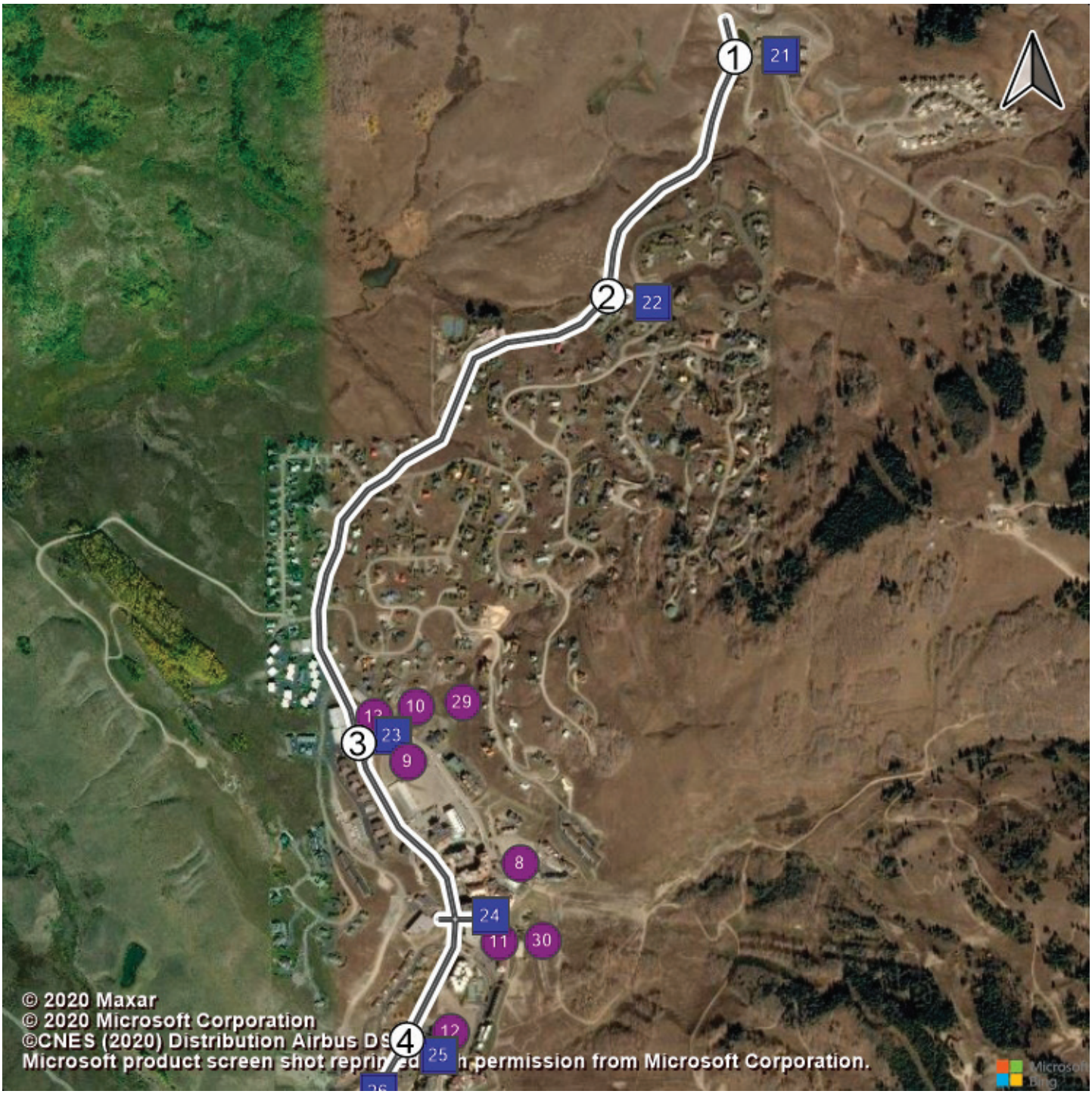
| Zone / Gate | Zone 29: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |

| Zone / Gate | Zone 30: Zone | | | |
|---|---|---|---|---|
| | To Zone: | | From Zone: | |
| | Share % | Trips | Share % | Trips |

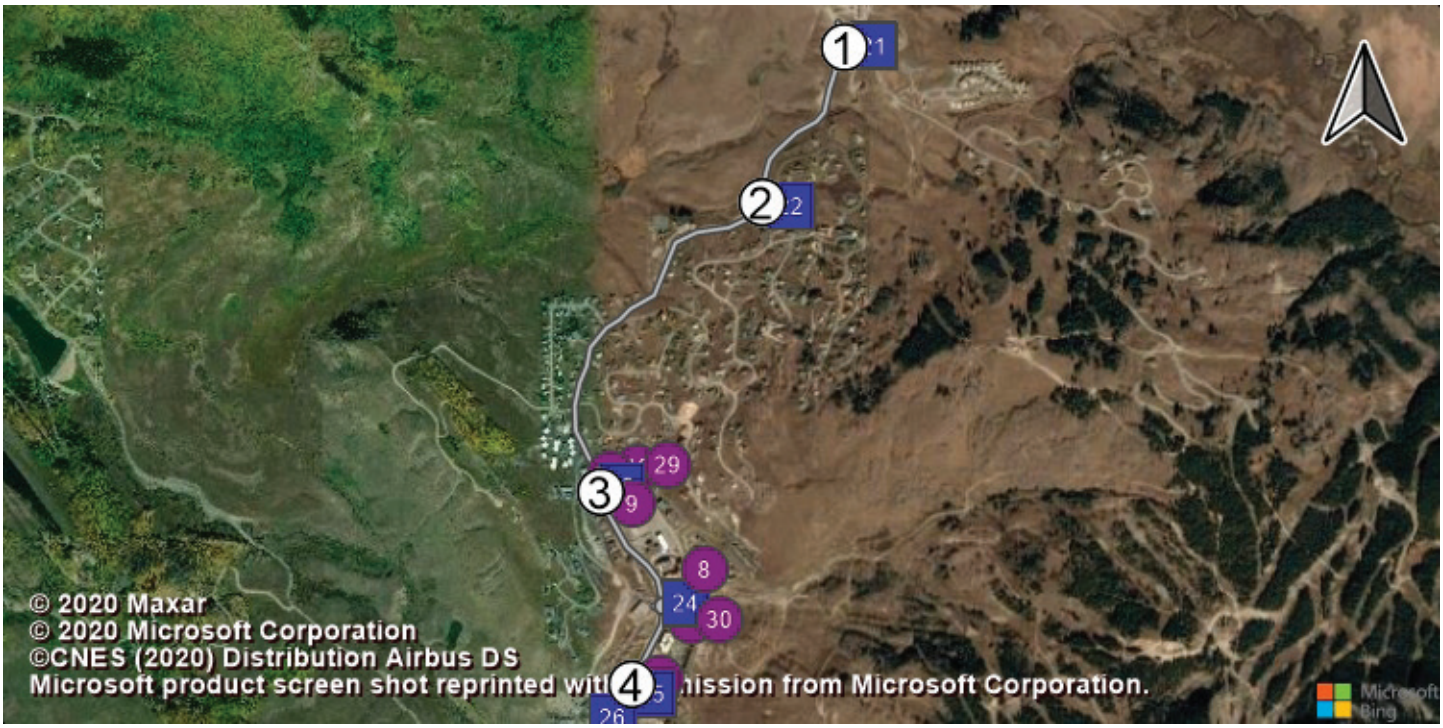
| | | | | |
|---|---|---|---|---|
| 30: Zone | 0.00 | (0) | 0.00 | (0) |
| 21: Gate | 5.00 | (1) | 5.00 | (1) |
| 22: Gate | 5.00 | (1) | 5.00 | (1) |
| 23: Gate | 0.00 | (0) | 0.00 | (0) |
| 24: Gate | 10.00 | (1) | 10.00 | (1) |
| 25: Gate | 10.00 | (1) | 10.00 | (1) |
| 26: Gate | 70.00 | (8) | 70.00 | (9) |
| **Total** | **100.00** | **(12)** | **100.00** | **(13)** |

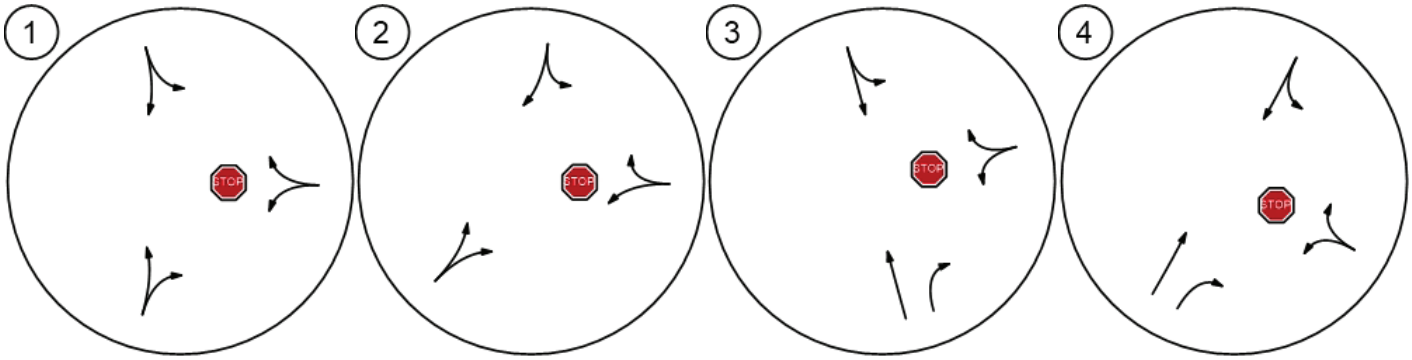
| | | | | |
|---|---|---|---|---|
| 29: Zone | 0.00 | (0) | 0.00 | (0) |
| 21: Gate | 5.00 | (4) | 5.00 | (3) |
| 22: Gate | 5.00 | (4) | 5.00 | (3) |
| 23: Gate | 10.00 | (8) | 10.00 | (5) |
| 24: Gate | 0.00 | (0) | 0.00 | (0) |
| 25: Gate | 0.00 | (0) | 0.00 | (0) |
| 26: Gate | 80.00 | (62) | 80.00 | (43) |
| **Total** | **100.00** | **(78)** | **100.00** | **(54)** |

Study Intersections

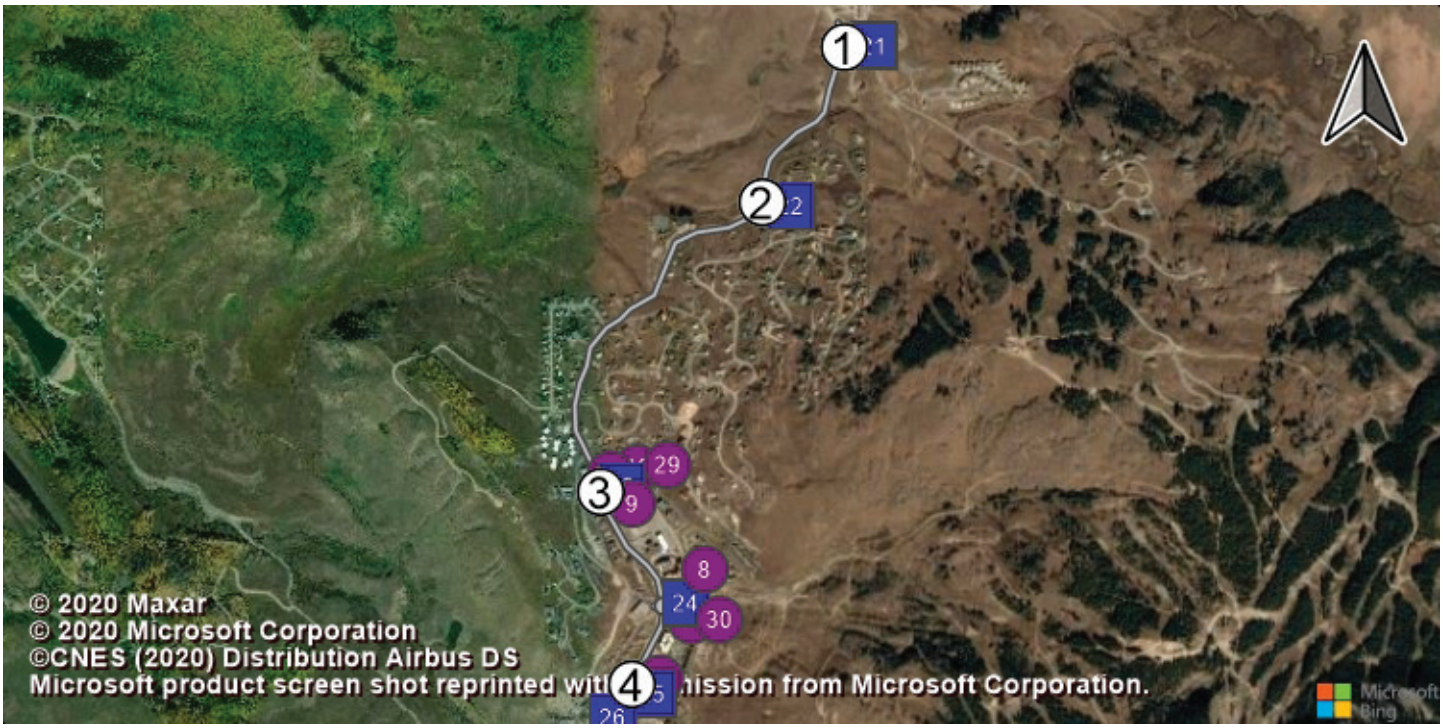


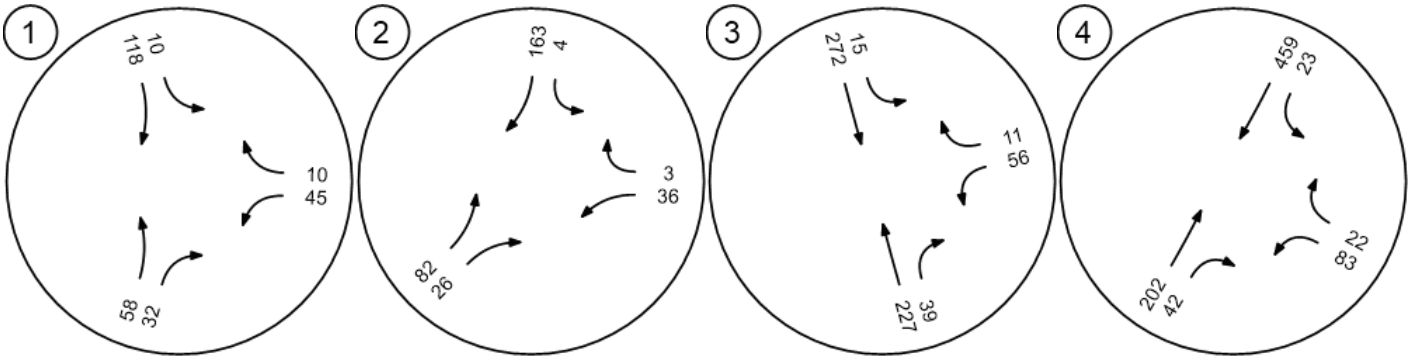
## Lane Configuration and Traffic Control



