



Transportation Strategies for Crested Butte

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and Quinn Raymond (Postgraduate Research Associate)

Setting the Scene

Crested Butte is a forward-looking Colorado ski town committed to reimagining how people move in and around the community. In 2024, after an extensive public engagement process, the town adopted a Transportation Mobility Plan aimed at emphasizing walking, biking, and transit. Now that the Plan has been adopted, Crested Butte's gaze turns toward implementation of the strategies identified in the Plan.

In that vein, the town sought the perspective of two Masters of Environmental Management students from the Yale School of the Environment, Joshua Hernandez and Kathleen Maeder, to frame potential transportation strategies. Joshua and Kathleen worked for the Ucross High Plains Stewardship Initiative at Yale School of the Environment, bringing prior research and consulting experience. The process spanned the 2024 – 2025 academic year. The students reviewed town plans and applicable case studies beyond Crested Butte, and met monthly with Crested Butte leadership, whose insight helped narrow the project scope and develop the vision for accompanying maps. Quinn Raymond, Ucross' Postgraduate Research Associate, also supported research and GIS mapping.

This report presents the students' findings, drawing from relevant case studies in and beyond Colorado, discussions with Crested Butte contacts, and policy research. For the thematic areas of parking, transit, and funding sources, a spectrum of strategies is presented based on feasibility and impact, in approximate order from most impactful to least.

Parking

Parking is one of the primary levers for emphasizing non-motorized transportation. Below are parking options for Crested Butte, listed from most feasible and impactful to least.

Replace absolute parking requirements with a low parking minimum and maximum

Reducing the number of available parking through a low parking minimum and maximum spots incentivizes other transportation modes. A low minimum gives homeowners flexibility and agency to create spaces based upon actual need. A low maximum emphasizes a walkable, multi-modal Crested Butte. Cost of implementation is estimated at less than \$25,000.

Implement pilot for paid parking

Implementing paid parking would help fund expanded transit services. Crested Butte residents could be exempted from paid parking. Out-of-towners such as tourists would bear the costs of parking. A consistent rate regardless of season is equitable and would ensure the transit fund is sufficiently appropriated. Parking could remain free for the first 30 minutes. Free parking could also remain for nights, early mornings, Sundays, and holidays. Implementation costs are estimated to be at least \$100,000 for purchase and installation of parking meters.

Prohibit development of underground parking garages

Preventing development of underground parking garages will maintain affordable commercial development. This has a low cost of implementation.

Transit

Crested Butte has ambitions for increasing the scale and availability of transit for those that work, visit, reside, and recreate within the Town. Below are transit options for Crested Butte, listed approximately from most impactful to least.

Park-n-Rides along I-135

While GVRTA has previously considered park-n-ride locations along I-135, the full potential of park-n-rides to increase transit usage in place of cars has not been reached. Several respondents in the Community Mobility Survey indicated the need for more reliable parking and bike storage near the Almont GVRTA stop. Additionally, the consecutive Riverland, Brush Creek Rd, and Riverbend stops are located along the highway and receive the lowest ridership of any stop in the northbound GVRTA route. Meanwhile, the Skyland and Buckhorn Ranch communities are not located within reasonable walking distance of these

stops; its nearest stop, Brush Creek Rd, is over 1 mile away, significantly reducing the likelihood of commuters opting to take transit to their destination. A park-n-ride may allow for the efficient consolidation of these three stops into two or one – perhaps off the highway, to permit safer access – while also enhancing these subdivisions’ access to transit.

Expand MX Last-Mile Service

In December 2023, Mountain Express launched the pilot of FirstTracks, an on-demand service serving the northern Mt. Crested Butte region, connecting to the Mountaineer Square transit hub. The service replaced the fixed Snodgrass/Columbine and Summer Condo routes, increasing ridership 2.4 times compared to the previous bus routes.

This model could be expanded to include other areas serviced by fixed shuttle routes – particularly near the Crystal/Castle route, which lies south of Mountaineer Square. When determining the needed expansion of the FirstTracks fleet to accommodate southern Mt. Crested Butte, factors include the total cost and cost per rider (in its pilot, FirstTracks achieved a cost of \$7.82 per rider, compared to the Crystal/Castle route’s average of \$5.44), fleet capacity (other cities have leveraged their senior or paratransit fleet to manage high demands), and wait times.

Consolidating Service Management

By consolidating service management across the two transit agencies operating within Crested Butte, MX and GVRTA, there is potential to reduce operating costs through the elimination of duplicative administrative services, improve efficiency of bus management through larger-scale operations, and, possibly, more efficient operation between the Town of Crested Butte and the ski resort. As MX faces meager revenue growth in 2025 (estimated 2%) and expenditure demands pertaining to an improved employee compensation, new initiatives, and continuity of existing service, joining MX’s operations with the larger GVRTA may provide cost-savings. See Appendix 2 for more information regarding DOT funding for consolidation efforts.

Expand Routes to Include Long-Standing Subdivisions

The Community Mobility Survey noted several residential areas, including Meridian Lake, that lack convenient access to fixed-route transit. These subdivisions do not have reasonable access to public transit options, leading to high car dependence among residents; expanding transit to include these neighborhoods would reduce traffic congestion within the Town. A shuttle route or condo loop, operating on a limited but consistent schedule, may allow residents to decrease their reliance on cars for simple

trips to the Town center. Prior to pursuing this strategy, further community engagement is necessary to ensure the presence of sufficient demand. The estimated cost of implementation for a shuttle pilot program to a single or adjacent subdivisions is 100-200k, based on similar figures in the Transportation Mobility Plan. Given the low density of residents in Meridian Lake and similar subdivisions, it may be more cost-effective to incorporate neighborhoods north of the Town center into the on-demand FirstTracks service rather than pursuing a permanent shuttle service, particularly during off-peak hours and off-seasons.

Design Bike Hub at 4-Way

The people of Crested Butte are avid bicyclists – most respondents to the Community Mobility Survey owned two or more bikes. However, lack of secure bike storage in town serves as a disincentive for biking to Elk Avenue and other areas around the town. Additionally, tourists do not have a simple way to enjoy the Town’s bike-friendly infrastructure, aside from private rental companies. The Town might choose to establish both bike parking and a paid bike-share program in the central 4-Way location to address these challenges.

Implement Direct Impact Fees Newly Approved Subdivisions

The community might impose an impact fee on developers to support public transit expansion to new subdivisions. The fees may be levied depending on the location and extent of the proposed development. Fees may include an annual POA assessment to defray the ongoing operations costs of transit access to new development.

Increase Bike Storage on Buses

In the Community Mobility Survey, respondents expressed frustration with insufficient bike racks on Mountain Express’ fleet. Individuals that might opt to bike for the first/last mile of a transit trip are dissuaded when bike racks are full; when buses don’t come frequently, particularly on routes where buses stop every 30 minutes or longer, it may be inconvenient to simply “wait for the next bus” if racks are full. Further data should be collected to determine bike rack usage and how often racks are fully utilized. Standard 2-3 bus bike racks are estimated to cost between \$900-1100, with e-bike compatible racks being more expensive.

Increased Seasonal Stops to Trailheads and Recreation Sites

The Community Mobility Survey also indicated interest in more extensive access to recreational areas. 60 to 70 percent of Crested Butte residents drive to trails in the summer, and roughly 25% bike. Several locations identified in the Community Mobility

Survey were the Baxter, East River, and Judd Falls Trailheads, Slate River, and Peanut Lake. In its Transit Mobility Plan, the town proposed a shuttle pilot program for Peanut Lake, at an operating cost of \$125,000 for the summer of 2025 and winter of 2025-26; with the collection of ridership data, the Town can identify the efficacy of shuttles in increasing access to recreational sites.

Funding Sources

Implementing transportation strategies requires tapping into existing or new sources of funding. Below are funding options for Crested Butte, listed from most feasible and impactful to least.

Parking Fees

Revenue collected from a parking fee of at least \$3/hour will help fund expansion of existing service. Assuming a baseline of 50% utilization on Elk Avenue, paid parking on that street alone could generate up to \$3570 per day (and \$1,302,987 in a year). These fees will also ensure that the transportation fund has sufficient resources each year.

Fee to Use EV Charging Stations

The number of electric vehicles projected to be registered in Crested Butte and Mount Crested Butte is nearly 600 by 2030. As the shift to electric vehicles continues, revenue from the gas tax will decline. As of January 2024, the average cost of charging an EV at a public station in Colorado was \$0.45 per kWh. Adding an additional fee within a few dollars would help fill in the funding gap created by declining gas tax revenues. This fee can be implemented at the DC fast charging port or even the Level 2 ports.

Updating Admissions Tax from Crested Butte Mountain Resort

The neighboring town of Mount Crested Butte levies a 4% admissions tax for visiting the Crested Butte Mountain Resort (as well as at events in town). The tax has been in place since 2002. Revenue generated in 2023 was \$1,561,181. A quarter of the revenue is required to be allocated to Mountain Express. Since 2022, Mount Crested Butte devotes an additional 10% of generated revenue to Mountain Express as well. In 2023, Mountain Express received \$546,413 due to this tax. It is fair to ask whether this tax is keeping pace with inflation and the transition of CBMR to a drive-based, front range market. A conversation with Mount Crested Butte and Crested Butte Mountain Resort could be a starting point to reevaluate the tax and whether to increase the tax percentage. This tax mainly targets raising funds through tourists.

Grants from USDOT or CO DOT

Accessing grants from the U.S. Department of Transportation or the Colorado Department of Transportation offers a path to raising capital without adopting or increasing taxes. However, there is uncertainty about federal funding and the priorities of the current federal administration. See Appendix 2 for more details on relevant grants.

Excise Tax on Hotels, Short-Term Rentals, and/or Restaurants

The 2021 Ballot Measure 2D placed a 7.5% tax on vacation and short-term rentals, generating revenue exclusively for affordable housing. Current taxation on these rentals (combining Ballot Measure 2D with other fees) is over 20%.