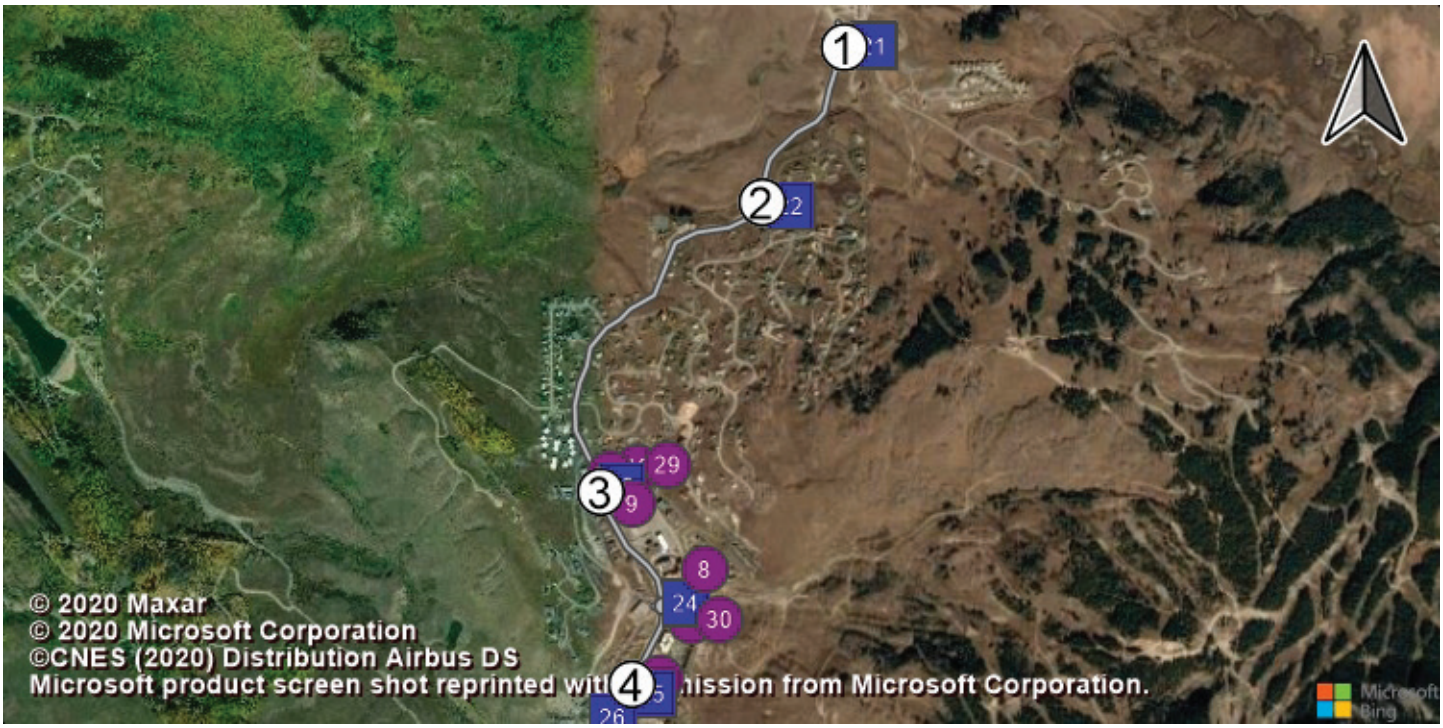



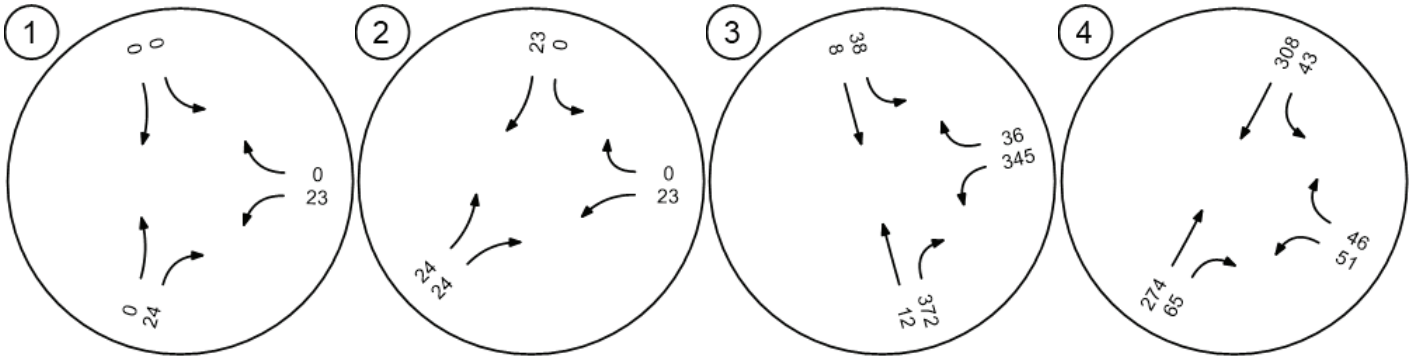
Traffic Volume - Base Volume



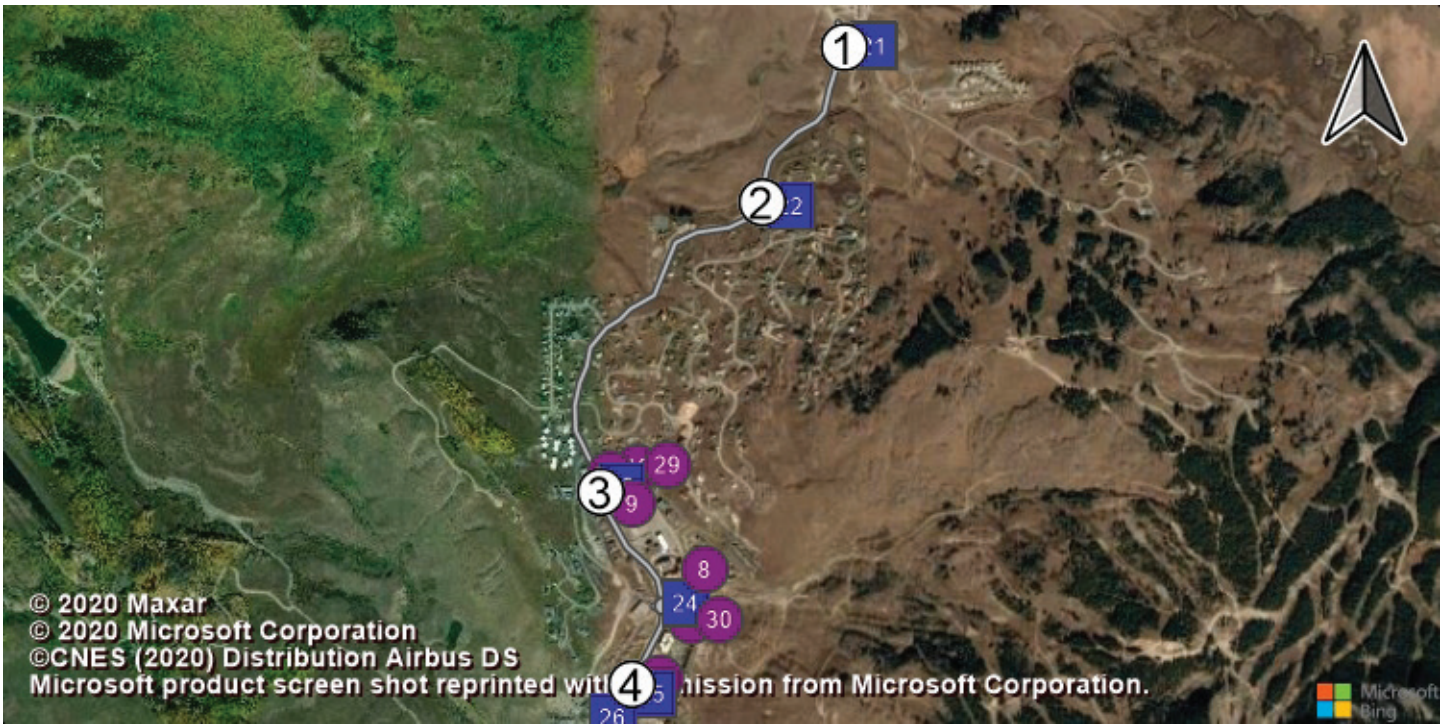



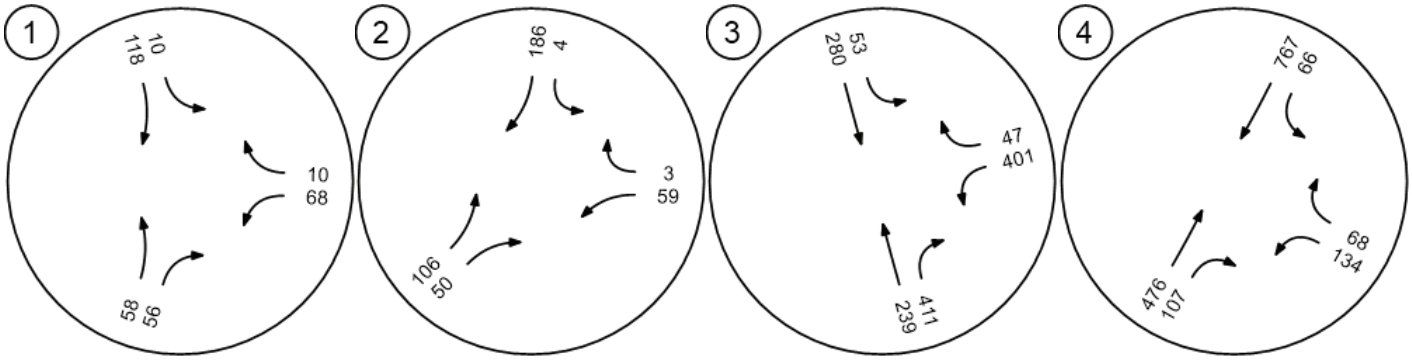
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



MtCB
Mt. Crested Butte, CO

DRAFT

# Transportation Demand Management Strategy

Prepared for the Town of Mt. CB by tei Planning + Design

August 2022

# Introduction

Transportation Demand Management (TDM) is the application of policies, programs, and infrastructure improvements to make it easier for people to travel without a vehicle. TDM works within the existing transportation network by expanding travel options and accommodating future growth by managing the demands placed on the network. This typically includes promoting transit, carpooling, walking, and biking. TDM is commonly applied for commuting purposes but is also applicable for everyday trips.

TDM is flexible and should meet the particular needs of a given community or region. While it can be significantly impactful in larger cities, TDM is applicable in small towns and seasonal resort destinations, like the Town of Mt. Crested Butte (Mt. CB). Because TDM provides tools that help people who live, work, and play in the community travel between key destinations easier without a car, it is crucial in a community like Mt. CB where the roadway infrastructure is limited. TDM promotes environmental, health, and other community benefits by reducing the reliance on vehicles for transportation needs and, in turn, reducing emissions, increasing individual activity, improving employee recruitment and retention, and more. As TDM tools place importance on places for people as opposed to cars, placemaking, economic activity, and overall community vibrancy can be associated benefits.

This document is a toolbox for the Town to leverage through implementing the Master Plan, future planning efforts, and working with partners to help achieve the Community Vision. Specifically, this TDM strategy can assist in the following Vision Principles:

- Improve the Multimodal Transportation Network;
- Focus on Placemaking & Vibrancy; and
- Take an Active Role in Responsible Growth.

This document provides Mt. CB with the resources and information to be a TDM leader and partner in Gunnison Valley. This TDM strategy includes a defined goal with associated tools described to implement over various time points and an understanding of which tool(s) are applicable for multiple types of travel purposes. The strategies defined in this document may also apply to other communities in Gunnison Valley as the region works to ensure safe, functional, and sustainable travel options exist for everyone who lives, works in, and visits the area.

## Challenges

*Mt. CB's primary mobility challenges stem from:*

1. Peak season visitors and commuters that increase congestion, particularly headed to and navigating the Commercial Core.
2. A constrained roadway network with Gothic Road as the only viable route into and out of the Town/Commercial Core.

## Goals

*Priority TDM strategies will provide tools that:*

1. ***Address Congestion***: Address today's challenges related to congestion on Gothic Road and around the Commercial Core during peak events.
2. ***Champion Choices***: Expand multimodal access to destinations in the near term that give all users a range of travel choices.
3. ***Enable Growth***: Prepare the Town for future growth in population, commerce, and tourism by mitigating potential impacts.

# A Meaningful Approach to TDM

To be effective, TDM should be approached in a holistic manner with an understanding that to make meaningful impacts on mobility in Mt. CB the Town must address the multitude of things that impact travel behavior, incorporate all users of the mobility network, and work together with area and regional partners. The following 3 factors will be key to successful implementation and should be a cornerstone of the decision-making process.

1

## Diverse Strategies

An effective TDM approach to implementation will tackle Mt. CB's issues from multiple vantage points (programs, projects, policies) because mobility challenges are multi-faceted. Mt. CB can make the most impact by intentionally pursuing a broad set of strategies because as they get implemented, they naturally build on one another (see Catalyst projects on page 7). The implementation results in benefits and outcomes for the complete set of strategies that have the potential to be greater than the sum of individual strategies alone. TDM strategies also complement other efforts of Mt. CB beyond mobility, such as economic development, tourism, quality of life, safety, and more). The strategies identified in this document provide all necessary pieces that, if leveraged together, create "solutions that stick."

2

## Every Strategy Impacts Everyone

Even though some strategies offer more direct benefits for specific Mobility Users (see page 4 for detail), every strategy provides at least some benefit to everyone traveling to, within, and through Mt. CB. Many strategies may have more indirect benefits, but they all are pieces of the puzzle to accomplish the goals. For example, while Mt. CB Information Stations may be at a site targeted to visitors, it still has information that residents and workers in town can use. To accommodate all user groups and make meaningful impacts on travel and congestion, Mt. CB should be deliberate in implementation. However, as all strategies have some level of benefit for all users, it is recommended that Mt. CB identify which Mobility Users and strategies are priorities for implementation, which could result in an initial emphasis on one user group over another.

3

## North Valley Partnerships

Mt. CB is one of many communities within the North Valley and Gunnison County, and as such, the mobility challenges that face Mt. CB do not begin or end at the town limits. Therefore, the implementation of TDM strategies cannot be insular to the Town. Changing travel behavior and providing more mobility choices will require intentional collaboration with Mt. CB's regional partners to create win-win situations for all to address and solve shared mobility problems. Regional cooperation may include working with Mountain Express and RTA, Gunnison County, the Town of Crested Butte, and more. The key to regional cooperation is that each entity can play a different yet essential role. Some strategies may require Mt. CB to be the lead agency, and partners may assist financially or in other ways. Other TDM strategies may need another agency, such as Mountain Express, to take the lead but have support from Mt. CB and others. Strategies that require regional cooperation are noted in the strategy tables on pages 5-6.

# Mobility Users in Mt. CB

## A Network for Many Users

Mt. CB's mobility network serves a diverse range of users – from year-round residents to first-time visitors skiing for the day. Nearly everyone who travels to and through Mt. CB can be categorized into one of four Mobility User types:

- **I live in Mt. CB**
- **I work in Mt. CB**
- **I often travel to Mt. CB**
- **I visit Mt. CB**

These Mobility Users experience Mt. CB's mobility network in distinct ways and, as a result, have distinct needs. They may vary in their typical travel mode, season of travel, and familiarity with the Town's network. Each Mobility User type also has unique means of accessing information about traveling around Mt. CB. Defining characteristics for each Mobility User type are shown in the table below and further defined on pages 8-12.

## Strategies to Meet Distinct Needs

The different characteristics and needs for Mobility Users help determine which strategies work best to meet the TDM goals of the Town. Some strategies are broadly beneficial for every Mobility User type while others cater to the specific needs of one or two types.

A singular focus on programs for residents or projects for visitors will be minimally effective for Mt. CB. Instead, this range of strategies serves as a toolkit for the Town and its partners to address TDM related challenges holistically.

As a general best practice, the town should consider serving the needs for people of all ages and abilities when implementing TDM strategies. TDM naturally lends itself to providing options that are meaningful for adults, youth, and seniors, but whether these age groups are residents, employees, or visitors, ensuring their needs are incorporated into the mobility network is important.

### *I live in Mt. CB*

| | |
|---|---|
| Familiarity with the mobility network | ●●●●● |
| Typical modes(s) of transportation | |
| **Seasonality** | All |
| **Transportation Information** | Word of mouth, social media, periodicals, community groups, mobile apps (ex: Google Maps), bus stops and schedules |

### *I work in Mt. CB*

| | |
|---|---|
| **Familiarity with the mobility network** | ●●●●○ |
| **Typical modes(s) of transportation** | |
| **Seasonality** | All or Seasonal |
| **Transportation Information** | Co-workers, employers, mobile apps (ex: Google Maps), bus stop stops and schedules |

### *I often travel to Mt. CB*

| | |
|---|---|
| **Familiarity with the mobility network** | ●●●○○ |
| **Typical modes(s) of transportation** | |
| **Seasonality** | All or Seasonal |
| **Transportation Information** | Social media, word of mouth, mobile apps (ex: Google Maps), bus stops and schedules |

### *I visit Mt. CB*

| | |
|---|---|
| **Familiarity with the mobility network** | ●○○○○ |
| **Typical modes(s) of transportation** | |
| **Seasonality** | Seasonal - Likely Summer/Winter |
| **Transportation Information** | Social media, bus drivers, tourism resources and venues, mobile apps (ex: Google Maps), bus stops and schedules |

# How to Use this TDM Guide

The information provided in this document presents the following:

- A summary table of all strategies (pages 5-6);
- Catalyst and Major Moves descriptions (page 7);
- Strategies grouped by their application for each mobility user group and the potential time frame for implementation (pages 8-12); and
- Categorized TDM strategy descriptions with implementation considerations (pages 13-30).

This document is an easy-to-use guide with strategies that are able to be leveraged independently or together. The summary table in Figure 1 shows each strategy, its category, which goal(s) apply, the mobility user group(s), if the strategy is a Catalyst or Major Move for the Town (more details on page 7) , and the potential time frame to implement the strategy. The identified time frame for a given TDM strategy is an estimate used here for planning purposes to help guide future discussions. As implementation relies on multiple factors for a given strategy, these time frames may change due to available funding, partnership opportunities, or even the Town's desire to implement based on priorities that correlate with implementing the Master Plan.

*Figure 1: TDM Summary Strategy Table and Legend*

**Category**
- Communication
- Program
- Policy
- Transit
- Infrastructure

**Goal**
- Addresses Congestion
- Champions Choice
- Enables Growth

**Time Frame**
- Short 1-3 years
- Mid 4-6 years
- Long 7+ years

**Opportunity Area**
- Catalyst
- Major Move

| Strategy | | Category | Goal | I live in... | I work in... | I often travel to... | I visit... | Opportunity Area | Regional Strategy | Time Frame |
|---|---|---|---|---|---|---|---|---|---|---|
| C1 | TDM Info Campaign | Communication | Addresses Congestion, Champions Choice | ✓ | ✓ | ✓ | ✓ | Catalyst | ✓ | Short 1-3 years |
| C2 | Mt. CB Information Stations | Communication | Champions Choice, Enables Growth | | | ✓ | ✓ | | ✓ | Long 7+ years |
| C3 | North Valley Visitors App | Communication | Addresses Congestion, Champions Choice, Enables Growth | | | | ✓ | Major Move | ✓ | Mid 4-6 years |
| C4 | Transit Access Mobile App | Communication | Addresses Congestion, Champions Choice | ✓ | ✓ | ✓ | ✓ | Catalyst | | Short 1-3 years |
| I1 | Trailhead Facility Improvements | Infrastructure | Champions Choice | ✓ | | ✓ | ✓ | | | Mid 4-6 years |
| I2 | Mt. CB Mobility Hub | Infrastructure | Enables Growth | ✓ | ✓ | ✓ | ✓ | Major Move | | Long 7+ years |
| I3 | Install Smart Parking Technologies | Infrastructure | Addresses Congestion, Enables Growth | | | ✓ | ✓ | | | Mid 4-6 years |
| I4 | Study Gothic Road Design | Infrastructure | Addresses Congestion, Enables Growth | ✓ | ✓ | ✓ | | Major Move | ✓ | Mid 4-6 years |
| I5 | 6th Street & Elk Avenue Intersection | Infrastructure | Addresses Congestion, Enables Growth | ✓ | ✓ | ✓ | | Major Move | ✓ | Short 1-3 years |

*Figure 1 Continued*

**Category**

- Communication
- Program
- Policy
- Transit
- Infrastructure

**Goal**

- Addresses Congestion
- Champions Choice
- Enables Growth

**Time Frame**

- Short 1-3 years
- Mid 4-6 years
- Long 7+ years

**Opportunity Area**

- Catalyst
- Major Move

| | Strategy | Category | Goal | I live in... | I work in... | I often travel to... | I visit... | Opportunity Area | Regional Strategy | Time Frame |
|---|---|---|---|---|---|---|---|---|---|---|
| I6 | Sidewalk & Crossing Improvements | Infrastructure | Champions Choice, Enables Growth | ✓ | ✓ | ✓ | ✓ | | | Long 7+ years |
| P1 | Update Developer Requirements | Policy | Champions Choice, Enables Growth | ✓ | ✓ | ✓ | ✓ | | | Long 7+ years |
| P2 | Unbundled and Joint Parking | Policy | Enables Growth | ✓ | | | ✓ | | ✓ | Mid 4-6 years |
| P3 | Regular Partner Coordination | Policy | Addresses Congestion, Champions Choice, Enables Growth | ✓ | ✓ | ✓ | ✓ | | ✓ | Short 1-3 years |
| P4 | Update Path Maintenance Policies | Policy | Champions Choice, Enables Growth | ✓ | ✓ | ✓ | ✓ | | ✓ | Short 1-3 years |
| G1 | E-Bike Share Program | Program | Champions Choice, Enables Growth | ✓ | ✓ | ✓ | ✓ | Major Move | ✓ | Long 7+ years |
| G2 | Bicycle Parking Program | Program | Champions Choice, Enables Growth | ✓ | ✓ | ✓ | ✓ | | | Mid 4-6 years |
| G3 | Transit Incentive Program | Program | Champions Choice | ✓ | ✓ | ✓ | ✓ | | ✓ | Mid 4-6 years |
| G4 | Update Local Parking Fees | Program | Addresses Congestion | | ✓ | ✓ | ✓ | | | Mid 4-6 years |
| G5 | Workplace Commute Incentives | Program | Champions Choice, Enables Growth | ✓ | ✓ | | | | ✓ | Mid 4-6 years |
| G6 | Signature Mt. CB Events | Program | Addresses Congestion, Enables Growth | | | ✓ | ✓ | Catalyst | | Short 1-3 years |
| G7 | Visitor Travel Survey | Program | Enables Growth | | | ✓ | ✓ | Catalyst | ✓ | Short 1-3 years |
| G8 | Commuter Travel Survey | Program | Enables Growth | ✓ | ✓ | | | | ✓ | Short 1-3 years |
| T1 | Demand Response & Micro Transit | Transit | Addresses Congestion, Enables Growth | ✓ | ✓ | ✓ | ✓ | | ✓ | Mid 4-6 years |
| T2 | Recalibrate Transit Services | Transit | Addresses Congestion, Enables Growth | ✓ | ✓ | ✓ | ✓ | Catalyst | ✓ | Mid 4-6 years |
| T3 | Improve Bus Stops | Transit | Champions Choice | ✓ | ✓ | ✓ | ✓ | | | Long 7+ years |
| T4 | Trailhead Shuttles | Transit | Addresses Congestion, Champions Choice | | | ✓ | ✓ | | | Long 7+ years |
| T5 | Transit Intercept Lot | Transit | Addresses Congestion, Champions Choice | | ✓ | ✓ | ✓ | Major Move | ✓ | Long 7+ years |
| T6 | Snowstang Extension | Transit | Addresses Congestion, Champions Choice | ✓ | | ✓ | ✓ | Catalyst | ✓ | Short 1-3 years |

# Opportunity Areas: Catalyst & Major Moves Strategies

**Catalyst**

**Catalyst Projects** are strategies that, once implemented, generate even more opportunities for the Town and its local partners to advance TDM initiatives. The Town should pursue Catalyst Projects early on because they magnify the impact of existing mobility policies and unlock possibilities for future TDM policies. For example, the Visitor Travel Survey is a Catalyst Project because the insights gathered from the survey will help the Town better target its communication approach and tailor other TDM strategies to meet the stated needs of the survey respondents.