General Sales Tax Increase

Currently, 1% of the town's 4.5% sales tax is allocated to the Transit and Mobility Fund, with the majority supporting Mountain Express' operations. Increasing sales taxes is a common strategy for funding transit throughout the United States, as it provides a stable, long-term revenue stream. Additionally, Crested Butte maintains a 4.5% tax on newly registered vehicles, collected at the time of vehicle registration with Gunnison County, with proceeds directed towards the General Capital and General Funds. If the general sales tax were to increase, the motor vehicle use tax would similarly increase, targeting households who own more than one vehicle. However, sales taxes tend to be regressive, disproportionately impacting lower-income residents and employees within the Town.

Conclusion

As Crested Butte proceeds with the implementation of its Transportation Mobility Plan, the town has the opportunity to lead by example in fostering a sustainable, accessible, and multimodal transportation system. This report outlined a broad range of strategies, from near-term "easy wins" to long-term investments that will necessitate political will and funding. The Town can build on its strong foundation of community engagement and forward-thinking mobility planning by prioritizing solutions that balance feasibility with impact, securing stable funding sources, and ensuring continuous public input to refine and adapt initiatives as they are implemented. Through deliberate, strategic steps, Crested Butte can ensure that its transportation network aligns with its vision of a vibrant, walkable, and environmentally mindful town, setting an example for other rural and mountain communities facing similar mobility challenges.

Appendix 1: Summary of Mobility Solutions

Category	Objective	Solution	Impact Potential	Cost to Implement	Political Feasibility	Timeline for Implementation	Case Study
Parking	Incentivize use of other transport modes by reducing the number of available parking spots	Replace absolute parking requirements with a low parking minimum and maximum	☆☆	\$	☆☆	0-2 years	
	Incentivizes use of other transport modes. Encourages greater parking turnover while generating revenue for town's transportation initiatives.	Implement pilot for expanded paid and timed parking.	☆☆☆	\$\$\$	☆☆	0-2 years	
	Preserve the current pedestrian friendly, low skyline character of Crested Butte.	Prohibit development of underground car garages.	☆☆	\$	☆☆☆	0-2 years	
Transit	Reduce the number of cars entering Crested Butte and increase desirability of using transit for commuters	Implement additional park-n-rides along I-135	☆☆☆	\$\$\$\$	☆☆	2-5 years	
	Identify efficient uses of the existing (or expanded) MX fleet	Expand last-mile service outside of the FirstTracks operation region through utilization of senior fleet/expansion of existing fleet	☆☆	\$\$\$	☆☆☆	0-2 years	
	Expand transit access to areas that were previously inaccessible, facilitating increased use of buses in place of cars	Expand fixed routes to subdivisions that are currently not included on MX / GVRTA bus route.	☆☆☆	\$\$\$\$	☆☆	2-5 years	
	Reduce operational inefficiencies and duplicative routes; achieve cost savings between the two transit agencies, enabling greater investment in routes, infrastructure, etc.	Consolidate service management across MX and GVTRA	☆☆	\$\$; ideally will result in cost-savings on long timescale	☆	2-5+ years	SE Vermont: Deerfield Valley Transit Association & Connecticut River Transit, annual budget of \$6.5m & serving 100k across two counties, were consolidated in 2015 using VDOT support.
	Facilitate easier bike use in place of cars for Gunnison County residents that bus to CB, or for tourists in place of rental cars/rideshare	Design bike hub at 4-Way, including public bike rentals and charging for e-bikes.	☆☆	\$\$\$	☆☆☆	0-2 years	Aspen: nonprofit established to facilitate public bikeshare program; pilot of 10 racks and 100 bikes with only \$250k through an "adopt a bike" program. Vail, Colorado: Shift Bike, implemented in 2024, is an e-bike share program shared by the Town of Vail, Eagle-Vail, Avon, and Edwards with 155 e-bikes; a smaller scale project would be feasible for Crested Butte. They charge \$25 in monthly membership or \$100 for 5 months (seasonal membership).
	Establish transit access to new subdivisions and increase incentives for remote residents to use transit	Implement direct impact fees for colleges and newly approved subdivisions in exchange for free or on-demand service.	☆☆	\$\$\$\$; ideally revenue neutral on long timescale	☆☆	2-5 years	Fountain, Colorado: In 2022, the city developed a study to assess the potential for a transportation impact fee to account for the transit improvements needed to support future development.
	Enhance access to desired sites via bus, targeting the 60-70% of Crested Butte residents that drive to trails in the summer.	Increase seasonal stops to trailheads and recreation sites.	☆	\$\$\$	☆☆☆	0-2 years	
	Increase desirability of bus use for trips that have typically required a car	Add additional / larger bike racks to buses.	☆	\$\$	☆☆☆	0-2 years	

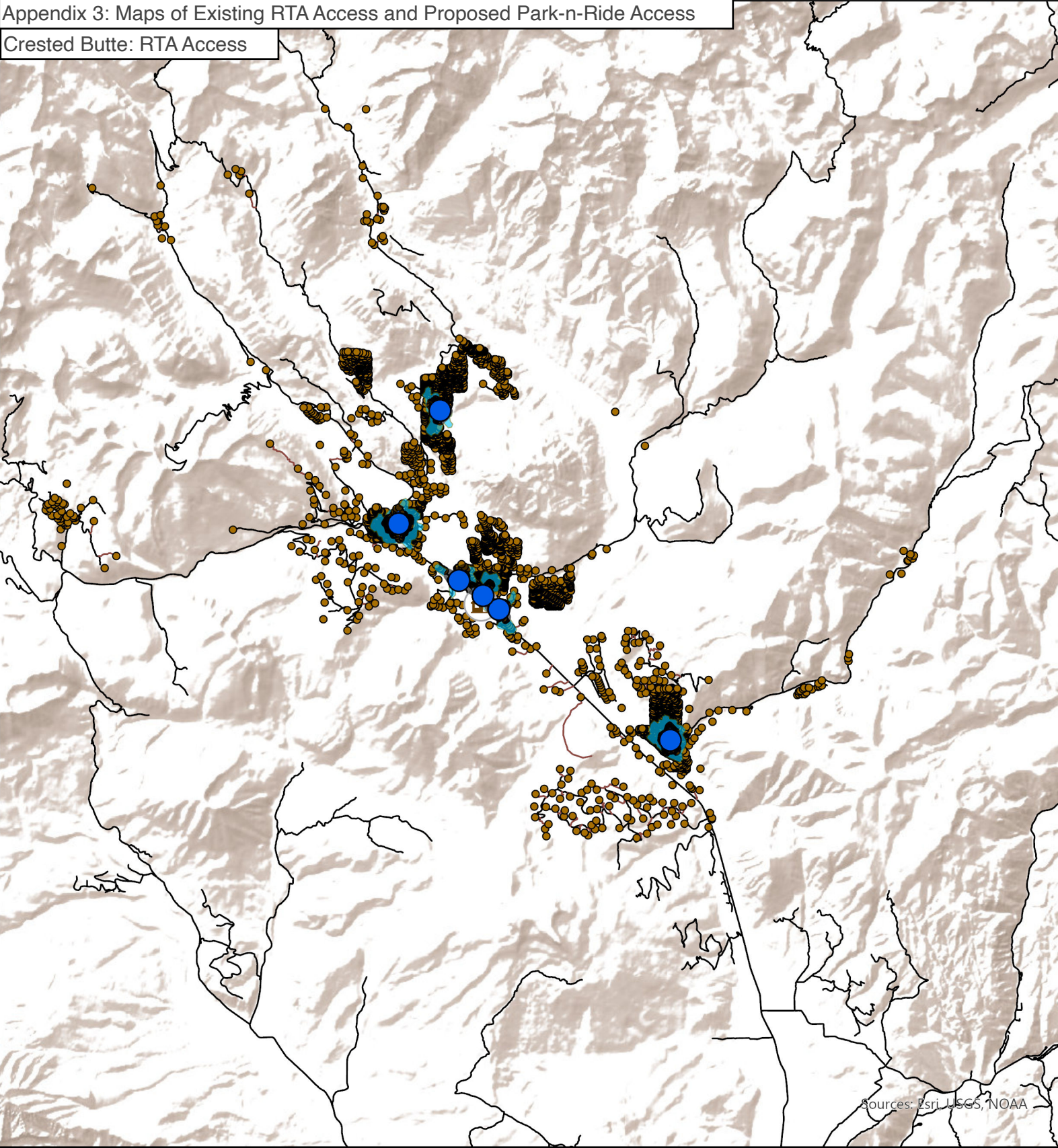
Category	Objective	Solution	Impact Potential	Annual Revenue Generated	Political Feasibility	Timeline for Implementation	Case Study
Funding	Incentivizes use of other transport modes. Encourages greater parking turnover while generating revenue for town's transportation initiatives.	Parking fees	☆☆☆	\$\$\$\$	☆☆	0-2 years	
	Raise funds for transportation through taxes targeted at tourists, minimizing impact on residents	Excise tax on hotels, short-term rentals, and/or restaurants	☆☆☆	\$\$\$\$	☆	2-5 years	Whitefish, Montana: Levied 3% resort tax on lodging, bars, restaurants, and retail. Funding goes towards street/sidewalk improvements, bike paths, storm sewers/underground utility improvements, and property tax reductions for
	Leverage spending power of consumers (especially tourists) and if possible divert more of the sales tax to transit specific uses	General sales tax increase	☆☆☆	\$\$\$\$	☆	2-5 years	Salt Lake City, UT: Levied 0.3% retail sales tax increase, not including groceries, towards transportation and public safety projects.

	Raise funds for transportation through taxes targeted at tourists, minimizing impact on residents	Updating admissions tax from ski resort	☆☆	\$\$\$	☆	2-5 years	
	Fills in funding gap left as revenue from gas tax declines long-term	Fee to use EV charging stations	☆☆	\$\$\$	☆☆	2-5 years	
	Raises capital without adopting more taxes	USDOT or CO DOT grants	☆☆	\$\$	☆☆☆	2-5 years	See Appendix 2.