**Major Move**

**Major Moves** are strategies that may take more effort on the part of the Town and its partners but have the potential for significant impacts in the way people move around Mt. CB. Major Moves often require intentional planning and partnerships before implementation. They may also cost more, requiring an innovative funding approach. A Major Move like building a Mobility Hub at the Commercial Core will take years of planning and design but it has the potential to reshape the way that residents, visitors, and workers arrive to and interact with Mt. CB, especially during peak seasons.

| | | | |
|---|---|---|---|
| C1: TDM Info Campaign | 1 | 1 | I2: Mt. CB Mobility Hub |
| C4: Transit Access Mobile App | 2 | 2 | I4: Study Gothic Rd Design |
| G7: Visitor Travel Survey | 3 | 3 | I5: 6th St & Elk Ave Intersection |
| T2: Recalibrate Transit Services | 4 | 4 | G1: E-Bike Share Program |
| T6: Snowstang Extension | 5 | 5 | T5: Transit Intercept Lot |
| G6: Signature Mt. CB Events | 6 | 6 | C3: N. Valley Visitors App |

# Strategies for All

Some TDM strategies may apply to one or a few specific mobility user groups, while others may be advantageous to implement for the benefit of everyone. This page highlights those TDM strategies that apply to all users. These strategies mainly consist of policies and transit service enhancements. It is important to note that while the TDM strategy will ultimate serve all users, the user group call-outs specify the greatest impact to that group's potential to change in mobility behavior. Many of the strategies can work together and build off each other.

*Figure 2: TDM Strategies for All Mobility User Groups*

| Strategy | | Category | Goal | Regional Strategy | Opportunity Area |
|---|---|---|---|---|---|
| **Near Term Strategies** | | | | | |
| C1 | TDM Info Campaign | | | ✓ | |
| C4 | Transit Access Mobile App | | | | |
| P3 | Regular Partner Coordination | | | ✓ | |
| P4 | Update Path Maintenance Policies | | | ✓ | |
| **Mid Term Strategies** | | | | | |
| G2 | Bicycle Parking Program | | | | |
| G3 | Transit Incentive Program | | | ✓ | |
| T1 | Demand Response & Micro Transit | | | ✓ | |
| T2 | Recalibrate Transit Services | | | ✓ | |
| **Long Term Strategies** | | | | | |
| I2 | Mt. CB Mobility Hub | | | | |
| I6 | Sidewalk & Crossing Improvements | | | | |
| P1 | Update Developer Requirements | | | | |
| G1 | E-Bike Share Program | | | ✓ | |
| T3 | Improve Bus Stops | | | | |

# Strategies for People who Live in Mt. CB

Residents are the most familiar with the mobility system as it exists today within Mt. CB. Depending on the season, residents may adjust their times, travel mode, and route to avoid peak season congestion. Residents typically own a vehicle and use their vehicle to get out of town. When making trips within Mt. CB, they may choose to walk or bike depending on the topography, time, destination, ability, and who they are traveling with (e.g. children).

*Figure 3: TDM Strategies for People Who Live in Mt. CB*

| Strategy | | Category | Goal | Regional Strategy | Opportunity Area |
|---|---|---|---|---|---|
| **Near Term Strategies** | | | | | |
| I5 | 6th Street & Elk Avenue Intersection | | | ✓ | |
| G8 | Commuter Travel Survey | | | ✓ | |
| T6 | Snowstang Extension | | | ✓ | |
| **Mid Term Strategies** | | | | | |
| I1 | Trailhead Facility Improvements | | | | |
| I4 | Study Gothic Road Design | | | ✓ | |
| P2 | Unbundled and Joint Parking | | | ✓ | |
| G5 | Workplace Commute Incentives | | | ✓ | |

# Strategies for People who Work in Mt. CB

Many workers live outside Mt. CB but are familiar with the Town's mobility network and options available. Workers generally fall into a seasonal or year-round working pattern; these characteristics make avoiding seasonal vehicle congestion difficult. Workers typically own a vehicle and likely use it to get to work. However, some take advantage of Mountain Express and RTA service. Once at their place of work, workers rely on employers to supply parking. Those who work in the Commercial Core use the Snowmass and Ratsa parking lots where access to lockers and other amenities are nearby and convenient. Information regarding mobility, and parking come primarily from employers, word-of-mouth from coworkers, or mobile apps like Google Maps.

*Figure 4: TDM Strategies for People Who Work in Mt. CB*

| Strategy | | Category | Goal | Regional Strategy | Opportunity Area |
|---|---|---|---|---|---|
| **Near Term Strategies** | | | | | |
| I5 | 6th Street & Elk Avenue Intersection | | | ✓ | |
| G8 | Commuter Travel Survey | | | ✓ | |
| **Mid Term Strategies** | | | | | |
| I4 | Study Gothic Road Design | | | ✓ | |
| G4 | Update Local Parking Fees | | | | |
| G5 | Workplace Commute Incentives | | | ✓ | |
| **Long Term Strategies** | | | | | |
| T5 | Transit Intercept Lot | | | ✓ | |

# Strategies for People who Travel Often to Mt. CB

Many people regularly travel to Mt. CB by car to take advantage of the many activities available. This includes folks coming from Crested Butte, Crested Butte South, the City of Gunnison, unincorporated areas of Gunnison County, and areas like Meridian Lake that are not currently served by transit. Many repeat travelers use a car to access the Town's shuttle bus to reach the Commercial Core and trailheads, but are flexible in how they ultimately reach Town. Repeat travelers may also change their travel patterns to avoid peak season congestion, but may not be able to take full advantage of seasonal activities. Repeat travelers seek information about the Mt. CB mobility network from social media and word-of-mouth.

*Figure 5: TDM Strategies for People Who often Travel to Mt. CB*

| Strategy | | Category | Goal | Regional Strategy | Opportunity Area |
|---|---|---|---|---|---|
| **Near Term Strategies** | | | | | |
| T6 | Snowstang Extension | | | ✓ | |
| I5 | 6th Street & Elk Avenue Intersection | | | ✓ | |
| G6 | Signature Mt. CB Events | | | | |
| G7 | Visitor Travel Survey | | | ✓ | |
| **Mid Term Strategies** | | | | | |
| I1 | Trailhead Facility Improvements | | | | |
| I3 | Install Smart Parking Technologies | | | | |
| I4 | Study Gothic Road Design | | | ✓ | |
| G2 | Bicycle Parking Program | | | | |
| G4 | Update Local Parking Fees | | | | |
| **Long Term Strategies** | | | | | |
| G1 | E-Bike Share Program | | | ✓ | |
| C2 | Mt. CB Information Stations | | | ✓ | |
| T4 | Trailhead Shuttles | | | | |
| T5 | Transit Intercept Lot | | | ✓ | |

# Strategies for People who Are Visiting Mt. CB

First-time or infrequent visitors have limited knowledge of the mobility system within Mt. CB. Visitors are mostly drawn to peak season activities and are unable to avoid seasonal congestion. Visitors may or may not own a vehicle but likely need a vehicle to make all or part of the trip to Mt. CB. Many are open to non-vehicle options for getting to Mt. CB, or traveling within town during their visit, especially if it is convenient and inexpensive. Visitors typically get their information from social media, bus stops or transit signage, informally from bus drivers, or tourism resources and venues like resorts.

*Figure 6: TDM Strategies for People Who Visit Mt. CB*

| Strategy | | Category | Goal | Regional Strategy | Opportunity Area |
|---|---|---|---|---|---|
| **Near Term Strategies** | | | | | |
| G6 | Signature Mt. CB Events | | | | |
| G7 | Visitor Travel Survey | | | ✓ | |
| T6 | Snowstang Extension | | | ✓ | |
| **Mid Term Strategies** | | | | | |
| C3 | North Valley Mobile App | | | ✓ | |
| I1 | Trailhead Facility Improvements | | | | |
| I3 | Install Smart Parking Technologies | | | | |
| P2 | Unbundled and Joint Parking | | | ✓ | |
| G4 | Update Local Parking Fees | | | | |
| **Long Term Strategies** | | | | | |
| C2 | Mt. CB Information Stations | | | | |
| G1 | E-Bike Share Program | | | ✓ | |
| T4 | Trailhead Shuttles | | | | |
| T5 | Transit Intercept Lot | | | ✓ | |

# Strategy Toolkit

## Key Information for All Strategies

The following pages offer a profile of each recommended strategy. The profiles provide detailed information about strategies, including its type, the TDM goals it helps achieve, a description, the Mobility Users served, context for implementation, and an example of the strategy implementation in similar communities across the United States.

## Strategy Groupings

Strategies are grouped by category for reference:

- Communications
- Infrastructure
- Policy
- Program
- Transit

## How to Read a Strategy Profile

All strategy profiles share similar information and are intended to serve as standalone resources to help the Town and its partners kick start implementation. The sample strategy, below, shows how the information is presented on the following pages.

1. **Category** describes the type of strategy from the five different Categories described on pages 14, 16, 20, 22, and 27.
2. **Goals** show which of the three Mt. CB TDM goals this strategy helps to achieve.
3. **Serves People Who...** uses check marks ✓ to indicate which Mobility User groups are most served by the strategy.
4. **Timeline** offers an expected time frame for each strategy that includes: Near Term, Mid Term, and Long Term. A few strategies are Ongoing.

# Sample Strategy Name

Category: Communication (1) | Goals: Addresses Congestion, Champions Choices, Enables Growth (2)

## Description

The description will detail the key characteristics of a strategy and its intended impact on mobility in Mt. CB. Where necessary, the description will include how the strategy may complement other TDM strategies and mobility policies.

## Serves People Who... (3)

- ✓ Live in Mt. CB
- ✓ Work in Mt. CB
- ✓ Often Travel to Mt. CB
- ✓ Visit Mt. CB

The Implementation section provides any pertinent context about partnering agencies, phasing, or other considerations for bringing a strategy to fruition.

*Partner Agencies:* The list of agencies that Mt. CB can potentially partner with to implement and coordinate each strategy

*Timeline:* (4)

*Example:* Most strategies include hyperlinked examples from communities similar to Mt. CB and the North Valley.

# Communications Strategies

## A Cornerstone of TDM

Changing mobility behavior can be difficult, especially if someone has become accustomed to using a certain transportation mode or a certain route. Effective, useful information sharing is necessary to build successful TDM programs.

The recommended Communications strategies on the following pages amplify the Town's existing mobility options and will create new platforms for promoting other TDM strategies or multimodal access as they are implemented.



## Recommended Strategies


- C1: TDM Information Campaign (page 14)
- C2: Mt. CB Information Stations (page 15)
- C3: North Valley Mobile App (page 15)
- Transit Access Mobile App (page 16)


# C1: TDM Information Campaign

Catalyst

| Category: | Communication | Goals: | Addresses Congestion | Champions Choices | Enables Growth |
|---|---|---|---|---|---|

## Description

Distribute communication materials to help people identify and access non-auto travel options in and around Mt. CB, especially during peak seasons. Information campaigns should target specific Mobility User groups and use both print and digital channels. Campaigns can promote existing multimodal services and infrastructure in the Town (Mountain Express and RTA routes, recreational trails, etc.) and new initiatives implemented as part of this plan. A "Getting around Mt. CB Guide" and "Good Neighbor Guide" can be signature components of this campaign.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

This strategy will require close coordination with Mt. CB partners to gather and maintain updated information. Partnerships will also be crucial to promoting the information, including in communities where visitors live (outside of the North Valley). For example, hotels, the resort, and short-term rental properties can offer important first-impression communications to visitors.

| | |
|---|---|
| *Partner Agencies:* | Chamber of Commerce, Employers including Crested Butte Mountain Resort and hotels, Short-term rentals, Town of Crested Butte, Crested Butte South POA, RTA, Gunnison County, City of Gunnison |
| *Timeline:* | Near Term |
| *Example:* | Lake Tahoe Visitors Authority's Visit Lake Tahoe branding efforts |

# C2: Mt. CB Information Stations

Category: Communication

Goals: Champions Choices | Enables Growth

## Description

Install new information stations at key locations throughout the Town to share information about mobility options in Mt. CB, important events, trail closures and maintenance, special promotions, etc. The stations should be highly visible with consistent branding and should serve as navigational points in the Town's wayfinding network. The Town can work with partner agencies to maintain and regularly update the stations.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- ✓ Often Travel to Mt. CB
- ✓ Visit Mt. CB

## Implementation

Mt. CB will need to work with community organizations and local partners to determine the ideal location, design, and funding source for new Information Stations. These stations can be primary locations for materials from future Information Campaigns.

*Partner Agencies:* Chamber of Commerce, Downtown Development Authority, Town Center Community Association, Mountain Express, RTA

*Timeline:* Long Term

*Example:* Northwest Arkansas Razorback Regional Greenway wayfinding initiative

# C3: North Valley Visitors App

Major Move

Category: Communication

Goals: Addresses Congestion | Champions Choices | Enables Growth

## Description

Develop a mobile app for the North Valley to communicate with residents, visitors, and commuters. The app can include the "Guide for Getting around the North Valley," "Good Neighbor Guide," Mountain Express and RTA service information, and other critical information such as trail closures and parking lot capacity. The app can also be a key tool for information campaigns and to promote many TDM initiatives.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- ✓ Visit Mt. CB

## Implementation

A successful mobile app will require coordination with other local partners who participate in and benefit from the North Valley's tourism industry. Mt. CB can work with these partners to determine goals for the app and hire a developer to build and maintain app information. Materials developed for Information Campaigns can be promoted through this app.

*Partner Agencies:* Town of Crested Butte, Gunnison County, Chamber of Commerce

*Timeline:* Mid Term

*Example:* Visit Lake Tahoe App
Visit Steamboat Springs! App
Winter Park App

# C3: Transit Access Mobile App

Catalyst

| Category: | Communication | Goals: | Addresses Congestion | Champions Choices | Enables Growth |
|---|---|---|---|---|---|

## Description

Leverage an existing app to communicate transit access and service with the community. There are multiple apps in existence that enable transit agencies to upload their data to the app and use the platform to communicate things like locations of bus stops, transit routes, service frequency, route selection, service notifications, and even real-time arrival information. RTA currently uses the Transit App for these purposes and the inclusion of Mountain Express on the same platform could create more seamless travel in the region.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Coordination with Mountain Express and other regional partners to select an existing app platform and the intents will help ensure that all applicable data are incorporated. Advertisement of this app through regional partners will be important, as well as coordination with RTA.

| | |
|---|---|
| *Partner Agencies:* | Town of Crested Butte, Gunnison County, Chamber of Commerce, Mountain Express, RTA |
| *Timeline:* | Near Term |

# Infrastructure Strategies

## Enhancing the Network for TDM

Although this toolkit does not replace a comprehensive mobility plan with a full set of recommendations for capital improvements, the Town can invest in targeted infrastructure improvements that set the stage for other TDM strategies. Most of these improvements are not straightforward redesigns of a street or intersection but include investments in technology and end-of-trip facilities that make it safer and more convenient to walk, bike, and ride transit.

## Recommended Strategies

- I1: Trailhead Facility Improvements (page 17)
- I2: Mt. CB Mobility Hub (page 17)
- I3: Install Smart Parking Technologies (page 18)
- I4: Study Gothic Road Design (page 18)
- I5: 6th Street & Elk Avenue Intersection (page 19)
- I6: Sidewalk & Crossing Improvements (page 19)

# I1: Trailhead Facility Improvements

Category: Infrastructure

Goals: Addresses Congestion | Champions Choices | Enables Growth

## Description

Invest in pedestrian and bicycle access to trailheads in Town including Snodgrass Trailhead and Upper Loop Trailhead on Hunter Hill Road. Where possible, construct new transit stops at trailheads and expand bike parking and other first-last mile amenities at trailheads such as restrooms and bicycle fix-it stations. New access and amenities should reduce the need for trailhead parking and mitigate congestion on local roadways.

## Serves People Who...

- ✔ Live in Mt. CB
- Work in Mt. CB
- ✔ Often Travel to Mt. CB
- ✔ Visit Mt. CB

## Implementation

Town staff should work with trail owners and future developers near both trailheads to design and construct trailhead improvements. Any improvements should align with recommendations from the Town's Master Plan.

*Partner Agencies:* Applicable Developers, Crested Butte Mountain Bike Association

*Timeline:* Mid Term

*Example:* Basin Recreation Trail access improvements in Park City, UT.

# I2: Mt. CB Mobility Hub

Major Move

Category: Infrastructure

Goals: Champions Choices | Enables Growth

## Description

Incorporate a mobility hub as part of plans for any future Commercial Core redevelopment. The hub should include a central transit station with capacity to serve Mountain Express and RTA routes, bicycle parking, bike share rentals and information, an information station/kiosk, and a public parking garage. The hub could serve as a gateway for visitors to Mt. CB and a central gathering point and event space.

## Serves People Who...

- ✔ Live in Mt. CB
- ✔ Work in Mt. CB
- ✔ Often Travel to Mt. CB
- ✔ Visit Mt. CB

## Implementation

Construction of a central Mobility Hub will require significant effort and close coordination with transit stakeholders and Commercial Core businesses and entities like the Downtown Development Authority. The location, design, construction, and programming for a Mobility Hub should be a collaborative undertaking, and could be a candidate project for state and federal grants.

*Partner Agencies:* Developers, Downtown Development Authority, Mountain Express, RTA

*Timeline:* Long Term

*Example:* Tahoe Mobility Hub in Washoe County, NV.

# I3: Install Smart Parking Technologies

Category: Infrastructure

Goals: Addresses Congestion | Enables Growth

## Description

Invest in smart parking technologies that monitor parking lot usage and communicate when lots are near full-capacity via dynamic signage and other channels. Dynamic signs should direct visitors to avoid full lots and instead utilize Mountain Express, RTA, or other parking lots to reduce congestion at Commercial Core and on Gothic Road. The installation of smart payment lanes in parking lots may also reduce congestion at lot entrances and exits. The Town should identify the existing parking lots ideal for smart technology and work with lot owners to fund and implement the new technologies.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Implementation of this strategy may require participation from partners outside of Mt. CB to site and construct dynamic messaging signs. Mt. CB will need to work with those partners and contract to install smart parking technologies for lots within the Town.

*Partner Agencies:* Crested Butte Mountain Resort, Large parking lot owners, Gunnison County Mountain Express, RTA

*Timeline:* Mid Term

*Example:* Dynamic messaging signs in Breckenridge, CO
Future improvements could integrate smart parking with the mobile app (C3).

# I4: Study Gothic Road Design

Category: Infrastructure

Goals: Addresses Congestion | Enables Growth

## Description

Initiate a feasibility study to redesign Gothic Road to accommodate dedicated lanes for emergency vehicles and high-occupancy vehicles such as Mountain Express and RTA buses and hotel shuttles. The study can investigate a variety of design options including using shoulders, rebuilding to include a dedicated lane, or other strategies.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Right-of-way constraints limit what the Town can reasonably redesign along Gothic Road. However, a feasibility study will help to document and better understand those constraints and give the Town an opportunity to think creatively about potential solutions.

*Partner Agencies:* Town of Crested Butte, Gunnison County, State of Colorado, Mountain Express, RTA

*Timeline:* Near Term

# I5: 6th St. & Elk Ave. Intersection

Major Move

Category: Infrastructure

Goals: Addresses Congestion | Enables Growth

## Description

Partner with the Town of Crested Butte to develop design options for the intersection of 6th Street and Elk Avenue in Crested Butte. A redesign of the intersection should improve the operations of the intersection to facilitate better ingress and egress to Mt. CB during peak seasons while also improving access to the Visitor Center at that intersection.

## Serves People Who...

- ✔ Live in Mt. CB
- ✔ Work in Mt. CB
- ✔ Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Since the intersection is outside of Mt. CB, the Town will need to coordinate closely with and rely on the leadership of Crested Butte for implementation. Any improvements should also consider impacts on the Visitors Center at the intersection.

*Partner Agencies:* Town of Crested Butte, Gunnison County, State of Colorado, Chamber of Commerce

*Timeline:* Long Term

*Example:* County of Placer's North Lake Tahoe roundabout

# I6: Sidewalk & Crossing Improvements

Category: Infrastructure

Goals: Champions Choices | Enables Growth

## Description

Fill in gaps in the sidewalk network where Mt. CB expects pedestrian activity such as streets in and around Commercial Core, around potential future developments outside of Commercial Core, and to major destinations such as trailheads. New sidewalk designs should include safe crossings and consider the impacts of slope and snow removal on sidewalk accessibility. The Town should also improve the design of Gothic Road pedestrian and bicycle crossings at Castle Road, Snowmass Road, and the entrance of Town.

## Serves People Who...

- ✔ Live in Mt. CB
- ✔ Work in Mt. CB
- ✔ Often Travel to Mt. CB
- ✔ Visit Mt. CB

## Implementation

Each street and crossing will face unique implementation challenges, including steep slopes and lack of right-of-way. The Town will need to work closely with civic organizations and residents to identify and construct these improvements. The Town should consider starting in places with highest need or highest demand for walking and biking.

*Partner Agencies:* Gunnison County, Crested Butte South POA, Town Center Community Association

*Timeline:* Long Term

*Example:* Steamboat Springs Sidewalk Master Plan

# Policy Strategies

## Setting the Stage for Growth

Now is the time to prepare for the anticipated growth in Mt. CB and the North Valley. The Town's master planning efforts show a forward-looking commitment to envision how future development will impact all aspects of life in Mt. CB.

The Town can also get ahead of this future growth through intentional policy changes and partner coordination. The recommended policy-related TDM strategies help ensure that new developments expand mobility options and allow the Town to grow responsibly.



## Recommended Strategies

- P1: Update Developer Requirements (page 20)
- P2: Unbundled & Joint Parking (page 21)
- P3: Regular Partner Coordination (page 21)
- P4: Update Path Maintenance (page 22)

# P1: Update Developer Requirements

| Category: | Policy | Goals: | Champions Choices / Enables Growth |
|---|---|---|---|

## Description

Require new developments and redevelopments to include multimodal infrastructure such as bicycle parking, information stations, wayfinding, bike share stations or dockless bike parking, and transit facilities. A distinct set of standards could apply to developments depending on their size, type, and location. For example, all new commercial developments could include required bicycle parking with additional bike parking and a bike share station required for developments in close proximity to a trailhead.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

The Town should conduct best practice research and seek feedback from residents, developers, and other local stakeholders to inform the elements included in any updated requirements.

| | |
|---|---|
| *Partner Agencies:* | Developers, Downtown Development Authority |
| *Timeline:* | Long Term |
| *Example:* | City of Aspen 2019 land use code amendments |

# P2: Unbundled & Joint Parking

Category: Policy

Goals: Enables Growth

## Description

Require new residential developments to unbundle parking costs from housing costs to allow residents to rent housing and parking spaces separately. This can be paired with requirements for all new developments and existing land owners of large parking lots to allow joint parking for nearby destinations to reduce the amount of parking spaces needed throughout Town. Both of these parking policies should be implemented with complementary strategies like establishing overnight parking areas near transit stops and ensuring sufficient loading and unloading space for new developments.

## Serves People Who...

- ✔ Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- ✔ Visit Mt. CB

## Implementation

Like other policies, the Town should conduct thorough best practice research and seek feedback from developers, residents, and other stakeholders to determine the appropriate complementary policies and phasing for implementation.

*Partner Agencies:* Developers, Downtown Development Authority, Large parking lot owners

*Timeline:* Mid Term

*Example:* Bishop, CA unbundled parking in their Downtown Bishop Plan
Jackson, WY fee-in-lieu of parking ordinance

# P3: Regular Partner Coordination

Category: Policy

Goals: Addresses Congestion, Champions Choices, Enables Growth

## Description

Meet quarterly with partner agencies such as Crested Butte, Gunnison County, Mountain Express, RTA, and others to implement TDM strategies, prepare for peak seasons, and coordinate planning and funding efforts to implement win-win projects.

## Serves People Who...

- ✔ Live in Mt. CB
- ✔ Work in Mt. CB
- ✔ Often Travel to Mt. CB
- ✔ Visit Mt. CB

## Implementation

Mt. CB should coordinate with partners to determine who should facilitate, where to host meetings (virtual or not), and what topics should be on the agenda.

*Partner Agencies:* Town of Crested Butte, Gunnison County, City of Gunnison, Mountain Express, Chamber of Commerce, RTA, Civic associations

*Timeline:* Near Term

# P4: Update Path Maintenance Policies

Category: Communication

Goals: Champions Choices | Enables Growth

## Description

Include recreational paths as part of regular winter maintenance and work with Gunnison County to ensure that snow removal operations do not require path closures. Snow removal on paths should prioritize connections into Mt. CB and major destinations within the Town.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Implementation will rely on close partnership with Gunnison County to ensure that the logistics of path maintenance are possible given their available staffing resources.

*Partner Agencies:* Gunnison County, Crested Butte Mountain Bike Association

*Timeline:* Near Term

*Example:* Burlington, VT Snow & Ice Control Plan

# Program Strategies

## Embracing New Initiatives

A commitment to TDM will require expanding the set of current mobility programs in the Town. These programs establish a framework for new initiatives that increase the mobility options and help people take advantage of existing transit services. These programs may require dedicated staff or working groups to kick start and maintain program functions.



## Recommended Strategies


- G1: E-Bike Share Program (page 23)
- G2: Bicycle Parking Program (page 23)
- G3: Transit Incentive Program (page 24)
- G4: Update Local Parking Fees (page 24)
- G5: Workplace Commuting Initiatives (page 25)
- G6: Signature Mt. CB Events (page 25)
- G7: Visitor Travel Survey (page 26)
- G8: Commuter Travel Survey (page 26)

# G1: E-Bike Share Program

Major Move

Category: Program

Goals: Champions Choices | Enables Growth

## Description

Install docked electric bicycle share stations throughout Town. Stations should be installed at visible, destination-rich locations and most of the Town should be within one-quarter mile of at least one station. As an alternative, the Town may also invite dockless electric bicycle share and/or scooter companies to operate within Town limits. The Town may consider partnering with the Town of Crested Butte to implement a joint bike share system and require certain types of new and redeveloped buildings to include a station.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Prior to implementation, the Town (in partnership with Crested Butte) should identify potential E-Bike Share providers, potentially releasing a request for information/qualifications to hear from interested companies. The Town can also work to identify ideal locations for future stations.

*Partner Agencies:* Town of Crested Butte, Chamber of Commerce, Local businesses

*Timeline:* Long Term

*Example:* Summit Bike Share in Park City, UT
WE-cycle in Aspen, CO

# G2: Bicycle Parking Program

Category: Program

Goals: Champions Choices | Enables Growth

## Description

Install more bicycle parking at key destinations like hotels, the resort, trailheads, and other major trip generators. Bike parking should be placed in logical locations such as near major entry points to destinations, away from snow storage, and covered if possible. Mt. CB can work with other local agencies to develop a program to provide free bike racks for local businesses willing to install them.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

The Town will need to identify a source for procuring bike racks in bulk and work with local businesses and other stakeholders to identify ideal locations for the racks throughout the Town.

*Partner Agencies:* Downtown Development Authority, Chamber of Commerce, Local businesses

*Timeline:* Mid Term

*Example:* Lake Tahoe Bicycle Coalition Regional Bicycle Parking Program

# G3: Transit Incentive Program

| Category: Program | Goals: Champions Choices |
|---|---|

## Description

Develop a Transit Incentive Program to encourage more people to ride Mountain Express and RTA to Mt. CB. Incentives can be targeted at regular and new visitors during peak seasons and could include discounts for local businesses, lift ticket coupons, or other benefits. The program could be a key component of a future information campaign.

## Serves People Who...

- ✔ Live in Mt. CB
- ✔ Work in Mt. CB
- ✔ Often Travel to Mt. CB
- ✔ Visit Mt. CB

## Implementation

A transit incentive program will require close coordination with partners to both identify potential incentives and communicate those incentives to people visiting the Town. Mt. CB can help Mountain Express and RTA identify and facilitate these partnerships.

| | |
|---|---|
| *Partner Agencies:* | Mountain Express, RTA, Town of Crested Butte, Chamber of Commerce |
| *Timeline:* | Mid Term |
| *Example:* | RideOn in Park City, UT |

# G4: Update Local Parking Fees

| Category: Program | Goals: Addresses Congestion |
|---|---|

## Description

Work with parking lot owners in areas with a high density of destinations to implement per-entrance parking charges to encourage visitors who drive to park once and walk. Consider reducing parking fees for people who arrive before or stay past peak hours to reduce congestion during peak hours on Gothic Road. These strategies will work best when coupled with recalibrating existing bus service to extend operating times.

## Serves People Who...

- ○ Live in Mt. CB
- ✔ Work in Mt. CB
- ✔ Often Travel to Mt. CB
- ✔ Visit Mt. CB

## Implementation

The Town can start with any publicly owned parking lots but will need to work one-on-one with private parking lot owners to discuss changes to parking fees that encourage parking and walking. The Town can develop a guide of recommended fee structures for parking fees to assist parking lot owners.

| | |
|---|---|
| *Partner Agencies:* | Crested Butte Mountain Resort, Large parking lot owners, Downtown Development Authority |
| *Timeline:* | Mid Term |
| *Example:* | City of Breckenridge gondola parking rates |

# G5: Workplace Commuting Initiatives

Category: Program

Goals: Addresses Congestion | Champions Choices | Enables Growth

## Description

Work with local employers like CBMR and hotels to create a suite of commute policies that encourage people to walk, bike, ride transit, and carpool to work. These policies could be incentives for workers such as reimbursement for commute expenses, health insurance benefits, and other perks. Initiatives may also include carpool matching at the workplace or through digital platforms like TreadShare or social media. Mt. CB can work with partners to develop a guide for employers about how to implement these types of programs in the workplace.

## Serves People Who...

- ✔ Live in Mt. CB
- ✔ Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Implementing this strategy will rely on close partnership with local employers and agencies like the Chamber of Commerce to act as liaison to businesses. A how-to guide for employers will help communicate the logistics and benefits of these initiatives.

*Partner Agencies:* Major employers, Town of Crested Butte, Chamber of Commerce, Downtown Development Authority

*Timeline:* Mid Term

*Example:* TreadShare carpooling app
RidePro carpooling in Colorado Springs, CO

# G6: Signature Mt. CB Events

Catalyst

Category: Program

Goals: Addresses Congestion | Enables Growth

## Description

Create new events at Commercial Core during peak seasons to add to the number and type of activities that draw visitors to Mt. CB. These events should cater to today's typical visitor to the Town and attract new tourists as well. Ideally the events will encourage people to arrive earlier and stay later in Mt. CB to reduce the number of people that are driving on Gothic Road at any given point in time.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- ✔ Often Travel to Mt. CB
- ✔ Visit Mt. CB

## Implementation

These events will serve many purposes beyond TDM and the Town can convene local partners to brainstorm potential signature events. The Town can also leverage public buildings and open space to host events.

*Partner Agencies:* Chamber of Commerce, Major employers, Mountain Express, RTA, Major employers, Town Center Community Association

*Timeline:* Near Term

*Example:* Crystal Mountain events calendar
Steamboat Springs events calendar
Copper Mountain events calendar

# G7: Visitor Travel Survey

Catalyst

| Category: Program | Goals: Enables Growth |
|---|---|

## Description

Conduct a bi-annual travel survey at the height of peak seasons to gather data from visitors about their travel habits including origin, mode choice, travel spending, and knowledge of mobility options in Mt. CB. The survey can be a joint endeavor between local transit providers, major destinations, and the Town. Data from the survey can be used to understand mobility trends and alter TDM strategies to best meet the needs of visitors.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- ✓ Often Travel to Mt. CB
- ✓ Visit Mt. CB

## Implementation

A survey of visitors will need to be conducted at key touch points for tourists and regular visitors like short-term rentals, Mountain Express buses, lift stations, and similar places. Mt. CB can work with partners to identify those places and brainstorm the types of questions that would be most useful for understanding visitor travel behavior.

*Partner Agencies:* Town of Crested Butte, Gunnison County, Chamber of Commerce, Crested Butte Mountain Resort, Short-term rentals, Hotels, Mountain Express, RTA

*Timeline:* Near Term

# G8: Commuter Travel Survey

| Category: Program | Goals: Enables Growth |
|---|---|

## Description

Conduct a bi-annual travel survey of commuters during peak seasons to gather data from employees about their travel habits including origin, mode choice, travel spending, and knowledge of mobility options and incentives in Mt. CB. The survey can be a joint endeavor between the Town and major employers and can be used to justify and improve TDM initiatives such as carpool matching, transit service changes, and commute incentives.

## Serves People Who...

- ✓ Live in Mt. CB
- ✓ Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Like the Visitor Travel Survey, the Town will need to get the Commuter Travel Survey into workplaces. The Town should coordinate with employers and transit agencies for survey outreach and to determine a useful set of questions. The Town should share the survey results with employers once collected and analyzed.

*Partner Agencies:* Town of Crested Butte, Major employers, Mountain Express, RTA

*Timeline:* Near Term

# Transit Strategies

## Building on Strong Services

To expand mobility options through TDM, communities must first have options available for people to use. Mt. CB benefits from the solid foundation of transit service provided by Mountain Express and RTA.

The recommended transit strategies in this toolkit build upon those existing services to enhance span, frequency, and convenience for people using transit. For each recommendation, Mt. CB should rely on the leadership and expertise of its transit partners to determine when and how to support transit-related TDM efforts.

## Recommended Strategies


- T1: Demand Response & Micro Transit (page 27)
- T2: Recalibrate Transit Services (page 28)
- T3: Improve Bus Stops (page 28)
- T4: Trailhead Shuttles (page 29)
- T5: Transit Intercept Lot (page 29)
- T6: Snowstang Extension (page 30)


# T1: Demand Response & Micro Transit

| Category: | Transit | Goals: | Addresses Congestion / Enables Growth |
|---|---|---|---|

## Description

Partner with Mountain Express to establish demand-response and/or micro transit service for low-density neighborhoods with high concentrations of employees and visitors (ex: Washington Gulch/Meridian Lake Area) to facilitate access to key destinations such as Commercial Core and Snodgrass Trailhead. Shuttles can be flexible and create additional frequency when not in use for demand response. Mountain Express should consider piloting a program using a contract operator to develop a proof of concept and gather data.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Creation of a new demand response service must be led by Mountain Express. The Town can partner by helping identify target locations (including a pilot), thinking through creative funding mechanisms, and promoting the service.

*Partner Agencies:* Mountain Express, RTA, Town of Crested Butte

*Timeline:* Mid Term

*Example:* Tahoe Truckee Area Regional Transit Service demand response service

# T2: Recalibrate Transit Services

Catalyst

| Category: Transit | Goals: Champions Choices, Enables Growth |
|---|---|

## Description

Leverage the upcoming 5-year Mountain Express transit study to understand today's transit demand and identify changes to service frequency and route extents that better meet local needs. Partner with Mountain Express and RTA to overcome barriers to service expansion including changes to snow removal schedules and funding constraints for operations and capital expenditures. Use the study process as an opportunity to include Mountain Express service on the Transit app.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

The Town can serve as a planning stakeholder as Mountain Express conducts its transit study. The study process should help identify ways in which the Town can continue to support Mountain Express's transit services throughout the North Valley.

*Partner Agencies:* Mountain Express, RTA, Town of Crested Butte, Gunnison County

*Timeline:* Mid Term

*Example:* Updates to The Lift in Winter Park, CO

# T3: Improve Bus Stops

| Category: Transit | Goals: Champions Choices |
|---|---|

## Description

Invest in new infrastructure at bus stops including real-time information via texting or QR codes, lighting, seating, and covered waiting areas. Improvements should focus on sharing information that helps transit riders identify the best way to get to their destination. Bus stop improvements can be incorporated into broader wayfinding improvements.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Mountain Express and RTA will need to take the lead on improving bus stops to ensure that the stops comply with their agency standards. The Town can support by providing right-of-way where possible, brainstorming bus stop locations and features, and collaborating to identify creative funding mechanisms.