Appendix 2: Relevant Grant Opportunities						
Grant	Organization	Purpose	Target Use	Link	Next Deadline	Amount
Revitalizing Main Streets	CDOT	Improving safety, improve multimodal safety and accessibility, and reimagine economic and daily use of main streets.	Projects pertaining to Elk Ave. and Four-Way area.	https://www.codot.gov/programs/revitalizing-mainstreets	April 30, 2025 (Small Multimodal & Economic Resiliency Project grant)	\$10k-250k (for April 2025 grant)
Low- or No-Emission Grant Program	DOT FTA	Purchasing or leasing low- or no-emission buses, constructing or leasing facilities and related equipment, constructing new public transportation facilities to accommodate new buses.	Upgrading MX or GVRTA's fleet.	https://www.transportation.gov/rural/grant-toolkit/low-or-no-emission-grant-program	Application opens Spring 2025	\$71-78 million available each year - FY25 and FY26
Transportation Alternative Program (Region 3)	CDOT	Funding for "transportation alternatives" -- pedestrian and bike facilities, improved access for non-drivers to public transportation, enhanced mobility, community improvement activities, environmental mitigation, recreational trail projects, roadway construction in former Interstate System areas	Projects that increase multimodal travel and enhance community mobility.	https://www.codot.gov/programs/planning/grants/tap-fiscal-years-2024-26	Early 2026 (for projects spanning FY 2027-2029)	Most recent grants ranged from ~\$350k to \$2.5m
Transportation Management Organization Seed Funding Grant	CDOT Office of Innovative Mobility	Establish "transportation management organizations" in unrepresented/non-urban areas to promote transportation demand management goals (maximizing travelers' choices through efficient uses of existing transportation infrastructure)	Organizing Gunnison County TMO for improved joint management of transportation routes/options.	https://www.codot.gov/programs/innovative-mobility/assets/tmo-seed-funding-rules-selection-criteria-2024-round-1.pdf	Likely early 2026 (based on previous years)	\$20k-100k; preference for sustainable funding commitments/local cash or in-kind matches of 20%
Transportation Demand Management (TDM) Innovation Grant	CDOT Office of Innovative Mobility	Support innovative TDM solutions to reduce automobile dependency; develop partnerships between entities for TDM initiatives across wider regions; enable mobility and economic opportunities, reduce emissions by reducing vehicle miles travelled in personal vehicles	Innovative projects that reduces car dependence in Crested Butte.	https://www.codot.gov/programs/innovative-mobility/assets/tdm-innovation-rules-selection-criteria-2024-round-1.pdf	Likely early 2026 (based on previous years)	\$20k-50k; preference for sustainable funding commitments/local cash or in-kind matches of 20%
Multimodal Transportation and Mitigation Options Fund (TPR 9)	CDOT	Promoting multimodal systems that benefit seniors, benefit rural/"Disproportionately Impacted" (DI) communities, enhance mobility for those with disabilities, provide safe routes to school, and/or reduce air pollutant and GHG emissions	Projects that increase multimodal travel, including transportation studies and modelling, fixed route/on-demand transit, bike/pedestrian initiatives,	https://www.codot.gov/programs/planning/grants/mmof-local	TBA	\$ 511,321 allocated to Gunnison Valley in FY 2026. Typically requires 50% match, with some exceptions
Active Transportation Infrastructure Investment Program	DOT FHWA	Construction of safe, reliable, and connected transportation networks; improve connectivity through roadways, public transportation, and bike/pedestrian routes	Projects that expand connectivity between transit, pedestrian/bike paths, and roads.	https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiiip	TBA	\$100k - 15m

Appendix 2: Relevant Grant Opportunities						
Grant	Organization	Purpose	Target Use	Link	Next Deadline	Amount
Charging and Fueling Infrastructure Grant Program	DOT	Installing EV charging and alternative fueling infrastructure along public roads, schools, parks, and publicly accessible parking facilities.	Installing EV infrastructure throughout Crested Butte/Gunnison County.	https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program	TBA	Wide range; past projects have received between \$700k - \$11m depending on project

Crested Butte: RTA Access



Sources: Esri, USGS, NOAA

Legend

- RTA Stops
- Walking Time (Minutes)
 - 5-10
 - 0-5
- Residences

40% of all residences are served by RTA bus stops

565/4,568 (12%) of residences are within a 5 minute walk of RTA stops

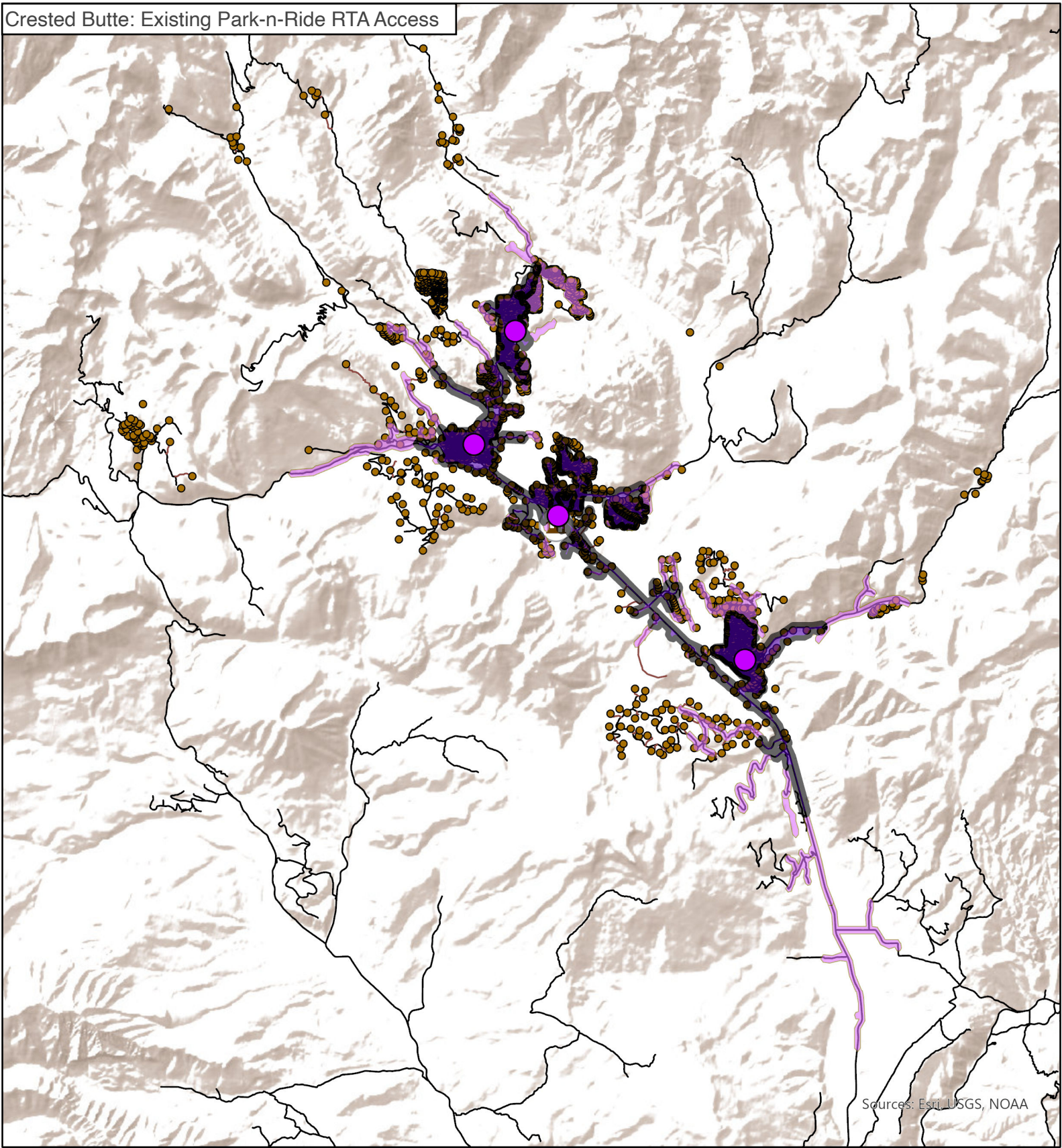
1,839/4,568 (40%) of residences are within a 10 minute walk of RTA stops

0 1.25 2.5 5 Miles

Map of all RTA stops in CB, where dark blue represents residences within a 5 minute walk to the closest RTA stop, and light blue represents within 10 minutes

N

Crested Butte: Existing Park-n-Ride RTA Access



Sources: Esri, USGS, NOAA

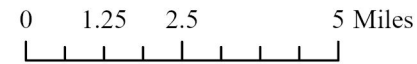
Legend

- RTA Park & Rides
- Driving Time (Minutes)
- 5-10
- 0-5
- Residences

87% of all residences are served by all RTA park and rides

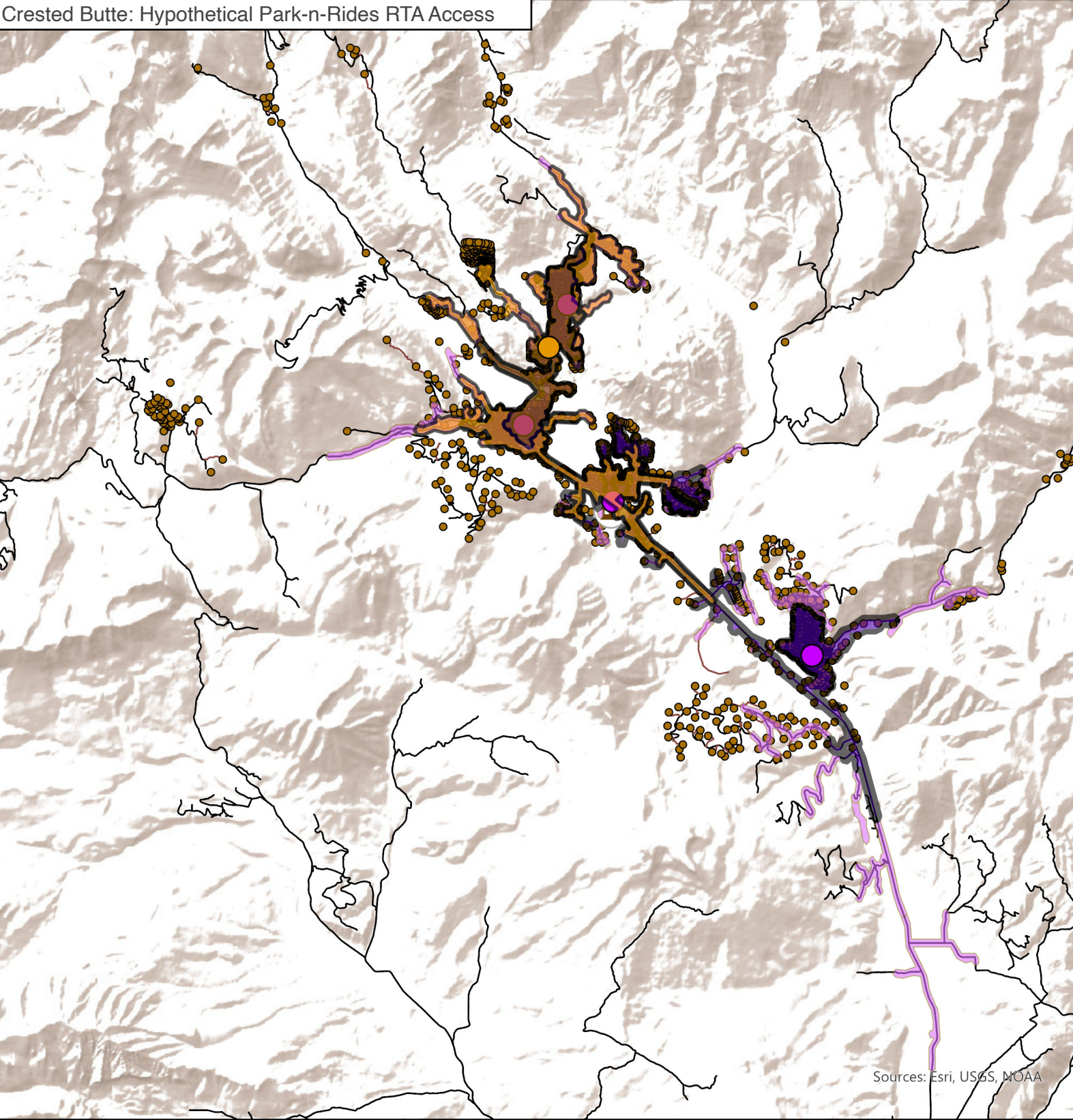
3,496/4,568 (77%) of residences are within a 5 minute drive of closest RTA park and rides