*Partner Agencies:* Mountain Express, Town of Crested Butte, RTA, Downtown Development Authority

*Timeline:* Long Term

*Example:* Steamboat Springs bus stop investments

# T4: Trailhead Shuttles

Category: Transit

Goals: Addresses Congestion | Champions Choices

## Description

Establish shuttle service to the Upper Loop and Snodgrass trailheads from key destinations in Commercial Core and the Town of Crested Butte during the summer season. Similar to a new demand-response service, the Town and Mountain Express can partner with a contract operator to pilot the trailhead shuttle to develop a proof of concept and gather data about what works.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

Mountain Express should take the lead on planning and operating trailhead shuttles. The Town can support by identifying ideal routes and stopping locations, coordinating to identify creative funding mechanisms, and promoting the shuttles.

*Partner Agencies:* Mountain Express, Town of Crested Butte, Crested Butte Mountain Bike Association, U.S. Forest Service

*Timeline:* Long Term

*Example:* Quandary Trail Shuttle in Blue River, CO

# T5: Transit Intercept Lot

Major Move

Category: Transit

Goals: Addresses Congestion | Champions Choices

## Description

Work with regional partners to build a new intercept lot for transit service before getting into the North Valley. This lot should encourage visitors to park and ride transit for the last leg of their trip to Crested Butte and Mt. CB, reducing the number of individual vehicles on Gothic Road and at the four-way stop in Crested Butte during peak seasons. The new lot should include attractive amenities such as indoor waiting areas, lift ticket stations, bike share stations, dog water stations, and other relevant amenities that visitors can use while they wait for the next bus.

## Serves People Who...

- Live in Mt. CB
- Work in Mt. CB
- Often Travel to Mt. CB
- Visit Mt. CB

## Implementation

A transit intercept lot would need to be constructed outside of the Town boundaries, requiring partnership with another local government to construct. The Town should work closely with Mountain Express, RTA, and its local government partners to think strategically about the best location for a lot to ensure all parties find benefit.

*Partner Agencies:* Mountain Express, RTA, Gunnison County

*Timeline:* Long Term

*Example:* RFTA Transit Intercept Lot in Aspen, CO

# T6: Snowstang Extension

Catalyst

Category: Communication

Goals: Addresses Congestion | Champions Choices

## Description

Coordinate with RTA to extend the terminus of the Snowstang "Crested Butte to Denver" route to Mt. CB. The extension would encourage visitors from Denver, Salida, and Gunnison to take transit. The Town will need to adopt an earlier snow removal schedule for the portion of Gothic Road from Crested Butte to Commercial Core.

## Serves People Who...

- ✓ Live in Mt. CB
- Work in Mt. CB
- ✓ Often Travel to Mt. CB
- ✓ Visit Mt. CB

## Implementation

The Town's local transit partners – Mountain Express and RTA – are well-equipped to take the lead in advocating for an extension of the Snowstang into Mt. CB. The Town can play a role in negotiating early snow removal in partnership with the County.

*Partner Agencies:* RTA, Mountain Express, Gunnison County

*Timeline:* Near Term

*Example:* Recent Bustang expansion

**Final Report**

# Commercial Development Assessment and Strategy: Mt. Crested Butte Master Plan

*The Economics of Land Use*

**Prepared for:**

Mt. Crested Butte, CO

**Prepared by:**
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August 13, 2022

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# 1. Background

## Introduction

Economic & Planning Systems (EPS) worked with a consulting team led by Norris Design to prepare a Master Plan for the Town of Mt. Crested Butte. The Master Plan will guide future land use policy and public facility investment decisions in the town. EPS' scope of work was to:

- Prepare a demographic and economic profile of the town.
- Evaluate commercial development market conditions in the town, focusing on the Commercial Core area (Commercial Core).
- Estimate the demand for commercial space in the town and make recommendations on the amount and placement of commercial space.
- Recommend strategies for reinvigorating the DDA Commercial Core to create a more vibrant place for locals and guests.
- Recommend locations for new or expanded commercial space.

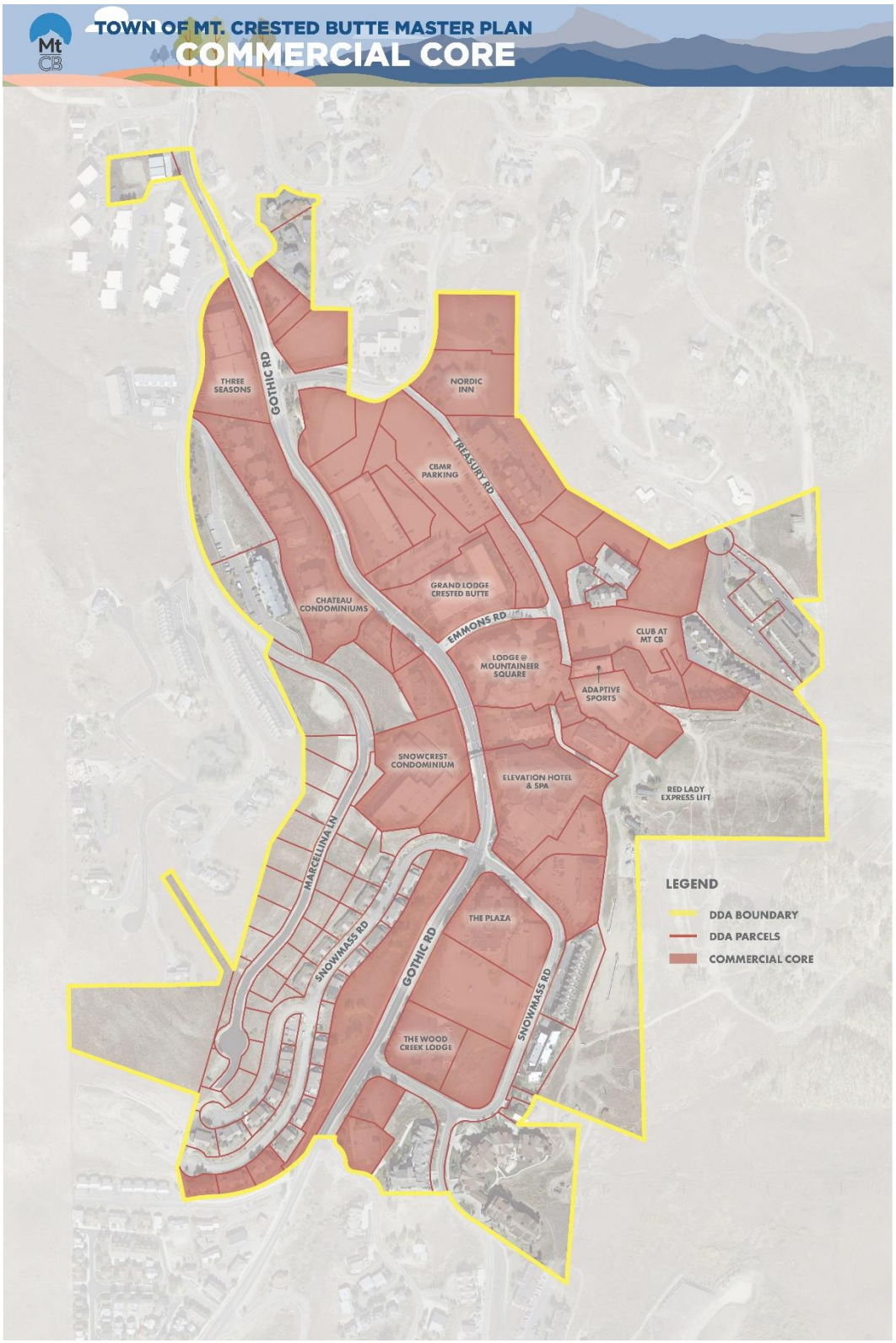
The focus of the report is recommending commercial development and tenanting strategies in the Commercial Core shown in **Figure 1**. The Commercial Core spans from Hunter Hill Road to the south and Treasury Road to the north along the west side of Gothic Road, including the Crested Butte Mountain Resort (CBMR) Base Area. This area is the commercial and recreation hub of the town.

## Commercial Space Definitions

In this study "Commercial Space" encompasses the following uses:

- Retail: Selling goods and/or providing rental and repair services. This category includes many types of retail such as clothing, outdoor equipment, gifts, art, and home goods.
- Food and Beverage (F&B): Restaurants and bars with a full range of prices and services including take out and sit down.
- Complementary Commercial Uses: This is a broad category encompassing other complementary uses commonly found in downtown or "main street" style commercial areas. It includes personal services (health, wellness, fitness); salons and spas; offices; and other community-serving uses.

**Figure 1. DDA Commercial Core**



Within Commercial Space, the analysis focuses on quantifying the square feet of demand for Retail and F&B from guest and resident spending. These uses are the key placemaking elements of successful commercial development and for activating commercial districts and neighborhoods. The potential for other complementary commercial uses is addressed qualitatively based on locational factors. Complementary commercial uses help add to the vitality of a commercial district and broaden the markets served by commercial development.

Commercial Space as defined in this study is publicly accessible space, often fronting a street or pedestrian way. It does not include internal hotel/condo hotel back-of house functions or amenities or skier services. Skier services includes customer service areas, ticketing, ski/snowboard school, and public restrooms.

## Study Approach

EPS performed the following research and analysis to form our recommendations to the Town.

- Conducted a site visit and reviewed mapping of buildings, development patterns, transportation, and pedestrian circulation.
- Prepared a community economic and demographic profile.
- Inventoried existing Commercial Space, housing, and overnight lodging.
- Estimated demand for Retail and F&B demand supported by the local population, part-time residents, and overnight visitors. Made estimates of additional Complementary Commercial Uses to estimate total demand for Commercial Space.
- Examined case studies from other mountain base areas for an additional measure of supportable Retail and F&B space.

# Retail Trends

The dominant trend in Retail development continues to be the growth of e-commerce. Over the last 20 years, e-commerce sales grew tenfold because of the convenience, selection, and competitive prices it offers. More recently, the COVID-19 pandemic further accelerated e-commerce and shifted more shopping habits online, potentially permanently.

Brick and mortar retailers often have higher operational and capital costs than online retailers, including rent or debt on a building space, staff pay and benefits, store and marketing displays, and storage and carrying of inventory. These additional costs make it difficult to have competitive pricing compared to online retailers. A unique threat to brick and mortar Retail businesses is "showrooming," where customers view or try on an item in a store and then purchase it online for a lower price and/or to pay less sales tax.

In mountain resort and other tourism destinations, retailers try to differentiate themselves by offering unique items and marketing tied to the place and experience to create spontaneous purchases. They also need to offer products to meet a need during a guest's visit such as ski/snowboard helmets, gloves, and related gear and clothing as well as gifts and souvenirs. Retailers also try to compete by offering unique in-store experiences, connecting with customers through social media and events, and service after the sale to create repeat customers and loyalty.

The competitive environment for Retail has reduced the demand for new Retail space and new business formation. For developers trying to anchor or tenant mixed use projects, and for communities trying to activate commercial districts, this has created a challenge. The market has evolved towards new F&B concepts as a result. Today, there is greater emphasis on centering the experience around food and beverage with retail as a complimentary and ancillary development. Within F&B, microbreweries, distilleries, food halls, and market collectives have emerged as popular elements of mixed use developments. Food halls and market collectives are places where complementary and curated tenants are grouped under one roof, often in small spaces to minimize overhead.

## Commercial Development in Mountain Base Areas

Several resort base areas were constructed in the 1990s through early 2000s during a period of consolidation in ski area ownership with new owners looking for additional revenue opportunities in adjacent real estate development. They saw base area development as a way to improve the guest experience in a highly competitive market. Base villages brought lodging, commercial, and outdoor gathering spaces together within walking distance of the mountain. Base villages combined condominium hotel development above Commercial Space, largely Retail and F&B, to create a walkable mixed-use environment.

Base villages have been successful in improving the guest experience, but some have struggled to maintain that vibrancy year-round or even after the lifts stop spinning in the late afternoon. Tenant turnover and vacant space are frequent challenges due to the seasonal mountain economy and small surrounding area full-time population. The growth of e-commerce creates additional challenges due to reduced spending in brick-and-mortar businesses.

# 2. Existing Conditions

This chapter is divided into two major sections. The first contains a summary of key demographic information with comparisons to the Town of Crested Butte, the City of Gunnison, and Gunnison County for comparisons. The next section summarizes data on existing conditions and land use inventories for housing, lodging, and Commercial Space used to prepare the demand projections. Housing and lodging are the major demand drivers through the local population's spending and guest spending.

## Community Profile

### Demographics

Mt. Crested Butte is a small community within Gunnison County. The Town's population is estimated at 1,049 by EPS based on a detailed analysis of the Town's housing inventory prepared by Town staff. This analysis indicated that there are 514 full-time occupied housing units; multiplying that figure by an average household size of 2.04 yields a population estimate of 1,049. The population is estimated to have increased by 251 since 2010 (**Table 1**). Crested Butte added approximately 153 people over this time period. The City of Gunnison added 677 people. Unincorporated Gunnison County, including CB South, grew by an estimated 554 people.

**Table 1. Population and Household Trends, 2010-2020**

| Description | 2010 | 2020 | 2010-2020 Total | 2010-2020 Ann. # | 2010-2020 Ann. % |
|---|---|---|---|---|---|
| **Population** | | | | | |
| Mt. Crested Butte | 798 | 1,049 [1] | 251 | 25 | 2.8% |
| Crested Butte | 1,482 | 1,635 | 153 | 15 | 1.0% |
| Gunnison | 5,873 | 6,550 | 677 | 68 | 1.1% |
| Uninc. and other | 7,156 | 7,710 | 554 | 55 | 0.7% |
| **Gunnison County** | **15,309** | **16,944** | **1,635** | **164** | **1.0%** |
| **Households** | | | | | |
| Mt. Crested Butte | 399 | 514 [1] | 115 | 12 | 2.6% |
| Crested Butte | 723 | 769 | 46 | 5 | 0.6% |
| Gunnison | 2,327 | 2,563 | 236 | 24 | 1.0% |
| Uninc. and other | 3,062 | 3,302 | 240 | 24 | 0.8% |
| **Gunnison County** | **6,511** | **7,148** | **637** | **64** | **0.9%** |

[1] 2020 estimated by EPS from Town parcel records and staff housing inventory research.

Source: Colorado Department of Local Affairs; County and Municipal Population and Housing

Mt. Crested Butte and Crested Butte are the highest income areas of Gunnison County, with average household income in 2020 of approximately $109,000 for all households (**Table 2**). This is almost double the average household income in the City of Gunnison, which is just under $60,000. The student population at Western State University may skew the household income figure down. These figures are descriptive demographic statistics and are related but not directly comparable to the area median income (AMI) standards used to qualify people for housing programs.

Other metrics also indicate that Mt. Crested Butte and Crested Butte are older and more affluent than the rest of the county. The median age in both towns is just over 40 years, compared to 27.6 in the City of Gunnison and 36.8 countywide. Mt. Crested Butte has the lowest percentage of families with children at 12 percent. These demographics reflect the difficulty of finding housing affordable and suitable for families and working people.

**Table 2. Demographic Summary, 2020**

| Description | Mt. Crested Butte | Crested Butte | Gunnison | Gunnison County |
|---|---|---|---|---|
| **Average Household Income** | $109,210 | $109,329 | $59,932 | $89,353 |
| **Average Household Size** | 2.04 | 2.13 | 2.18 | 2.22 |
| **Median Age** | 40.6 | 40.5 | 27.6 | 36.8 |
| **Family Households** | 43% | 43% | 42% | 51% |
| **Non-family Households** | **57%** | **57%** | **58%** | **49%** |
| Living Alone | 28% | 35% | 39% | 35% |
| Living with Roommate(s) | 28% | 22% | 19% | 14% |
| **Households** | | | | |
| Families with Children Under 18 Years | 12% | 27% | 21% | 22% |

Source: ESRI; US Census Bureau; Economic & Planning Systems

## Housing Stock

Mt. Crested Butte contains a far higher mix of large multifamily structures than surrounding areas (**Table 3**). Structures with five or more units make up over 60 percent of the housing inventory. This is a stark contrast to neighboring Crested Butte, of which only 6 percent of its housing units fall under this category. In Crested Butte, 57 percent of the homes are single family detached compared to 29 percent in Mt. Crested Butte. In Gunnison County as a whole, 65 percent of the housing stock is single family detached.

**Table 3. Housing Units in Structure, 2020**

| Description | Mt. Crested Butte | Crested Butte | Gunnison | Gunnison County |
|---|---|---|---|---|
| **Housing Units in Structure** | | | | |
| 1, detached | 29% | 57% | 51% | 65% |
| 1, attached | 1% | 7% | 3% | 3% |
| 2 | 2% | 13% | 9% | 5% |
| 3 or 4 | 4% | 15% | 6% | 5% |
| 5 to 9 | 11% | 5% | 13% | 5% |
| 10 to 19 | 22% | 1% | 5% | 4% |
| 20 to 49 | 15% | 0% | 5% | 4% |
| 50 or more | 15% | 0% | 1% | 3% |
| Mobile home | 0% | 4% | 6% | 5% |
| Boat, RV, van, etc. | 0% | 0% | 0% | 0% |

Source: US Census Bureau; Economic & Planning Systems

In 2020 there were an estimated 1,765 housing units in Mt. Crested Butte, an increase of approximately 255 since 2010 (**Table 4**). In Crested Butte, there are approximately 1,190 housing units and 121 were added since 2010. Unincorporated Gunnison County, which includes Crested Butte South, added 595 housing units from 2010 through 2020.

**Table 4. Housing Unit Trends, 2010-2020**

| Description | 2010 | 2020 | 2010-2020 Total | 2010-2020 Ann. # |
|---|---|---|---|---|
| **Housing Units** | | | | |
| Mt. Crested Butte | 1,510 | 1,765 [1] | 255 | 26 |
| Crested Butte | 1,069 | 1,190 | 121 | 12 |
| Gunnison | 2,664 | 2,841 | 177 | 18 |
| Uninc. and other | 6,188 | 6,783 | 595 | 60 |
| **Gunnison County** | **11,431** | **12,579** | **1,148** | **115** |
| **Housing Vacancy Rate** | | | | |
| Mt. Crested Butte | 73.6% | 70.9% | -2.7% | |
| Crested Butte | 32.4% | 35.4% | 3.0% | |
| Gunnison | 12.7% | 9.8% | -2.9% | |
| Uninc. and other | 50.5% | 51.3% | 0.8% | |
| **Gunnison County** | **43.0%** | **43.2%** | **0.1%** | |

[1] Indicates EPS and Town of Mt. Crested Butte estimate.

Source: Colorado Department of Local Affairs

Part-time homes have a large influence on the housing stock in all of Gunnison County. Home to Crested Butte Mountain Resort, Mt. Crested Butte has the highest housing vacancy rate, defined as homes not occupied by a full-time resident, at approximately 70 percent. This is due to the large number of condominiums and single family homes rented to short term guests. Properties with 30-day occupancy restrictions such as Elevation Hotel and Spa and Grand Lodge Crested Butte are not included in these figures. In Crested Butte, the housing vacancy rate is estimated at 35 percent. In stark contrast, the vacancy rate in the City of Gunnison is 9.8 percent because it is home to a larger full-time population and local workforce. Unincorporated Gunnison County and other areas including the Town of Marble and the Town of Pitkin have an overall vacancy rate of just under 50 percent.