4,003/4,568 (87%) of residences are within a 10 minute drive of closest RTA park and rides



Map of all RTA Park n Rides, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes



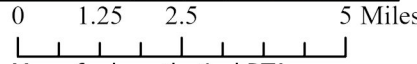


- Legend
- RTA Park & Rides
 - Driving Time (Minutes)
 - 5-10
 - 0-5
 - Residences
 - Hypothetical Park n Ride
 - Driving Time (Minutes)
 - 5-10
 - 0-5

89% of Residences are Served by Hypothetical Park n Ride

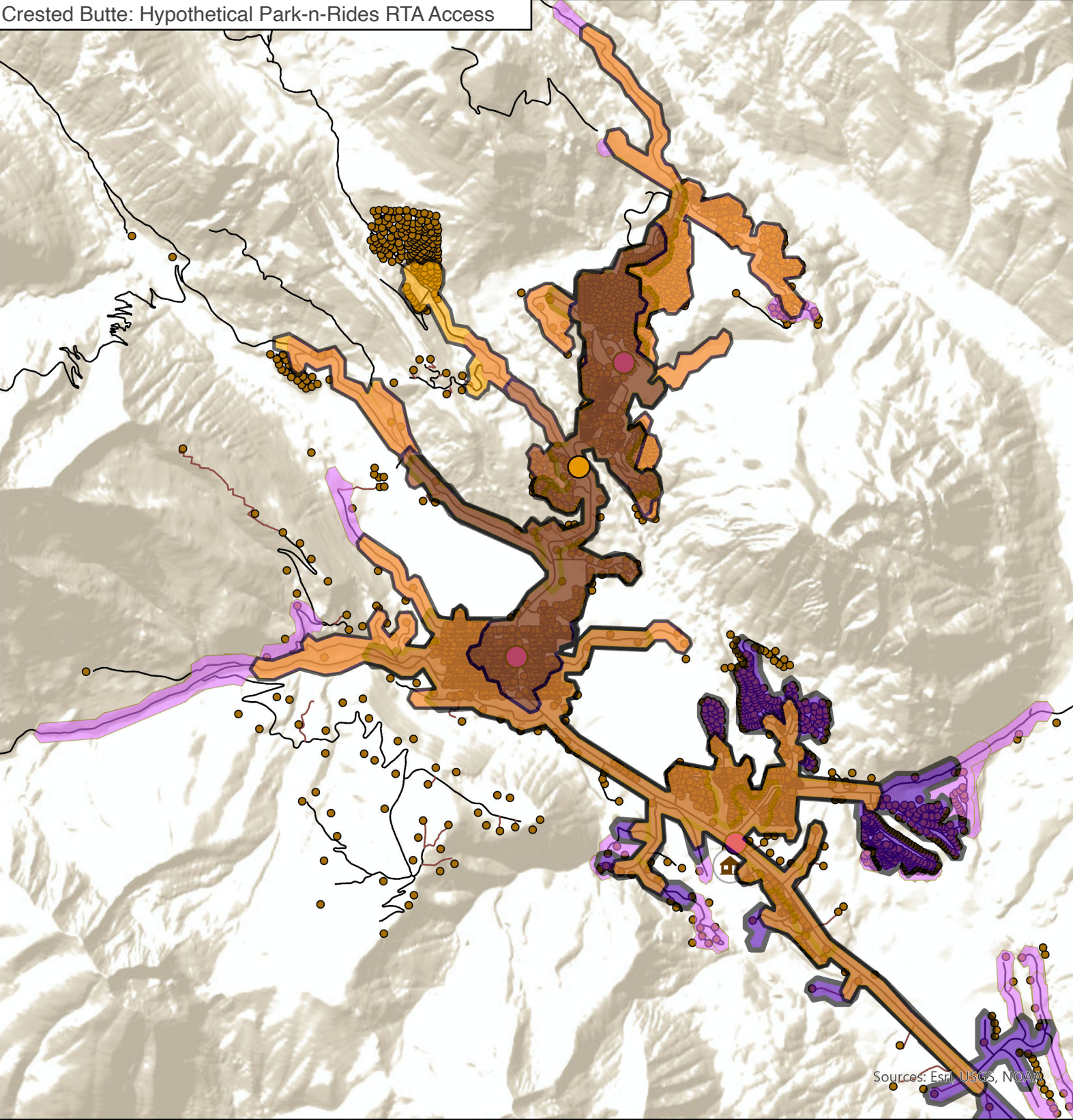
3,525/4,568 (77%) of residences are within a 5 minute drive of closest RTA stop

4,048/4,568 (89%) of residences are within a 10 minute drive of closest RTA stop



Map of a hypothetical RTA Park and Ride, where dark orange represents within 5 minute drive to the stop and light orange represents within 10. Placing a park and ride here would not change the % of community within a 5 minute drive, but would increase the % within a 10 minute drive by ~2%.





Sources: Esri, USGS, NOAA

Legend

RTA Park & Rides

Driving Time (Minutes)

5-10

0-5

Residences

Hypothetical Park n Ride

Driving Time (Minutes)

5-10

0-5

89% of Residences are Served by Hypothetical Park n Ride

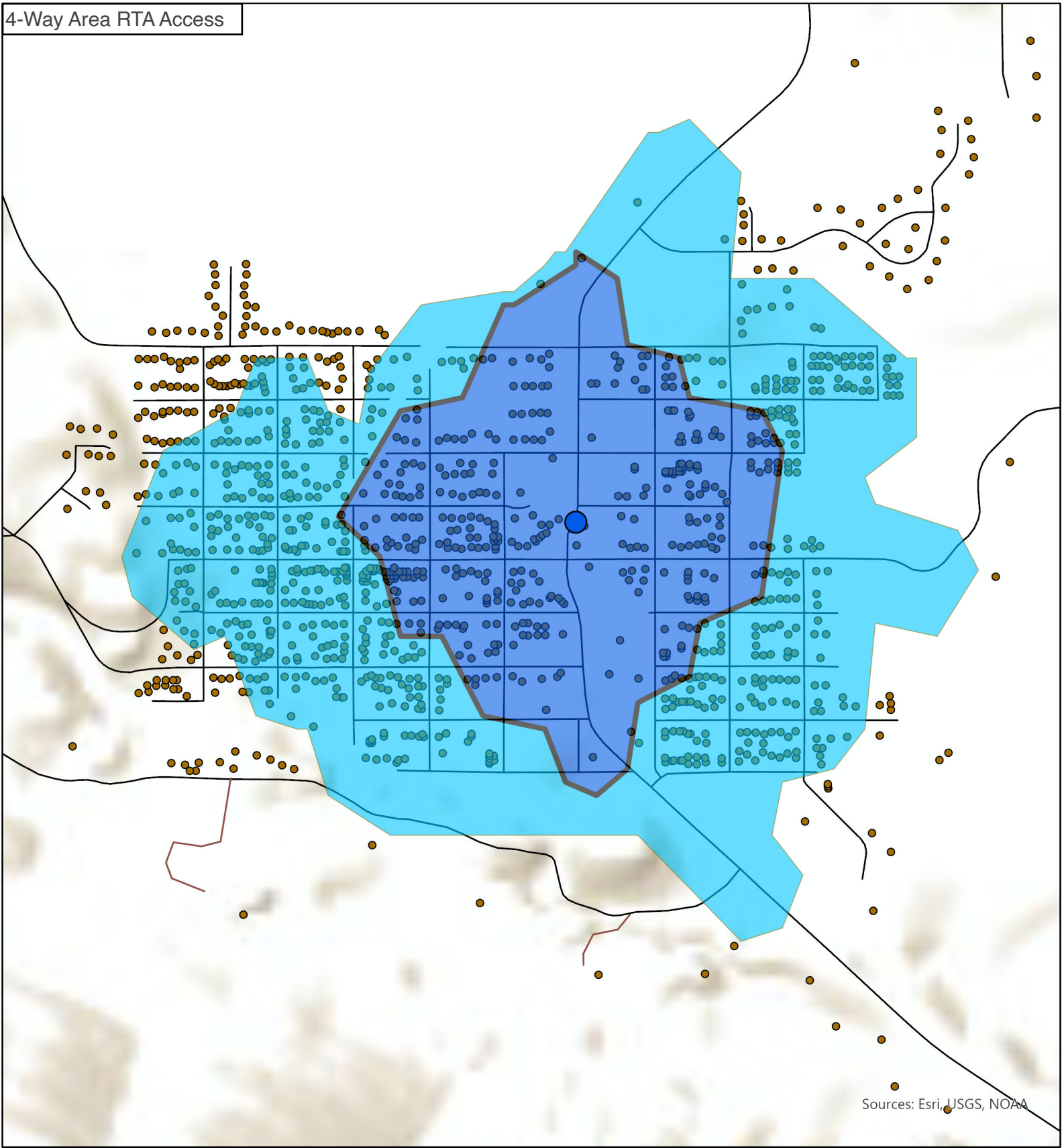
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Map of a hypothetical RTA Park and Ride, where dark orange represents 5 minute drive to the stop and light orange represents 10. Placing a park and ride here would not change the % of community within a 5 minute drive, but would increase the % within a 10 minute drive by ~2%.