## Housing Prices

Many mountain and amenity-rich areas of Colorado have experienced rapid home price appreciation due to numerous factors. During the Pandemic, there were increases in migration to these areas by remote workers, early retirees, and lifestyle seekers. Many second homeowners also moved in for longer periods of time or permanently. Many new residents have the means to out compete locals in the housing market. These factors combined with the difficulty in increasing housing supply resulted in rapidly rising housing costs.

In Mt. Crested Butte, the average home price in 2021 was $1.26 million with an annual increase of 5.6 percent. Townhome prices averaged $907,000 and increased at 14.6 percent per year while condominium prices averaged $524,000 and increased at 12.7 percent per year. Crested Butte experienced similar price increases, with a $1.58 million average price for a single family home and 7.7 percent annual appreciation. In all of Gunnison County, the average single family price was $1.2 million in 2021 with annual appreciation of 15.7 percent and the average townhome sale price was $941,000 with 22.9 percent annual appreciation.

**Table 5. Home Price Trends**

| Location | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2016-2021 Appreciation |
|---|---|---|---|---|---|---|---|
| **Mt. Crested Butte** | | | | | | | |
| Single Family | $961,452 | $875,837 | $899,895 | $1,018,125 | $1,229,956 | $1,264,064 | 5.6% |
| Townhome | $458,333 | $507,111 | $500,800 | $739,286 | $809,941 | $906,968 | 14.6% |
| Condo | $288,895 | $360,545 | $374,380 | $465,563 | $420,703 | $524,187 | 12.7% |
| **Crested Butte** | | | | | | | |
| Single Family | $1,092,727 | $1,720,833 | $1,155,000 | $1,467,000 | $1,408,421 | $1,584,667 | 7.7% |
| Condo | $375,725 | $391,414 | $417,532 | $398,545 | $357,741 | $479,682 | 5.0% |
| **Gunnison County** | | | | | | | |
| Single Family | $581,129 | $586,739 | $667,417 | $615,188 | $796,124 | $1,207,326 | 15.7% |
| Townhome | $335,000 | $424,933 | $642,636 | $485,059 | $703,652 | $940,878 | 22.9% |
| Condo | $236,371 | $299,799 | $439,072 | $376,445 | $381,353 | $494,842 | 15.9% |

Source: Economic & Planning Systems' analysis of Gunnison County Assessor Sales Database

## Economy

As of 2020 there were approximately 13,000 jobs in all of Gunnison County including an estimated 914 jobs in Mt. Crested Butte and 2,300 jobs in Crested Butte (**Table 6**). Mt. Crested Butte makes up about 7 percent of the jobs in the County, and Crested Butte accounts for about 18 percent of the jobs. It should be noted that the available data on job estimates for small areas below the County level of geography may not capture all jobs. In addition, job data was not available in 2012 for Mt. Crested Butte.

**Table 6. Jobs by Area, 2012-2020**

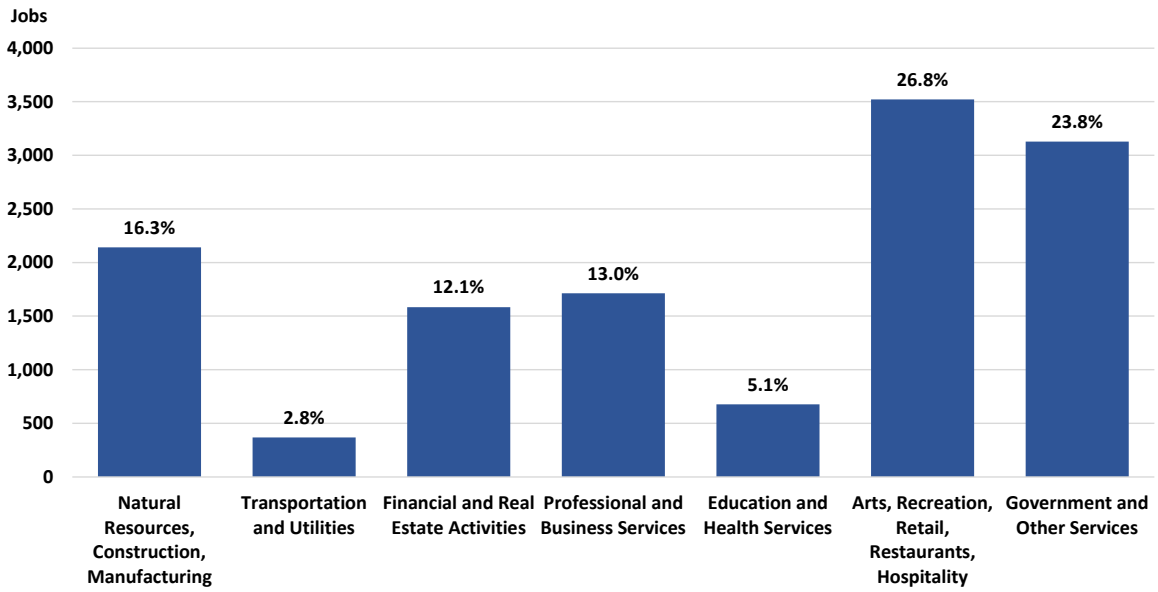
| Total Jobs | 2012 | 2020 | Change | % Change | Growth Rate |
|---|---|---|---|---|---|
| Mt. Crested Butte (81225) | Not avail. | 914 | --- | --- | --- |
| Crested Butte (81224) | 1,621 | 2,334 | 713 | 44.0% | 4.7% |
| **Total Gunnison County** | **11,787** | **13,131** | **1,344** | **11.4%** | **1.4%** |

Source: US Census County Business Patterns; Economic & Planning Systems

In the County as a whole, 1,300 jobs were added from 2012 through 2020, an increase of 11.4 percent and a growth rate of 1.4 percent per year. At least half of the County's job growth occurred in the North Valley area, with 700 new jobs reported in Crested Butte alone. The two towns are important to the economy of the County based on the amount of job growth occurring in this area.

The largest industry sectors are the tourism-oriented sectors including arts, recreation, retail, restaurants, and lodging/hospitality with about 3,500 jobs or 26.8 percent of the total (**Figure 2**). Government (2,400 jobs) and other services (750 jobs) are the next largest group of industries totaling approximately 3,100 jobs or 23.8 percent of the total. Construction is 1,300 jobs (10.2 percent) within the larger grouping of Natural Resources, Construction, and Manufacturing, which totals 2,100 jobs (16.3 percent). In Mt. Crested Butte and Crested Butte, employment is more concentrated in the tourism, construction, and real estate sectors.

**Figure 2. Jobs by Industry Group, Gunnison County, 2020**



# Housing and Lodging Inventory

The first step in estimating demand for Commercial Space is determining the number of full-time residents, part-time residents, and overnight visitors. These data are used to estimate spending or commercial demand. Town staff compiled a detailed parcel by parcel inventory of housing and lodging units. EPS then analyzed the data to summarize it into the categories below and shown in **Table 4**.

There are approximately 2,248 units of housing and lodging in Mt. Crested Butte, of which 1,765 are estimated to be housing units as classified by the Census Bureau: having its own entrance, bathroom, cooking facility, and unrestricted for long-term occupancy. This is higher than what is reported by the Census and Department of Local Affairs (DOLA) State Demographer's Office. The discrepancy likely lies in how housing units have been classified by the Census and State Demographer. Buildings such as Grand Lodge Crested Butte and Elevation Hotel and Spa are restricted to occupancy for 30 days or less. It can be difficult for the Census and demographers to distinguish between these types of units, resulting in some variances in housing unit counts.

**Table 4. Housing and Lodging Inventory**

| Unit Occupancy Type | Housing or Lodging Units | % of Housing Units Only |
|---|---|---|
| **Full-Time Resident** | **514 *** | 29.1% |
| **Part-Time Resident (Not STR)** | **641 *** | 36.3% |
| Condo | 338 | |
| Townhouse | 46 | |
| Single Family Dwelling | 256 | |
| Other (converted garage, other) | 1 | |
| **Guest Lodging** | **1,093** | |
| SFR STR | 83 * | 4.7% |
| STR Condo | 527 * | 29.9% |
| Condo Hotel | 455 | |
| Nordic Inn | 28 | |
| **Total All Types** | **2,248** | |
| *** Housing Units Only** | **1,765** | **100.0%** |

Source: Economic & Planning Systems

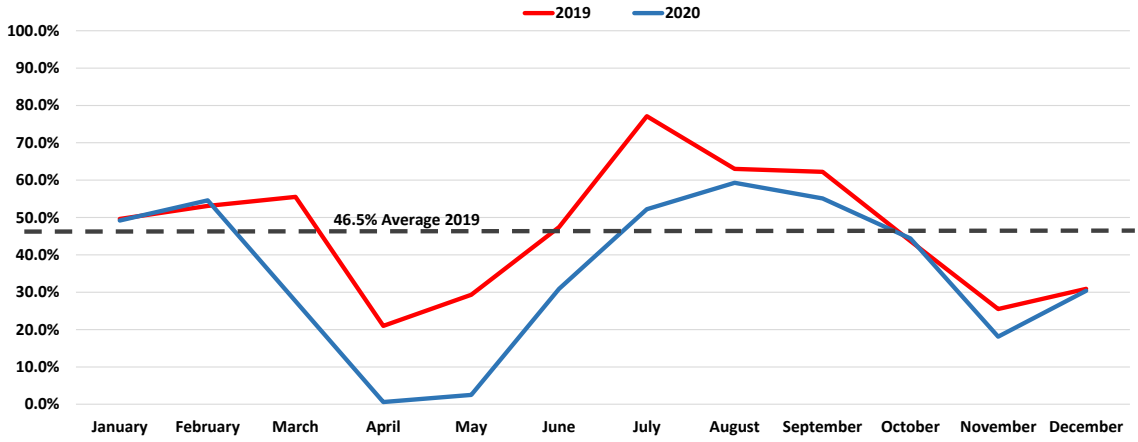
- The town has a full-time population estimated at 1,049 people in 514 households (a household is numerically equivalent to an occupied housing unit). The small local full-time population in the town is a constraint to commercial development as there is little spending or demand to provide buoyancy to businesses during the off-season.
- Part-time residential units that are not licensed as STRs make up an estimated 36.3 percent of the housing unit inventory.

- Housing units licensed as STRs comprise 34.6 percent of the housing inventory (SFR STR plus STR Condo).
- The lodging bed base in Mt. Crested Butte is approximately 1,093 units including STRs, condo hotels, and the Nordic Inn.

## Lodging Occupancy

In mountain resort settings, most demand for Commercial Space comes from guest spending. The number of guests and associated spending fluctuates throughout the year according to activities, events, and other draws that change by season, e.g., skiing vs. mountain biking or wildflower viewing. Annually, lodging and short-term rentals (STRs) in the North Valley operate at approximately 47 percent annual occupancy on average (**Figure 3**). February, March, and June through September are typically the busiest months. In the shoulder season months of April, May, October, and November, occupancy ranges from 20 to 40 percent. This seasonal pattern is a challenge for businesses as they need to maintain adequate cash flow to fund their operations for the year but there are fewer visitors.

**Figure 3. North Valley Lodging Occupancy by Month**



# Commercial Space Inventory

There are approximately 125,000 square feet of public facing Commercial Space in Mt. Crested Butte (**Table 7**). Of this, 57,000 square feet or 45.6 percent is in Retail and F&B space. There is an additional 61,500 square feet of Complementary Commercial Uses, or 49.2 percent comprised of offices, spas and salons, and institutional space (Gunnison Valley Health and Adaptive Sports). There is a significant amount of other nonresidential space comprised of hotel and mountain operations and skier services not considered in this analysis.

**Table 7. Inventory of Commercial Space, Mt. Crested Butte Commercial Core**

| Type of Space | Sq. Ft. | Percent | # of Spaces/ Businesses |
|---|---|---|---|
| **Retail and Food & Beverage** | | | |
| Clothing/Gear | 23,407 | | 8 |
| Food & Beverage | 31,212 | | 9 |
| Treasury Liquors / The Store | 2,460 | | 2 |
| **Subtotal** | **57,079** | **45.6%** | **19** |
| **Complementary Commercial Space** | | | |
| Office | 25,835 | | 8 |
| Personal Services | 14,670 | | 4 |
| Institutional (G.V. Health, Adaptive Sports) | 21,005 | | 2 |
| **Subtotal** | **61,510** | **49.2%** | **14** |
| **Vacant Retail, F&B, Office** | **6,490** | **5.2%** | **5** |
| **Total Commercial Space** | **125,079** | **100.0%** | **33** |
| **Other Nonresidential Space** | | | |
| Hotel Commercial/Amenity | 3,142 | | 2 |
| Hotel Operations | 40,980 | | 17 |
| Meeting/Conference | 27,496 | | 3 |
| Mountain Operations/Admin | 24,989 | | 4 |
| Skier & Guest Services | 31,659 | | 9 |
| **Subtotal** | **128,266** | | **35** |
| **Total** | **253,345** | | **68** |

Source: Economic & Planning Systems

A more detailed list of businesses and spaces by type and building location is shown in **Table 8**. The eight Retail businesses are all clothing and equipment sales or rental stores totaling 23,407 square feet and are located in six different buildings. Nine restaurants and bars were identified, totaling 31,212 square feet in seven different buildings. The largest restaurants are associated with hotels, including 9380 and Woodstone Grill. CB Burger Co. and Butte 66 also have large

spaces over 6,000 square feet. Restaurants are generally mid-priced bar and pub food-focused. There were five vacant spaces when the data were collected, totaling 6,490 square feet. The vacant space shown does not include seasonal closures.

**Table 8. Commercial Space Inventory by Building and Type of Business**

| Type of Space | Building | Sq. Ft. | # of Businesses | Percent |
|---|---|---|---|---|
| **Clothing/Gear** | | | | |
| Butte & Co Rental Shop | Avalanche 15 Emmons | 2,313 | | |
| Elevate Ski And Bike Shop | Elevation Hotel & Spa | 2,339 | | |
| Crested Butte Sports | Evergreen 35 Emmons | 2,232 | | |
| Logo'D Retail Shop | Grand Lodge | 989 | | |
| Christy's Sports | Lodge at Mountaineer Square | 2,774 | | |
| Thin Air | Lodge at Mountaineer Square | 2,327 | | |
| CBMR - CB Mountain Outfitters | Treasury Building 10 Crested Butte Way | 2,781 | | |
| Christy's Sports - Flatiron Sports | Treasury Building 10 Crested Butte Way | 7,652 | | |
| **Subtotal** | | **23,407** | **8** | **18.7%** |
| **Food & Beverage** | | | | |
| 9380 Restaurant | Elevation Hotel & Spa | 6,892 | | |
| Woodstone Grill | Grand Lodge | 4,158 | | |
| CBMR Third Bowl/ Pasties | Lodge at Mountaineer Square | 905 | | |
| RMBL - Coffee Lab | Lodge at Mountaineer Square | 784 | | |
| Iron Horse | Plaza 11 Snowmass | 2,405 | | |
| CB Burger Co | The Club 22 & 32 Crested Mountain Ln | 6,051 | | |
| Crested Bucha | Three Seasons 711 Gothic | 915 | | |
| CBMR - Butte 66 Restaurant | Treasury Building 10 Crested Butte Way | 6,354 | | |
| CBMR - Coal Breaker Coffee Shop | Treasury Building 10 Crested Butte Way | 2,748 | | |
| **Subtotal** | | **31,212** | **9** | **25.0%** |
| **Treasury Liquors and Deli** | **Garden Condos 611 Gothic** | **2,460** | **1** | **2.0%** |
| **Other Complementary Space** | | | | |
| Office | Various | 25,835 | 8 | |
| Personal Services | Various | 14,670 | 4 | |
| Institutional | G.V. Health, Adaptive Sports | 21,005 | 2 | |
| **Subtotal** | | **61,510** | **14** | **49.2%** |
| **Vacant** | | | | |
| Avalanche Bar & Grill (Closed) | Avalanche 15 Emmons | 2,313 | | |
| The Divvy (Closed) | Lodge at Mountaineer Square | 1,271 | | |
| Bank of the West (Closed) | Lodge at Mountaineer Square | 1,111 | | |
| Office | Lodge at Mountaineer Square | 732 | | |
| Brown Lab (Closed) | The Club 22 & 32 Crested Mountain Ln | 1,063 | | |
| **Subtotal** | | **6,490** | **5** | **5.2%** |
| **Grand Total** | | **125,079** | **37** | **100.0%** |

Source: Economic & Planning Systems

Commercial Space is distributed across several buildings throughout the DDA Commercial Core, which makes it difficult to create a cohesive and synergistic business district and pedestrian environment. In successful commercial districts, businesses are located closer and adjacent to each other. This pattern creates more competition, selection, and synergy. For example, a cocktail bar adjacent to restaurants can capture guests or customers before or after dinner. With businesses closer to each other, people tend to spend more time exploring and comparison shopping which creates more pedestrian level activity.

# 3. Mountain Base Area Case Studies

This chapter provides comparison information on other mountain base area developments in Colorado. Ratios of Retail and F&B square feet per lodging unit are developed from the case studies to inform the amount of Commercial Space that is supportable in the Commercial Core. The focus from this analysis is on the Retail and F&B components of Commercial development, as Retail and F&B businesses are the most directly related to guest and resident spending. Complementary Commercial Uses is addressed in Chapters 4 and 5.

## Base Area Characteristics

Several mountain base area portals have been developed over the past 20 to 30 years in western North America. A portal is a master planned gateway that provides access from a parking area or transportation hub to the chairlift, gondola, or other type of mountain tramway. These case studies provide another indicator of the amount of Retail and F&B space that can be supported in a mountain base area. From past project files EPS compiled estimates of the amount of Retail and F&B space in each base area, the number of lodging units, population, and skier visits to inform development potential in Mt. Crested Butte.

Snowmass Village, Keystone, Copper Mountain, and Village at Mammoth have all added large mixed use base areas that integrate lodging, commercial development, and the skiing destination. While generally well planned, each has faced similar challenges that have resulted in persistent vacancies and tenant turnover.

- **Seasonal business –** Slower summer and shoulder seasons make it difficult for businesses to stay open year-round, which contributes to tenant turnover.
- **Pool of tenants in the market –** The largest high-profile resorts like Vail and Aspen can attract national or global retailers and celebrity chef restaurants. In smaller markets, there are fewer existing businesses to tap into for expansion and fewer entrepreneurs looking to open new businesses.
- **Place competition –** Some base areas need to compete with the original city/town that people associate with their destination. This has been a factor in Snowmass Village that competes with Downtown Aspen, and Mountain Village that competes with Telluride. Competition is addressed by trying to position the mountain base area differently from the original "Downtown" or "Main Street" in terms of different tenant types and price points.