Sources: Esri, USGS, NOAA

Legend

- RTA Stops
- Walking Time (Minutes)
- 5-10
- 0-5
- Residences

CB 4 Way Stop

40% of all residences are served by all RTA bus stops

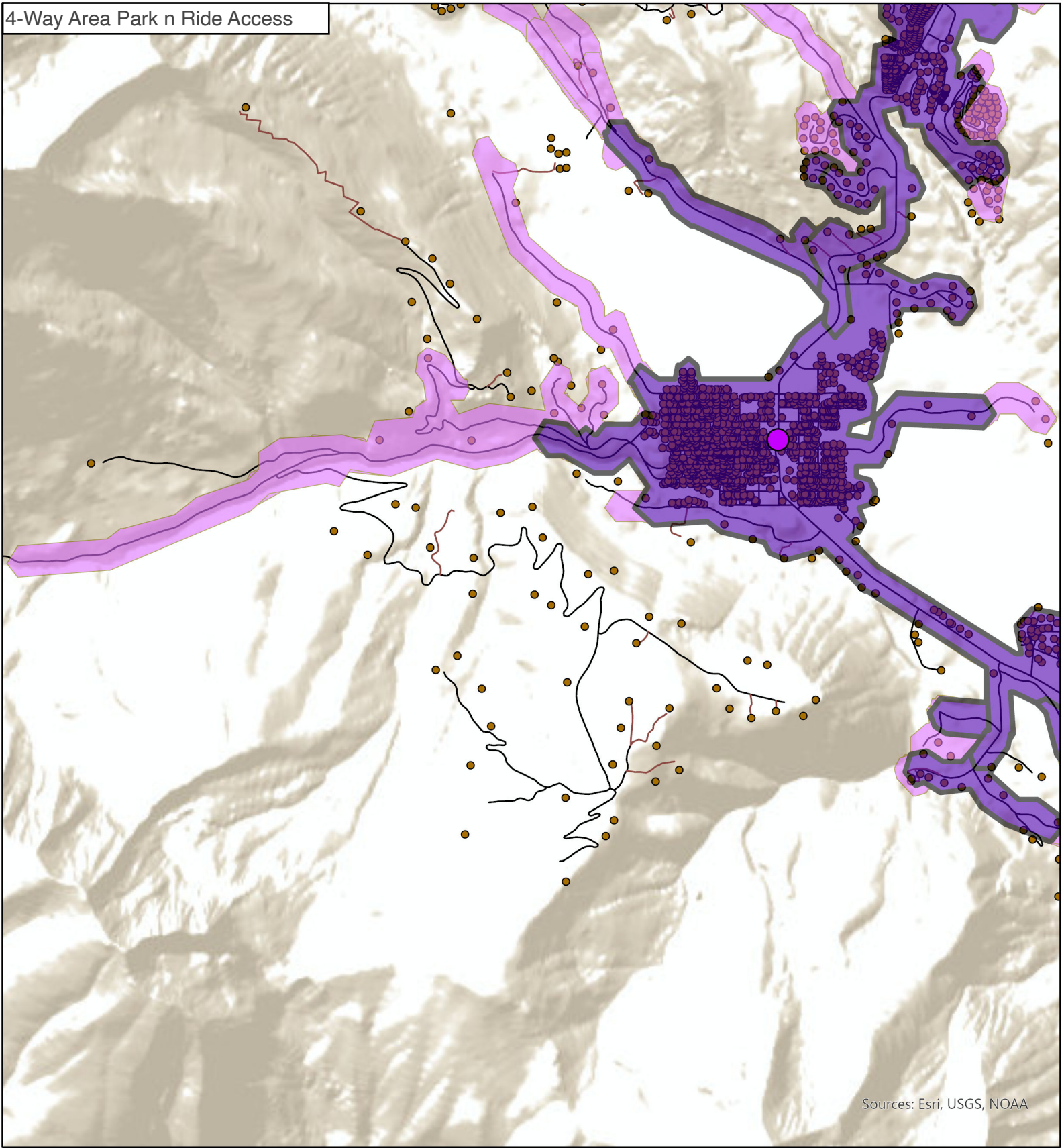
565/4,568 (12%) of residences are within a 5 minute walk of closest RTA stop

1,839/4,568 (40%) of residences are within a 10 minute walk of closest RTA stop

0 0.07 0.15 0.3 Miles

Map of CB 4 Way Stop, where dark blue represents residences within a 5 minute walk to the RTA stop, and light blue represents within 10 minutes





Legend

- RTA Park & Rides
- Driving Time (Minutes)
- 5-10
- 0-5
- Residences

87% of all residences are served by all RTA park and rides

3,496/4,568 (77%) of residences are within a 5 minute drive of closest RTA park and rides

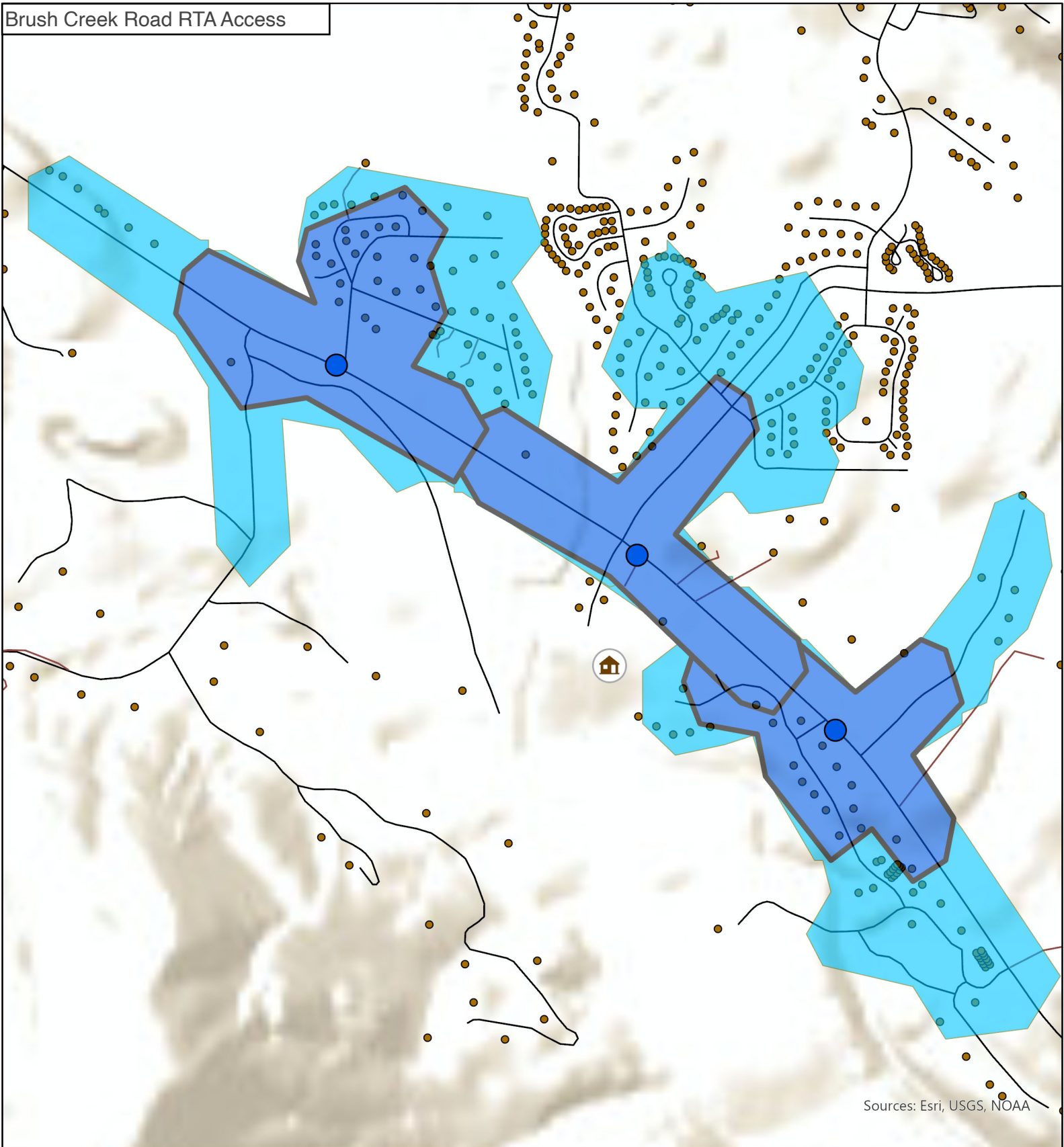
4,003/4,568 (87%) of residences are within a 10 minute drive of closest RTA park and rides

0 0.3 0.6 1.2 Miles

Map of CB 4 Way Park n Ride, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes



Brush Creek Road RTA Access



Legend

- RTA Stops
- Walking Time (Minutes)
- 5-10
- 0-5
- Residences
- WhetstoneComm
- Brush Creek Rd

40% of all residences are served by all RTA bus stops

565/4,568 (12%) of residences are within a 5 minute walk of closest RTA stop

1,839/4,568 (40%) of residences are within a 10 minute walk of closest RTA stop

0 0.1 0.2 0.4 Miles

Map of Brush Creek Stops, where dark blue represents residences within a 5 minute walk to the closest RTA stop, and light blue represents within 10 minutes

N





Sources: Esri, USGS, NOAA

Legend

- RTA Park & Rides
- Driving Time (Minutes)
- 5-10
- 0-5
- Residences
- WhetstoneCommuni

Brush Creek Park n Ride

87% of all residences are served by all RTA park and rides

3,496/4,568 (77%) of residences are within a 5 minute drive of closest RTA park and rides

4,003/4,568 (87%) of residences are within a 10 minute drive of closest RTA park and rides

0 0.25 0.5 1 Miles

Map of Brush Creek Park n Ride, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes

N



Sources: Esri, USGS, NOAA

Legend

- RTA Stops
- Walking Time (Minutes)
- 5-10
- 0-5
- Residences

40% of all residences are served by all RTA bus stops

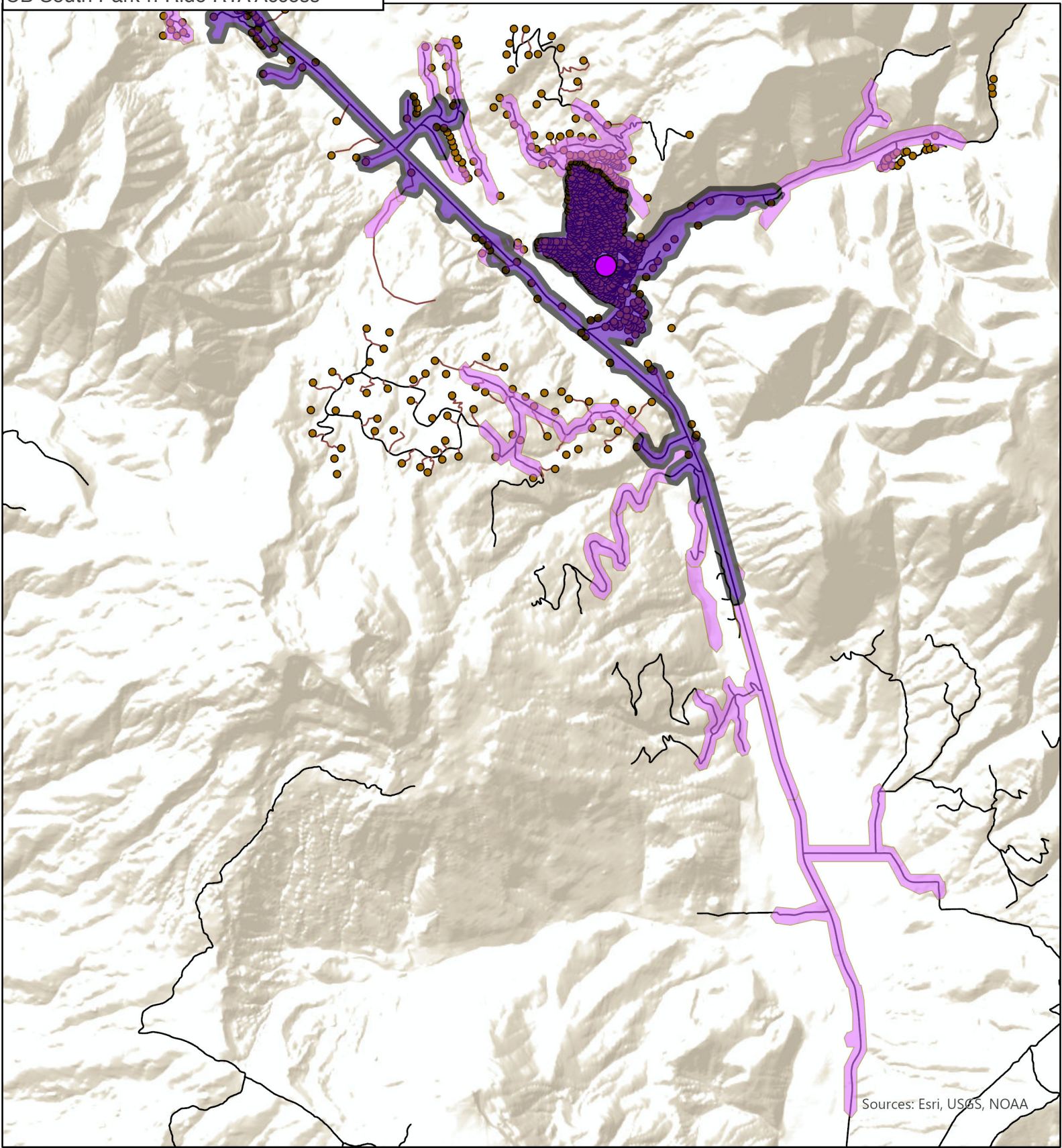
565/4,568 (12%) of residences are within a 5 minute walk of closest RTA stop

1,839/4,568 (40%) of residences are within a 10 minute walk of closest RTA stop

0 0.05 0.1 0.2 Miles

Map of CB South Red Mtn Stop, where dark blue represents residences within a 5 minute walk to the closest RTA stop, and light blue represents within 10 minutes





Sources: Esri, USGS, NOAA

Legend

- RTA Park & Rides
- Driving Time (Minutes)
- 5-10
- 0-5
- Residences

87% of all residences are served by all RTA park and rides

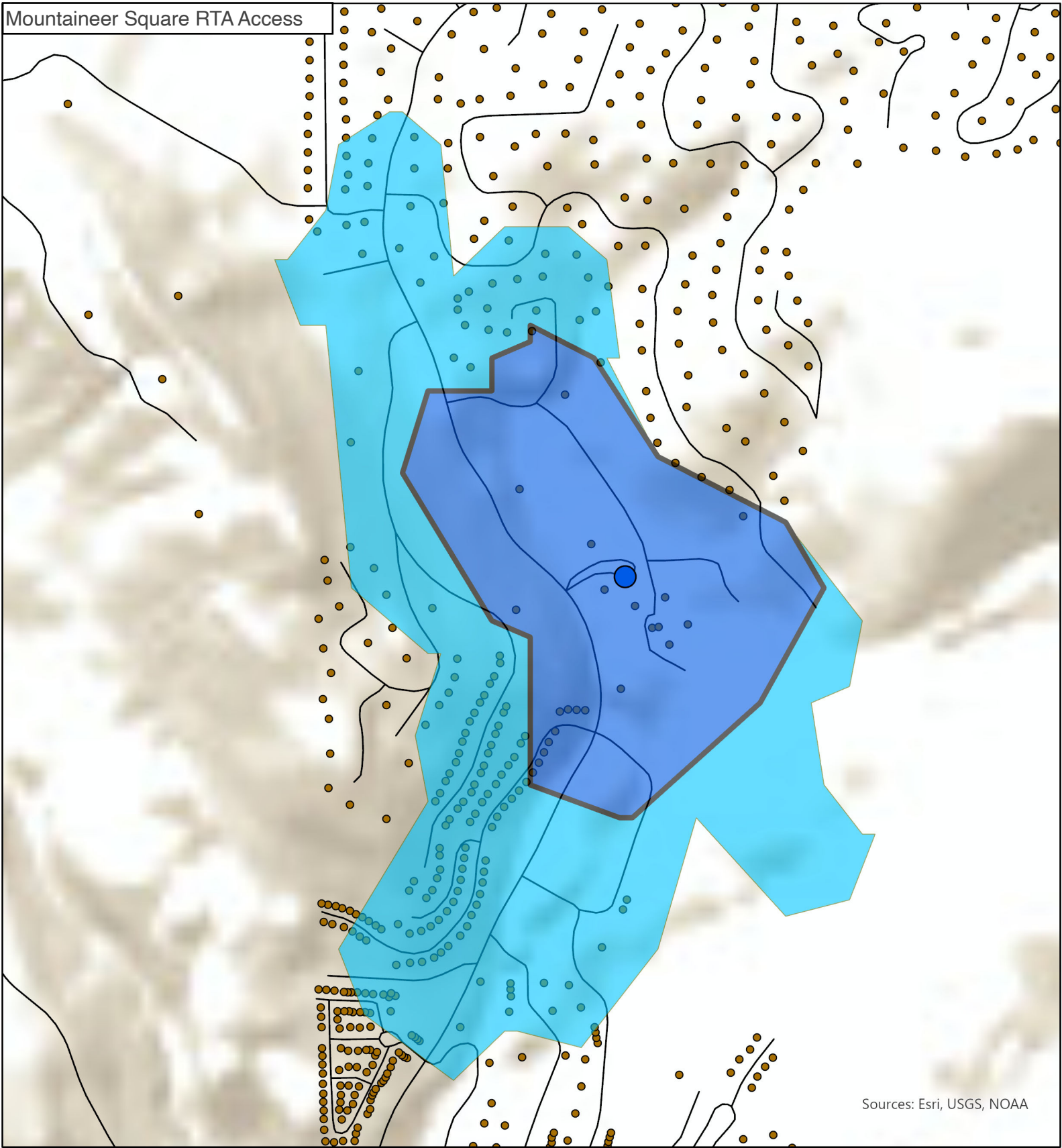
3,496/4,568 (77%) of residences are within a 5 minute drive of closest RTA park and rides

4,003/4,568 (87%) of residences are within a 10 minute drive of closest RTA park and rides

0 0.5 1 2 Miles

Map of CB South Red Park n Ride, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes





Sources: Esri, USGS, NOAA

Legend

- RTA Stops
- Walking Time (Minutes)
- 5-10
- 0-5
- Residences

Mountaineer Square

40% of residences are served by RTA bus stops

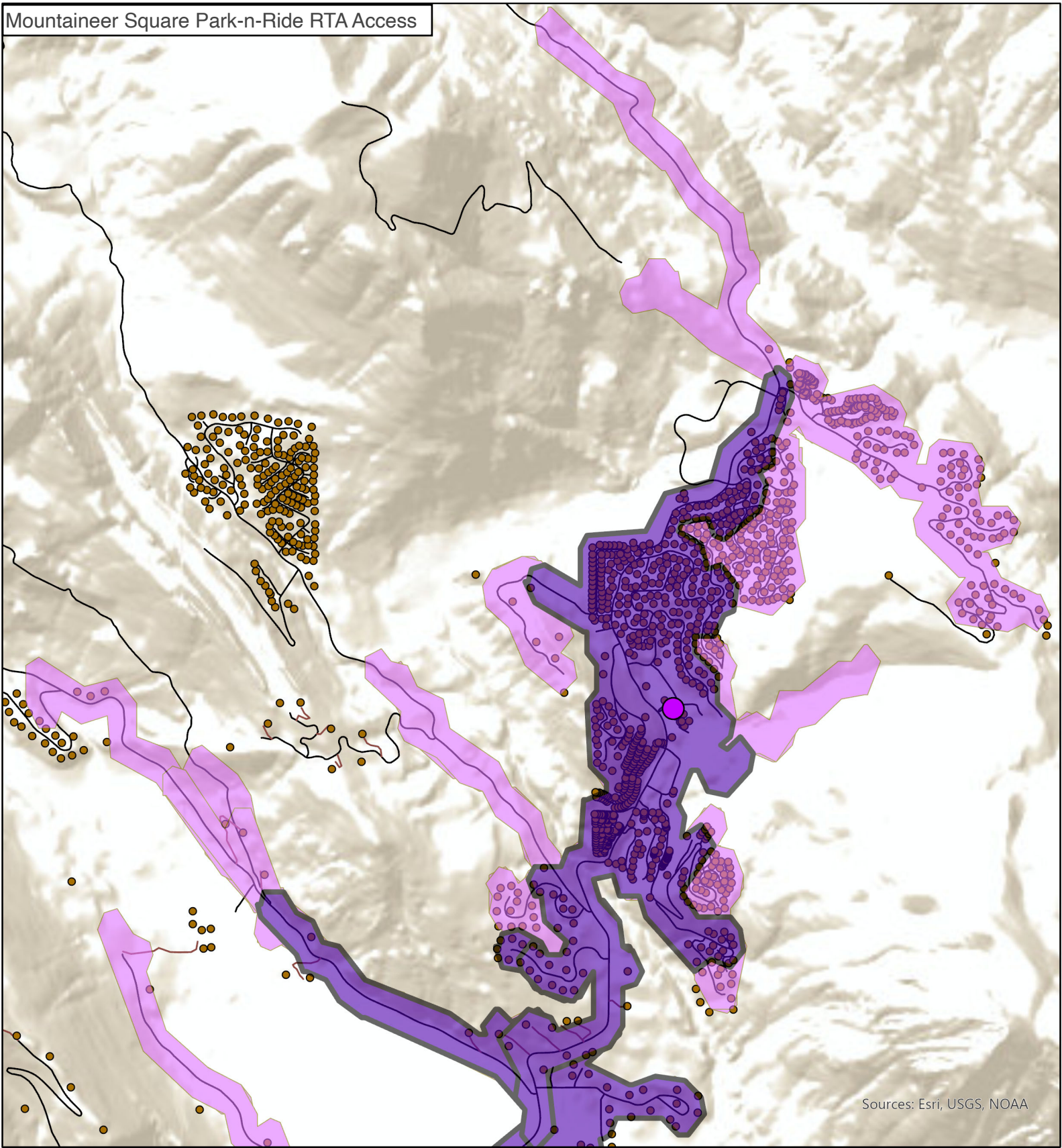
565/4,568 (12%) of residences are within a 5 minute walk of RTA stops

1,839/4,568 (40%) of residences are within a 10 minute walk of RTA stops

0 0.05 0.1 0.2 Miles

Map of Mountaineer Square Stop, where dark blue represents residences within a 5 minute walk to the closest RTA stop, and light blue represents within 10 minutes





Sources: Esri, USGS, NOAA

Legend

- RTA Park & Rides
- Driving Time (Minutes)
- 5-10
- 0-5
- Residences

87% of all residences are served by all RTA park and rides

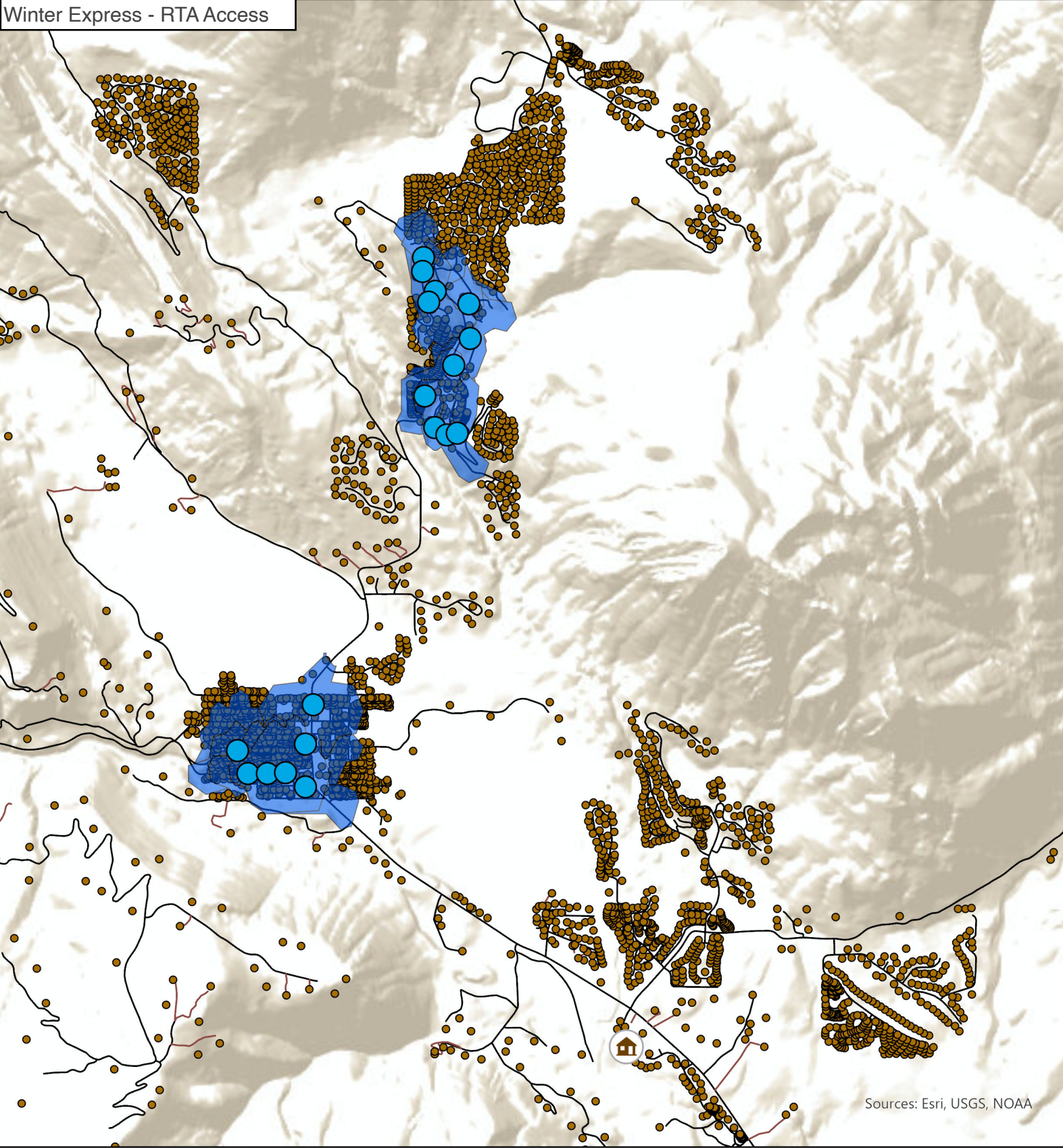
3,496/4,568 (77%) of residences are within a 5 minute drive of closest RTA park and rides

4,003/4,568 (87%) of residences are within a 10 minute drive of closest RTA park and rides

0 0.25 0.5 1 Miles

Map of Mountaineer Square Park n Ride, where dark purple represents residences within a 5 minute drive to the Park n Ride and light purple represents within 10 minutes





Sources: Esri, USGS, NOAA

Legend

- Winter Express Stops
- Polygons
- Walking Time (Minutes)
- 0-5
- Residences

27% of Residences are Served by all Winter Express Stops

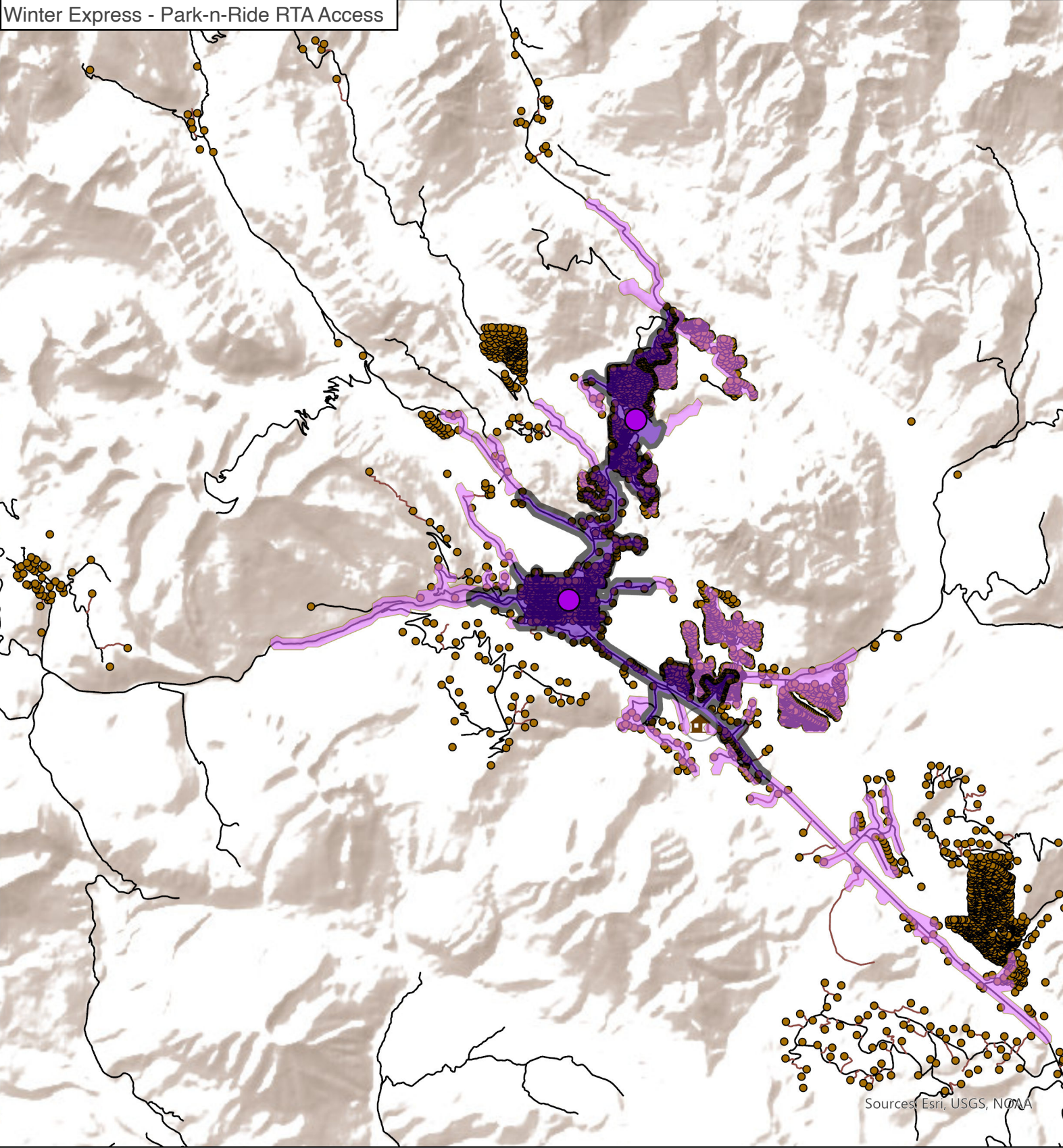
1,236/4,568 (27%) of residences are within a 5 minute walk of closest Winter Express stops

Since Winter Express is not premium transit, studies show people would not walk 10 minutes to these stops.