## Retail, F&B, and Lodging Ratios

The base area case studies are summarized in **Table 9**. The right half of the table shows larger base villages including Copper, Keystone, and Mammoth, CA developed by Intrawest, and Snowmass Village developed by East West Partners and Aspen Ski Co. Copper and Keystone both have approximately 90,000 square feet of Retail and F&B space in their base areas. Snowmass Village, including the West Mall and the newer Base Village, totals 160,000 square feet.

The larger base areas each have approximately 100 square feet of Retail and F&B space per lodging unit. It is notable that Mammoth was the last of these base areas developed in about 2008 and has the least amount of Retail and F&B space at 57,000 square feet (71 square feet per lodging unit), indicating a trend of downsizing.

Mountain Village has similarities to Mt. Crested Butte because of the relationships between the two base areas and proximity to original historic mining towns (Crested Butte and Telluride). Mountain Village is connected to Telluride via a free gondola operated by the Town of Mountain Village Owners Association and Mt. Crested Butte is connected via bus transit provided by RTA and Mountain Express. Mountain Village has struggled to keep retail space occupied due to the seasonal nature of the town. There is an ongoing debate of whether the gondola is a benefit to the Town or if it contributes to the lack of retail through easy access to Telluride. Mountain Village and Mt. Crested Butte each have about 50 square feet of retail space per lodging unit.

**Table 9. Base Area Case Studies: Retail and F&B Space vs. Lodging Units**

| Description | Mt. Crested Butte | Mountain Village | Snowmass Village | Keystone | Copper Mountain | Village at Mammoth |
|---|---|---|---|---|---|---|
| Population | 2,735 | 5,047 | 2,792 | 1,349 | 235 | 7,028 |
| Skier Visits (estimated) | 500,000 | 500,000 | 800,000 | 1,000,000 | 1,000,000 | 1,450,000 |
| Lodging Units | 1,125 | 1,200 | 1,600 | 900 | 850 | 800 |
| Retail F&B Sq. Ft. | 57,079 | 59,620 | 160,770 | 90,000 | 90,000 | 57,000 |
| **Accommodation Unit** | **51** | **50** | **100** | **100** | **106** | **71** |

Source: Economic & Planning Systems

## Case Studies Retail and F&B Demand Estimate

Comparing ratios of lodging units to Retail and F&B square footage is one way to estimated demand. However, the results need to consider how well the space is performing in the case studies. Mountain Village is judged to be the most comparable to Mt. Crested Butte in terms of the amount of Retail and F&B space and the ratio compared to the number of lodging units. Applying the ratio of 50 square feet of retail per lodging unit results in a demand estimate of approximately 56,000 square feet of Retail and F&B space for Mt. Crested Butte, which is very similar to the amount of Retail and F&B space that exists within the Commercial Core today.

1,093 lodging units in Mt. Crested Butte
X 50 sq. ft. Retail and F&B space per unit
**55,000 sq. ft. (rounded)**

At first interpretation, the case study data suggest that the amount of Retail and F&B space in the Commercial Core is well balanced. Looking only at these ratios masks the challenges related to configuration and seasonality, however. While the current amount of space may be balanced, the dispersed configuration and lack of synergy is the larger constraint.

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# 4. Demand Calculations

This chapter contains demand estimates for the Retail and F&B components for Commercial Space in Mt. Crested Butte. These components are treated separately because guest and resident spending are the primary demand drivers for Retail and F&B space, whereas opportunities for Complementary Commercial Uses are less readily quantifiable in small communities. At the end of the chapter, a factor is applied to the demand estimates to estimate total Commercial Space demand with all three components (Retail, F&B, and Complementary Commercial Uses).

Demand from residents, part-time residents, and lodging guests is calculated and compared to the case studies for a recommended target range of total square footage in Mt. Crested Butte. The amount of space estimated to be supported by demand assumes that the space is built in a cohesive and synergistic pattern; they represent an upper bound of demand compared to the existing condition of 50 square feet per lodging unit described in Chapter 3.

## Resident and Part-time Resident Spending

The first step in this analysis is calculating annual spending on Retail and F&B from full-time and part-time residents. As shown in **Table 10**, the total household income from residents is the number of households (481) multiplied by the average household income of $109,210 for a total of $56.1 million. Part-time residents are conservatively estimated to have a household income of $200,000 per year; however, some may be retired and on fixed incomes. Assuming that part-time residents are in Mt. Crested Butte 20 percent of the year, total income is $25.6 million which brings total income from this portion of the housing stock to $81.8 million.

Household income is then multiplied by the percentage of household income spent in different types of Retail and F&B businesses based on EPS' analysis of data from the Census of Retail Trade. Total Retail and F&B spending potential is 36.7 percent of household income which equates to $20.6 million for residents and $9.4 million for part-time residents, totaling $30.0 million. These figures are the total spending potential.

In the next steps, spending potential is estimated for each major category of Retail and F&B space and adjusted for the likelihood that it can be realized or captured within Mt. Crested Butte. The spending is allocated and adjusted across these Retail and F&B store categories described below.

### *Convenience Goods*

These are Retail items purchased frequently and close to home such as groceries, health and personal care items, and beer, wine and liquor. The calculations assume that 50 percent of these purchases could be made in the town and reflects the potential for a smaller format market store rather than a large full-service supermarket.

### *Shoppers' Goods*

These include larger purchases that are comparison shopped and bought in department stores, warehouse clubs, supercenters, clothing stores, outdoor equipment stores, electronics and appliance stores, and other specialty retailers.

In small communities some retailers will offer a limited selection of these items. To reflect this potential, we have assumed that 25 percent of purchases of clothing, home furnishings, electronics, sporting goods, and miscellaneous items could be purchased in the town. These items can be found in smaller independent retailers, with the acknowledgement that the competition from e-commerce has made it increasingly difficult for these retailers to compete. No purchases from large format warehouse clubs or department stores are included.

### *Food and Beverage*

This category is comprised of restaurants and bars. The demand calculations assume that 100 percent of F&B purchases could be made in the town.

### *Demand from Full- and Part-Time Residents*

The last step is dividing the spending potential by store type (demand) by the sales per square foot a business needs to be stable and profitable. The sales per square foot figures come from EPS' research in mountain and urban retail settings.

The calculations result in a current demand estimate of 24,000 square feet of Retail and F&B space from the local population plus part-time residents. In the next steps, the demand from overnight visitors is estimated, combined with residents and part-time residents, and compared to the existing amount of square footage.

**Table 10. Resident and Part-time Resident Spending on Retail and F&B**

| Store Type | Retail Sales % TPI (2017) | Capture or Viability | Full-Time Resident ($000s) | Part-Time Resident ($000s) | Total Spending ($000s) | Required Sales/Sq. Ft. | Sq. Ft. of Demand |
|---|---|---|---|---|---|---|---|
| **Household Income** | | | | | | | |
| Average Household Income | | | $109,210 | $200,000 | | | |
| Households (Mt. Crested Butte) | | | 514 | 641 | | | |
| Occupancy | | | 100% | 20% | | | |
| **Total Personal Income (TPI)** | **100%** | | **$56,134,000** | **$25,640,000** | **$81,774,000** | | |
| **Retail and F&B Spending Potential** | **36.7%** | | **$20,597,000** | **$9,408,000** | **$30,005,000** | | |
| **Convenience Goods** | | | | | | | |
| Supermarkets and Other Grocery Stores | 7.3% | 50.0% | $2,048,891 | $935,860 | $2,984,751 | $500 | 6,000 |
| Convenience, Liquor Stores, Health & Personal Care | 6.0% | 50.0% | 1,684,020 | 769,200 | 2,453,220 | $500 | 4,900 |
| **Total Convenience Goods** | **13.3%** | | **$3,732,911** | **$1,705,060** | **$5,437,971** | | **10,900** |
| **Shoppers' Goods** | | | | | | | |
| **General Merchandise** | | | | | | | |
| Department Stores | 0.5% | 0.0% | $0 | $0 | $0 | $400 | 0 |
| Warehouse Clubs & Supercenters | 5.7% | 0.0% | 0 | 0 | 0 | $500 | 0 |
| **Subtotal** | **6.2%** | | **$0** | **$0** | **$0** | | **0** |
| **Other Shoppers' Goods** | | | | | | | |
| Clothing & Accessories | 2.0% | 25.0% | $280,670 | $128,200 | $408,870 | $400 | 1,000 |
| Furniture & Home Furnishings | 1.3% | 25.0% | 182,436 | 83,330 | 265,766 | $400 | 700 |
| Electronics & Appliances | 1.0% | 25.0% | 140,335 | 64,100 | 204,435 | $400 | 500 |
| Sporting Goods, Hobby, Book, & Music Stores | 1.1% | 50.0% | 308,737 | 141,020 | 449,757 | $400 | 1,100 |
| Miscellaneous Retail | 1.6% | 25.0% | 224,536 | 102,560 | 327,096 | $400 | 800 |
| **Subtotal** | **7.0%** | | **$1,136,714** | **$519,210** | **$1,655,924** | | **4,100** |
| **Total Shoppers' Goods** | **13.2%** | | **$1,136,714** | **$519,210** | **$1,655,924** | | **4,100** |
| **Eating and Drinking** | **6.8%** | **100.0%** | **$3,817,112** | **$1,743,520** | **$5,560,632** | **$600** | **9,300** |
| **Building Material & Garden** | **3.4%** | **0.0%** | **$0** | **$0** | **$0** | **$400** | **0** |
| **Total Mt. Crested Butte Retail and F&B Spending** | **36.7%** | | **$8,686,737** | **$3,967,790** | **$12,654,527** | | **24,300** |

Source: 2017 Census of Retail Trade; Economic & Planning Systems

# Retail and F&B Demand from Overnight Visitors

Spending on Retail and F&B from overnight visitors is the product of the number of lodging or STR units, average people per unit, the annual occupancy rate, and the average daily spending per person. Per person daily expenditures were estimated from survey data in other mountain resorts obtained by EPS in past project work, estimated at $100 per visitor per day (**Table 11**).

EPS has estimated that guests in single family STRs will make 25 percent of their purchases in Mt. Crested Butte since they are likely to be in a vehicle already, making them more likely to continue to downtown Crested Butte and bypass Mt. Crested Butte. For guests in condo hotel lodging, which tends to be concentrated around the Base Area, we have assumed they will make 50 percent of their purchases in Mt. Crested Butte, especially if they are walking or short transit distance to the Base Area. As shown, total annual spending from overnight visitors is estimated at $31.9 million.

**Table 11. Overnight Visitors Spending**

| Description | Units | Person Occupancy | Occupancy Rate | Visitor Days (x365) |
|---|---|---|---|---|
| **Unit Type** | | | | |
| STR Single Family | 83 | 4.5 | 47.0% | 64,000 |
| STR Condo, Condo Hotel, Hotel | 1,010 | 3.5 | 47.0% | 606,000 |
| **Total** | **1,093** | | | **670,000** |

| | Spending | | | |
|---|---|---|---|---|
| | F&B | Grocery/ Convenience | Retail | Total |
| **Per Person Daily Spending** | | | | |
| STR Single Family | $60 | $20 | $20 | $100 |
| STR Condo, Condo Hotel, Hotel | $60 | $20 | $20 | $100 |
| **Spending Capture** | | | | |
| STR Single Family | 25% | 25% | 25% | |
| STR Condo, Condo Hotel, Hotel | 50% | 50% | 50% | |
| **Visitor Spending** | | | | |
| STR Single Family | $960,000 | $320,000 | $320,000 | $1,600,000 |
| STR Condo, Condo Hotel, Hotel | 18,180,000 | 6,060,000 | 6,060,000 | 30,300,000 |
| **Total** | **$19,140,000** | **$6,380,000** | **$6,380,000** | **$31,900,000** |

| | Retail Demand | | | |
|---|---|---|---|---|
| | F&B | Grocery/ Convenience | Retail | Total |
| Required Sales/Sq. Ft. | $600 | $500 | $400 | |
| **of Demand** | **31,900** | **12,800** | **16,000** | **60,700** |
| **Per Overnight Lodging Unit** | | | | **56** |

Source: Economic & Planning Systems

After dividing the spending (demand) by the sales per square foot thresholds, the Retail and F&B demand from overnight visitors is estimated at 60,700 square feet. On a per lodging unit basis the demand is 56 square feet, comparable to what is found in Mountain Village.

## Total Retail and F&B Demand

The demand calculations estimate that the current population and guest spending can support approximately 85,000 square feet of Retail and F&B space town-wide including the existing commercial space (**Table 12**).

- The demand calculations show that the Town could support more Retail and F&B space than the 57,000 square feet that exists today if it can be built and configured to achieve more synergy or critical mass.
- The current configuration of Commercial Space is a major limitation in Mt. Crested Butte. As noted in the Commercial Space inventory analysis, Retail, F&B, and other Commercial Space are dispersed across multiple locations.

The case studies indicate that the amount of Retail and F&B space is balanced with the lodging inventory at 57,000 square feet and approximately 50 square feet per lodging unit. However, this limits the aspirations of the community as it doesn't address opportunities to create new districts or reconfigure existing Commercial areas.

Combining the demand analysis and case studies, EPS recommends a planning range for Retail and F&B space of approximately 75,000 square feet. This guide balances the amount of space and number of businesses needed to create a vibrant place with the constraints in a small mountain town such as seasonality and topography.

**Table 12. Retail and F&B Space Planning Guide**

| Method | Grocery/ Convenience | F&B | Retail | Total |
|---|---|---|---|---|
| **Existing Development - Demand Calculations** | | | | |
| Full-Time & Part-Time Homes | 10,900 | 9,300 | 4,100 | **24,300** |
| Overnight Visitors | 12,800 | 31,900 | 16,000 | **60,700** |
| **Total Demand** | **23,700** | **41,200** | **20,100** | **85,000** |
| **Case Study (Mountain Village and Mt. Crested Butte)** | | | | **56,000** |
| **Planning Guide Range Including Existing** | | | | **75,000** |
| **Existing** | **2,460** | **31,212** | **23,407** | **57,079** |
| **Increase over Existing** | | | | **17,921** |

Source: Economic & Planning Systems

To account for the potential for Complementary Commercial Uses, a factor of 35 percent is applied to the base Retail and F&B planning guide. The 35 percent factor is based on research on the tenant mix in shopping center and mixed use developments. While they can range widely depending on the context, 35 percent non-retail or F&B is typical. This brings the total demand and planning guide estimate to roughly 100,000 square feet as shown in **Table 13**.

**Table 13. Total Commercial Space Planning Guide**

| Planning Guide | Calculation |
|---|---|
| Retail and F&B Planning Target | 75,000 |
| Addition for Complementary Commercial Space | 35% |
| Additional Complementary Commercial Space | 26,000 |
| **Total Commercial Space Planning Guide** | **101,000** |

Source: Economic & Planning Systems

This is a planning guide to inform revitalization of the Commercial Core. It is not intended to be a strict requirement against which development projects are evaluated.

The next chapter provides specific recommendations on where additional space should be considered, and how Complementary Commercial Uses can also be added to create additional vitality and provide more services and amenities to residents and guests.

# 5. Recommendations and Strategies

This chapter summarizes the recommended strategies for expanding and improving Commercial Space in the town for the benefit of residents and guests.

The analysis in Chapter 4 resulted in a planning guide that the Town can support 100,000 square feet of active publicly facing Commercial Space, assuming it can be organized in a contiguous and synergistic format needed to create the critical mass that successful commercial districts and main streets have.

Within the Commercial Core, the area centered around the Red Lady lift within the CBMR Base Area is not currently configured in a synergistic format, but through renovations and future development, this could be improved. The north parking lots area, described below, is a different near "clean slate" opportunity for new Commercial Space. This Report recommends separate development and land use strategies and market positioning approaches for these different areas and opportunities.

## Market Positioning

### Mountain Base Area

The activity in the immediate Base Area is mostly during the morning, day, and afternoon to early evening—generally around mountain operating hours. Therefore, Commercial Space, especially Retail and F&B, in the immediate Base Area is recommended to continue to be oriented to serving skiers and on-mountain activity visitors during the other seasons, e.g., mountain biking and hiking, and overnight visitors staying in the immediate vicinity.

The tenant mix should be concentrated in F&B, and outdoor clothing and gear including rentals. Food and beverage should be lower to mid-cost and grab and go restaurants and après bars. An expanded base lodge, or modern cafeteria or food hall could also be considered in this area. The primary hours of activity are morning, day, and late afternoon/early evening. Additional nighttime activity is also recommended in this area to increase vitality, such as bars and nightclubs.

### Development Opportunity Area: North Parking Lots

If the north parking lots adjacent to the Grand Lodge are developed, they could create an opportunity to expand commercial development in a cohesive format and create a neighborhood or town center for Mt. Crested Butte. The market position for Commercial Space in this area would be to serve residents and lodging guests in contrast to the immediate Base Area, which should continue to support on-mountain activities and related Retail and F&B. A broader mix of

commercial, community essential services and other businesses are appropriate here, with operating hours throughout the day and later into the evening for restaurants and bars.

## Base Area Strategies

Improving and expanding commercial opportunities in the existing Base Area will be challenging. There are existing buildings with a large amount of value and investment plus a significant portion of the land dedicated to skier and guest circulation. However, with partnerships between property owners, the Town, and the Downtown Development Authority (DDA), opportunities could be identified to reconfigure some building areas and circulation patterns to improve Commercial Space opportunities. Short term and longer term strategies are suggested below.

### Short Term

- Work with property owners to identify locations for food trucks or temporary structures for food and beverage and small retail operations.
- Create outdoor gathering areas with shelter and fire pits or heating elements; organize food trucks or temporary structures around these. Feature these spaces where views are maximized, and where easy pedestrian access is available.
- Continue to promote events in the Base Area as well as town-wide to help support businesses during slower periods and off season.
- Coordinate with the Town of Crested Butte on event planning and event types to achieve synergies and minimize competition.

### Long Term

- Renovate and/or reconfigure or redevelop existing Base Area buildings to create more active retail and F&B space facing the pedestrian corridor, ski lifts, and snow edge.
- Identify buildings that front pedestrian circulation areas and work with property owners to evaluate options to add Commercial Space in high-visibility, high-circulation locations.
- Ensure that any new development in the Base Area does not further fragment circulation and visibility of and access to Commercial Space but enhances it. New development should include and enhance outdoor gathering spaces.

## North Parking Lots Strategies

EPS recommends that if development occurs in the parking lots adjacent to Grand Lodge, that it be done in a cohesive manner with cooperation among the different property owners. Intentional planning and design will benefit each property and increase the value of the developments. The area between Lodge at Mountaineer Square, Emmons Road, Treasury Road, and Gothic Road could be developed as a mixed use neighborhood occupied by full-time residents, part-time residents, and guests. There is an opportunity to add ground floor commercial, community services, and mixed use space that could function as a town center and serve the local and guest markets. Recommended strategies are listed below and would be implemented alongside future development.

A key strategy is to incentivize a new or relocated market to a high visibility corner location with pedestrian and vehicular access, and convenient parking. The Market in Mountain Village and the Fireside Market in Winter Park were both developed with public investment from the respective towns and are successful examples of attracting and incentivizing small markets.

- Plan buildings around a street grid that enhances access and circulation between existing development and this area.
- Aim for a double loaded retail corridor that can be anchored or bookended by key anchor tenants or organizing design elements.
- Locate businesses that could draw people in on high visibility corners.
- Provide a mixture of easy access street parking and shared structured parking. The area needs to be easily accessible by bikes, pedestrians, and cars for residents coming from around town as well as guests staying in dispersed lodging.
- Consider financial incentives through the DDA and other Town resources.

The building formats could combine street level commercial space, potentially wrapping structured parking, with residential and/or lodging uses on the upper floors. Some convenient street and surface level parking will also be needed to support businesses such as a market and liquor store.

## North Parking Lots Tenanting Strategy

A conceptual tenant mix is outlined in **Table 14**. It includes retail plus additional commercial space to serve the community, including a childcare facility. A total of approximately 30,000 square feet is shown as a planning level range but could be modified based on building configuration and street frontage opportunities.

**Table 14. North Parking Lots Conceptual Tenanting Strategy**

| Business Type | Approx. Sq. Ft. |
|---|---|
| **New Space** | |
| Market and liquor store | 6,000 |
| Breakfast/coffee/lunch restaurant | 2,000 |
| 2-3 mid to upper priced restaurants | 6,000 |
| 1-2 specialty retail stores | 2,000 |
| Health/wellness/fitness (e.g., yoga, Pilates) | 2,000 |
| Office (services or professional) and/or coworking space | 6,000 |
| Misc. Commercial (e.g. laundry, postal/shipping) | 3,000 |
| Childcare facility | 3,000 |
| **Total New** | **30,000** |

Source: Economic & Planning Systems

# Appendix: Detailed Commercial Space Inventories

| Building | Nonresidential Total | Occupied or Vacant | Type | Tenant or Use | Square Feet by Use | Percent of Bldg. |
|---|---|---|---|---|---|---|
| **Lodge at Mountaineer Square** | **45,629** | Occupied | Clothing/Gear | Christy's Sports | 2,774 | 6.1% |
| | | Occupied | Clothing/Gear | Thin Air | 2,327 | 5.1% |
| | | Occupied | Food & Beverage | CBMR Third Bowl/ Pasties | 905 | 2.0% |
| | | Occupied | Food & Beverage | RMBL - Coffee Lab | 784 | 1.7% |
| | | Occupied | Hotel Commercial/Amenity | Business Center for Guests | 387 | 0.8% |
| | | Occupied | Hotel Operations | Housekeeping Office | 541 | 1.2% |
| | | Occupied | Meeting/Conference | Meeting/Conference | 16,050 | 35.2% |
| | | Occupied | Office | CB Real Estate | 2,086 | 4.6% |
| | | Occupied | Mountain Operations/Admin | CBMR IT Department | 2,550 | 5.6% |
| | | Occupied | Hotel Operations | Lobby / Offices / Entry | 3,276 | 7.2% |
| | | Occupied | Office | Office | 869 | 1.9% |
| | | Occupied | Hotel Operations | Storage/Office | 781 | 1.7% |
| | | Occupied | Skier & Guest Services | Ticket Office | 1,954 | 4.3% |
| | | Occupied | Skier & Guest Services | Transit & Visitor's Center | 1,141 | 2.5% |
| | | Vacant | Food & Beverage | The Divvy (Closed) | 1,271 | 2.8% |
| | | Vacant | Office | Bank Of The West (Closed) | 1,111 | 2.4% |
| | | Occupied | Hotel Operations | Maintenance Shop | 407 | 0.9% |
| | | Occupied | Hotel Operations | Recycling, Trash, Laundry Pick-Up | 2,961 | 6.5% |
| | | Occupied | Hotel Operations | Storage | 3,454 | 7.6% |
| **Elevation Hotel & Spa** | **57,485** | Occupied | Food & Beverage | 9380 Restaurant | 6,892 | 12.0% |
| | | Occupied | Clothing/Gear | Elevate Ski And Bike Shop | 2,339 | 4.1% |
| | | Occupied | Hotel Operations | Storage, Workshop, Office | 15,015 | 26.1% |
| | | Occupied | Meeting/Conference | Meeting Room | 6,272 | 10.9% |
| | | Occupied | Personal Services | Elevation Spa | 10,372 | 18.0% |
| | | Occupied | Personal Services | Eleve Salon | 604 | 1.1% |
| | | Occupied | Office | Office | 9,816 | 17.1% |
| | | Occupied | Hotel Operations | Banquet & Divvy Food Prep Kitchen | 6,175 | 10.7% |
| **Grand Lodge** | **18,584** | Occupied | Clothing/Gear | Logo'D Retail Shop | 989 | 5.3% |
| | | Occupied | Food & Beverage | Woodstone Grill | 4,158 | 22.4% |
| | | Occupied | Hotel Commercial/Amenity | Pool Area | 2,755 | 14.8% |
| | | Occupied | Hotel Operations | Hotel Operations | 1,818 | 9.8% |
| | | Occupied | Hotel Operations | Laundry | 390 | 2.1% |
| | | Occupied | Hotel Operations | Office | 910 | 4.9% |
| | | Occupied | Meeting/Conference | Meeting/Conference | 5,174 | 27.8% |
| | | Occupied | Hotel Operations | Office | 1,388 | 7.5% |
| | | Occupied | Hotel Operations | Storage | 1,002 | 5.4% |
| **Treasury Building 10 Crested Butte Way** | **34,920** | Occupied | Clothing/Gear | Christy's Sports - Flatiron Sports | 7,652 | 21.9% |
| | | Occupied | Clothing/Gear | CBMR - CB Mountain Outfitters | 2,781 | 8.0% |
| | | Occupied | Food & Beverage | CBMR - Butte 66 Restaurant | 6,354 | 18.2% |
| | | Occupied | Food & Beverage | CBMR - Coal Breaker Coffee Shop | 2,748 | 7.9% |
| | | Occupied | Personal Services | Integration Therapy LLC | 1,045 | 3.0% |
| | | Occupied | Office | Slate River Solutions | 2,885 | 8.3% |
| | | Occupied | Skier & Guest Services | CBMR - Rental Shop | 6,805 | 19.5% |
| | | Occupied | Skier & Guest Services | CBMR Lockers | 1,282 | 3.7% |
| | | Occupied | Skier & Guest Services | Lockers | 1,096 | 3.1% |
| | | Occupied | Office | Office | 2,272 | 6.5% |

Source: Town of Mt. Crested Butte; Economic & Planning Systems

| Building | Building Total | Occupied or Vacant | Occupant or Business Type | Tenant or Use | Square Feet by Use | Percent of Bldg. |
|---|---|---|---|---|---|---|
| **Adaptive Sports 19 Emmons** | **18,068** | Occupied | Institutional | Adaptive Sports | 18,068 | 100.0% |
| **Avalanche 15 Emmons** | **4,626** | Occupied | Clothing/Gear | Butte & Co Rental Shop | 2,313 | 50.0% |
| | | Vacant | Food & Beverage | Avalanche Bar & Grill (Closed) | 2,313 | 50.0% |
| **Axtell & Whetstone** | **25,042** | Occupied | Mountain Operations/Admin | CBMR Offices | 5,723 | 22.9% |
| | | Occupied | Mountain Operations/Admin | Employee Lockers | 7,530 | 30.1% |
| | | Occupied | Skier & Guest Services | Ski School | 5,096 | 20.3% |
| | | Occupied | Institutional | GVH Mountain Clinic | 2,937 | 11.7% |
| | | Occupied | Skier & Guest Services | Ski School | 819 | 3.3% |
| | | Occupied | Skier & Guest Services | Lockers | 2,937 | 11.7% |
| **Emmons** | **9,186** | Occupied | Mountain Operations/Admin | CBMR Offices | 9,186 | 100.0% |
| **Evergreen 35 Emmons** | **2,232** | Occupied | Clothing/Gear | Crested Butte Sports | 2,232 | 100.0% |
| **Garden Condos 611 Gothic** | **2,460** | Occupied | Treasury Liquors And Deli | Treasury Liquors And Deli | 2,460 | 100.0% |
| **Plaza 11 Snowmass** | **3,494** | Occupied | Food & Beverage | Iron Horse | 2,405 | 68.8% |
| | | Occupied | Hotel Operations | Storage | 1,089 | 31.2% |
| **Redstone 25 Emmons** | **528** | Occupied | Hotel Operations | HOA Storage | 528 | 100.0% |
| **The Club 22 & 32 Crested Mountain Ln** | **25,243** | Occupied | Food & Beverage | CB Burger Co | 6,051 | 24.0% |
| | | Occupied | Personal Services | Dr Moore Clinic | 2,649 | 10.5% |
| | | Occupied | Office | Evergreen Property Mgt/Christy Office | 4,951 | 19.6% |
| | | Occupied | Skier & Guest Services | Club Locker Rooms | 10,529 | 41.7% |
| | | Vacant | Food & Beverage | Brown Lab (Closed) | 1,063 | 4.2% |
| **Three Seasons 711 Gothic** | **5,848** | Occupied | Food & Beverage | Crested Bucha | 915 | 15.6% |
| | | Occupied | Office | GCE HOA | 974 | 16.7% |
| | | Occupied | Office | Crested Butte Lodging | 1,982 | 33.9% |
| | | Vacant | Office | Office | 732 | 12.5% |
| | | Occupied | Hotel Operations | Below Grade Storage | 281 | 4.8% |
| | | Occupied | Hotel Operations | Storage | 964 | 16.5% |

Source: Town of Mt. Crested Butte; Economic & Planning Systems

# Town of Mt. Crested Butte
# Draft Water Analysis Matrix
# May 2022

| Goal | | Policy | | Recommendation | | Potential Partner(s) |
|---|---|---|---|---|---|---|
| G.1 | Protect existing water uses in the Gunnison Basin | P.1.1 | Continue to maintain water supply for environmental and recreational uses. | R.1.1.1 | Develop water conservation methods. | District[1], DOLA[2], CWCB[3] |
| G.2 | Identify and address municipal and industrial water shortages | P.2.1 | Reliably meet 100 percent of essential municipal and commerical water provider system demands through the year 2050 and beyond. | R.2.1.1 | Support the District in development of projection estimates, such as providing demographic or building permit data. | District |
| | | P.2.2 | Support projects to update water conservation, landscaping, and building codes to require increased water conservation and efficiency for municipal development. | R.2.2.1 | Develop land use and building code water conservation language. The direction for any code amendments should consider other priority projects identified by the Council in the upcoming calendar year. | District, DOLA, Town UGRWCD] |
| | | P.2.3 | Support flexible water use mechanisms to help meet growing municipal and industrial (M&I) demand while protecting other uses | R.2.3.1 | Work with the District on implementation of these mechanisms, such as promotion through social media. | District |
| G.3 | Quantify and protect environmental and recreational uses | P.3.1 | Continue to meet identified environmental and recreational needs basin- wide by developing 10 projects from the list of projects in the Gunnison Basin Improvement Projects (BIP) by the year 2030. | R.3.1.1 | Support applicants within the Gunnison Basin in pu | Dependent on program availability and interest of applicants within the Gunnison Valley |

[1] Mt. Crested Butte Water and Sanitation District
[2] Colorado Dept. of Local Affairs
[3] Colorado Water Conservation Board

| Goal | | Policy | | Recommendation | | Potential Partner(s) |
|---|---|---|---|---|---|---|
| | | | | R.3.1.2 | Support the District in development and implementation of the Meridian Lake Reservoir and Washington Gulch Storage Project. BIP Goal #28 | District |
| | | | | R.3.1.3 | Collaborate with other regional stakeholders | UGRWCD[4] |
| | | P.3.2 | Improve the current baseline of native trout and endangered fish populations in the Gunnison Basin through the year 2050. | R.3.2.1 | Work with regional partners to implement voluntary fishing restrictions during times of extreme drought/low water levels, and increased river temperatures. | Town Staff, District, and many other local and regional partners |
| | | | | R.3.2.2 | Reduce residential pesticide and herbicide runoff by encouraging and or adopting xeriscape landscape requirements, which generally do not require extensive watering or treatment to thrive in their native environments. | Town Staff, Town Council, Planning Commission |

[4] Upper Gunnison River Water Conservation District

| Goal | | Policy | | Recommendation | | Potential Partner(s) |
|---|---|---|---|---|---|---|
| | | | | R.3.2.3 | Develop methods and best practices to reduce sediment discharge into wetlands, ephemeral and perennial streams, and Woods Creek. Increased sediment loads impact trout habitat by increasing turbidity and water temperature in addition to decreasing macroinvertebrate habitat. | Town Staff, Town Council, Planning Commission |
| | | | | R.3.2.4 | Decrease the populations of non-native and invasive plant species; such as encouraging/adopting landscaping standards that eliminate the use of non-native species. Develop incentives for private land owners to remove noxious weeds from their property. Support educational effort to reduce the spread of noxious weeds. | Town Staff, Town Council, Planning Commission |
| G.4 | Maintain or, where necessary, improve water quality thought the Gunnison Basin | P.4.1 | Compliance with all applicable state and federal water quality standards. | R.4.1.1 | The Town will continue to comply with these standards. | Town Staff |
| | | P.4.2 | As determined by ongoing water quality data collection, maintain outstanding water quality in headwaters streams. | R.4.2.1 | Many of the small drainages and ephemeral streams throughout town are tributaries to either Washington Gulch or the East River. Maintaining the water quality of these minor yet important tributaries will be achieved by the implementation of Recommendations in this document. | Town Staff, Town Council, Planning Commission |
| G.5 | Restore, maintain, and modernize critical water infrastructure. | P.5.1 | Implement at least one project every year in the Gunnison Basin that focuses on the restoration, maintenance, and modernization of existing water infrastructure. | R.5.1.1 | Support the District in water infrastructure improvement projects. | District |

| Goal | | Policy | | Recommendation | | Potential Partner(s) |
|---|---|---|---|---|---|---|
| G.6 | Create and maintain active, relevant, and comprehensive public education, outreach, and stewardship processes involving water resources in the six sectors of the Gunnison Basin | P.6.1 | By 2030, representatives from the Gunnison Basin Roundtable will work with local water organizations to provide educational materials and serve as a resource for county commissioner boards, city councils, and related planning staff regarding local water supply and land development issues. | R.6.1.1 | Work with Roundtable representatives to distribute materials to applicable representatives and staff. | District, Gunnison Basin Roundtable |
| | | P.6.2 | The preparation and distribution of a booklet titled: The Gunnison Basin, A Handbook for Inhabitants[9]. This widely distributed handbook includes a compendium of basic information about water use, water law, and water organizations in the basin. | R.6.2.1 | Refer to the Handbook when developing voluntary and mandatory water conservation measures and educational materials. | District |
| | | P.6.3 | Promoting relevant water news and events in the Gunnison Basin | R.6.3.1 | Leverage existing social media and other communication tools to promote events and news as applicable. | Town Staff |
| | | P.6.4 | Publicizing river festivals and river events, such as in those held in Gunnison, Ridgway, and Hotchkiss | R.6.4.1 | Leverage existing social media and other communication tools to promote events and news as applicable. | Town Staff |
| | | P.6.5 | Participating in state and regional activities that are consistent with guidance in the Statewide Water Education Action Plan | R.6.5.1 | Participate as requested. | Town Staff, elected and/or appointed officials |
| | | P.6.6 | Highlighting and explaining important news, hydrological conditions, and reservoir operations for major reservoir systems, including by not limited to, the Aspinall Unit, Taylor Park, Ridgway, Paonia, and Crawford. | R.6.6.1 | Leverage existing social media and other communication tools to promote events and news as applicable, particularly regarding drought, wildfire hazard, and watering restrictions. | Town Staff, District |

| Goal | | Policy | | Recommendation | | Potential Partner(s) |
|---|---|---|---|---|---|---|
| G.7 | Develop Implementable Water Conservation Measures | P.7.1 | Minimizing or eliminating landscape irrigation. | R.7.1.1 | Reduce residential pesticide and herbicide runoff by encouraging and or adopting xeriscape landscape requirements, which generally do not require extensive watering or treatment to thrive in their native environments. | Town Staff, District |
| | | P.7.2 | Monitoring water meters and tracking use | R.7.2.1 | Work with District to implement this policy. | District |
| | | P.7.3 | Implement water conservation strategies to reduce the demand for water to meet indoor and outdoor municipal needs. Implement drought restrictions that limit lawn watering based on available supplies. | R.7.3.1 | Develop water conservation methods and encourage residents, visitors, and business to reduce water consumption. The District maintains watering restrictions throughout the growing season. | Town Staff, District |
| | | P.7.4 | Requirements or incentives for water fixture retrofits and conservation in new development. | R.7.4.1 | Develop or adopt building code conservation methods. The LEED program could be used as a model. | Town Staff |
| | | P.7.5 | Development and adoption of a water efficient landscape code | R.7.5.1 | Reduce residential pesticide and herbicide runoff by encouraging and or adopting xeriscape landscape requirements, which generally do not require extensive watering or treatment to thrive in their native environments. | Town Staff |
| | | P.7.6 | Incentivize density to decrease the need for watering of open space/yards. | R.7.6.1 | Consider increasing density throughout town zone districts to both conserve water and create housing opportunities. | Town Staff, Town Council |
| | | P.7.7 | Participate in the Growing Water Smart water Plan. | R.7.7.1 | Reference this document when revising sections of the land use code to incorporate water conservation methods. | Town Staff |

| Goal | | Policy | | Recommendation | | Potential Partner(s) |
|---|---|---|---|---|---|---|
| | | P.7.8 | Integrate and implement recommendations from the Colorado Water Conservation Board "Best Practices for Implementing Water Conservation and Demand Management Through Land Use Planning Efforts" when amending the land use code to align with the Master Plan. | R.7.8.1 | Reference this document when revising sections of the land use code to incorporate water conservation methods. | Town Staff |
| | | P.7.9 | Develop a culture of conservation within the development community | R.7.9.1 | Work with others to develop a water conservation campaign. | Town Staff, District, and many other local and regional partners |
| | | P.7.10 | Plan for water demands that will continue to grow beyond the current 2050 planning horizon | R.7.10.1 | Support the District when they are assessing their service area demand needs. | District |
| | | P.7.11 | Promote regional cooperation for water resource use within the Basin | R.7.11.1 | Collaborate with other local and regional governments and NGOs on water resource conservation efforts where applicable. | Town Staff, District, and many other local and regional partners |
| | | P.7.12 | Adopt local and regional comprehensive plans which respect and recognize locally available limited water supplies | R.7.12.1 | The adoption of the Master Plan that outlines an implementation plan is the first step in this effort. While the Town does not manage domestic water services, the Town will implement methods to conserve water usage within town boundaries. | Town Staff, District, and many other local and regional partners |