0 0.33 0.65 1.3 Miles

Map of all Winter Express Stops, where dark blue represents residences within a five minute walk.





Sources: Esri, USGS, NOAA

Legend

Driving Time (Minutes)

- 5-10
- 0-5
- Residences

70% of Residences are Served by Winter Express Routes

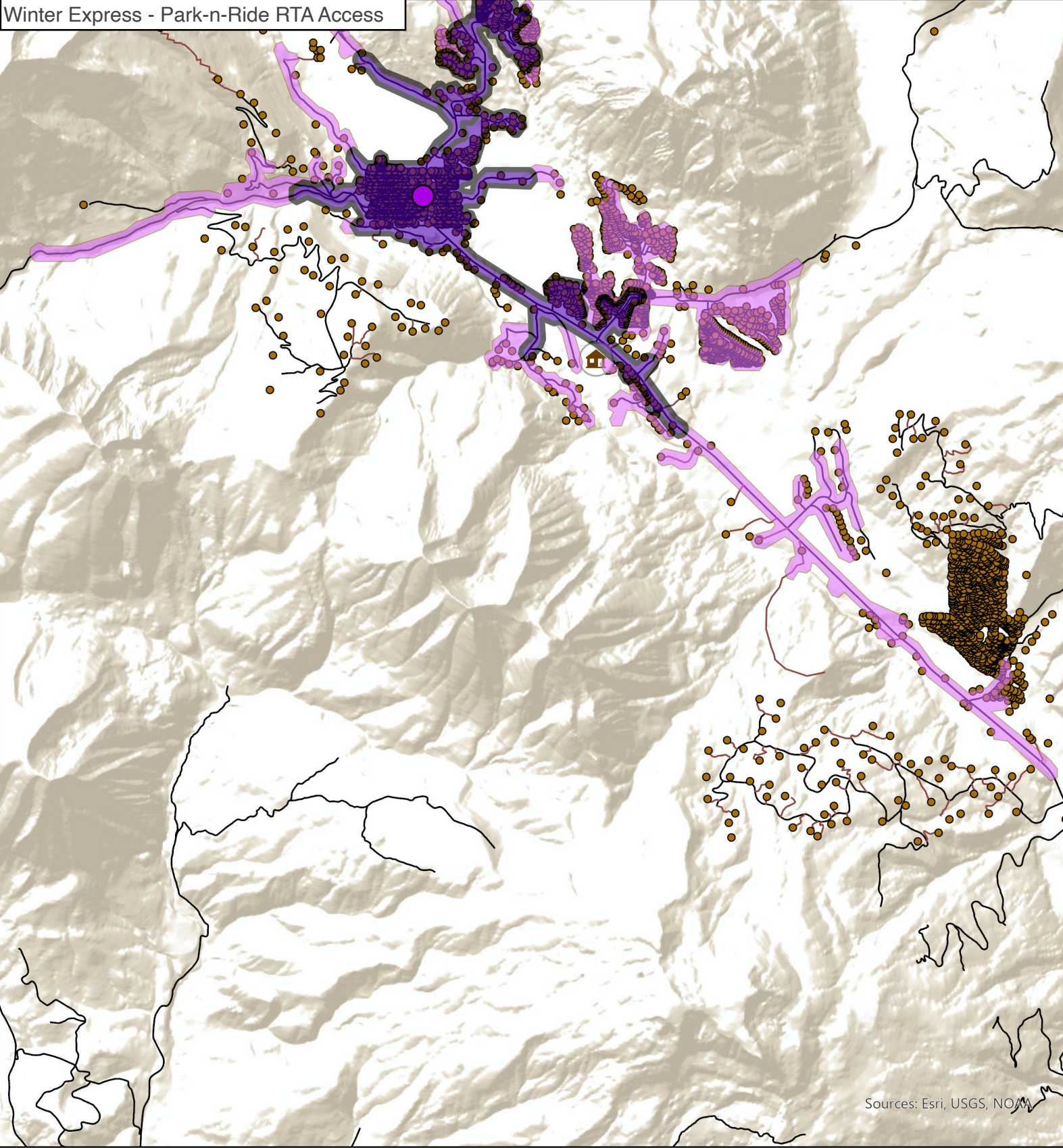
2,073/4,568 (45%) of residences are within a 5 minute drive of closest Winter Express Park n Ride

3,192/4,568 (70%) of residences are within a 10 minute drive of closest Winter Express Park n Ride

0 0.75 1.5 3 Miles

Map of all Winter Express Park n Rides, where dark purple represents residences within a five minute drive, and light purple represents within a 10 minute drive.





Legend

- Winter Express Park n Rides
- Driving Time (Minutes)
- 5-10
- 0-5
- Residences

CB 4 Way Park n Ride

70% of Residences are Served by Winter Express Routes

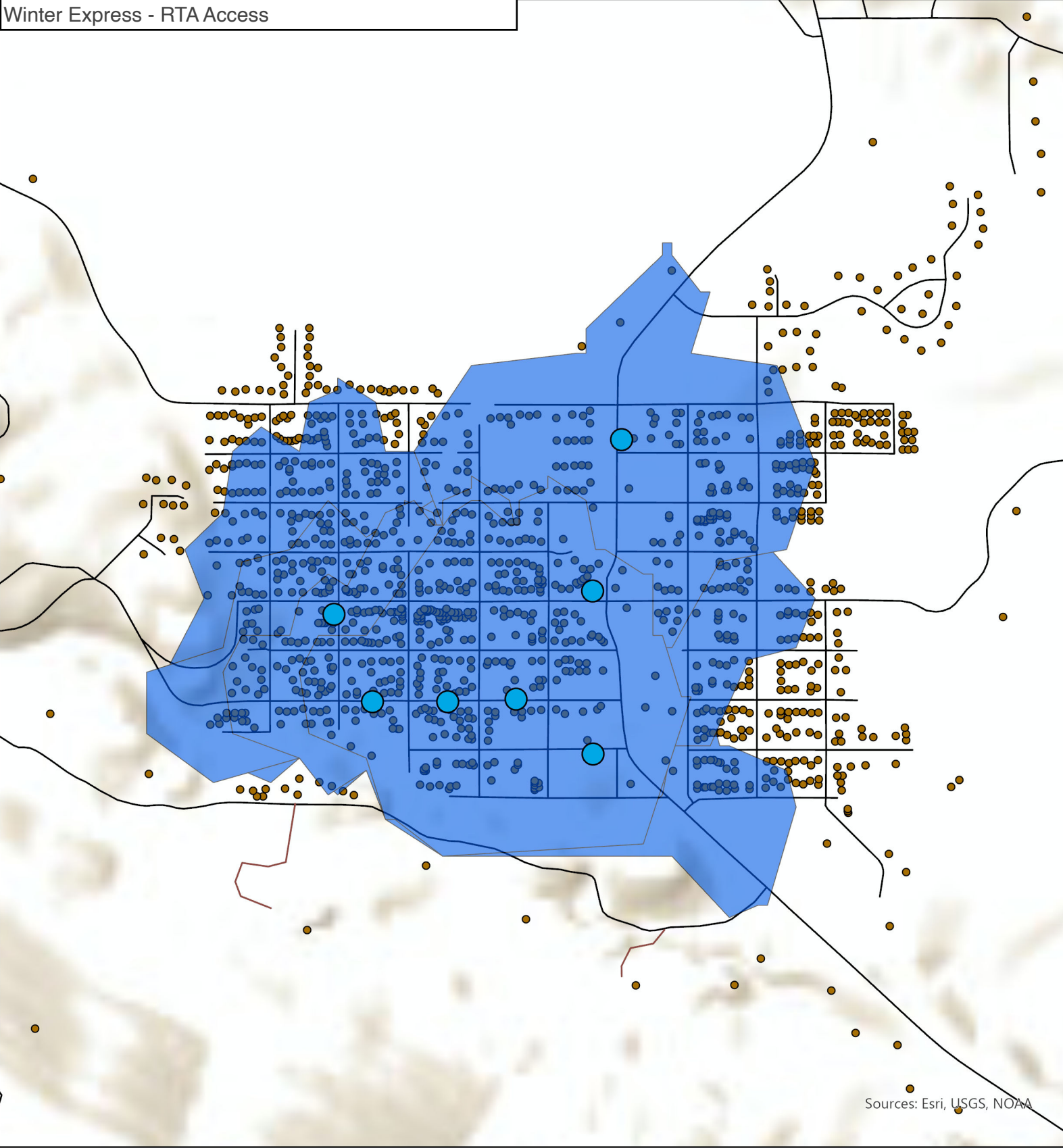
2,073/4,568 (45%) of residences are within a 5 minute drive of closest Winter Express Park n Ride

3,192/4,568 (70%) of residences are within a 10 minute drive of closest Winter Express Park n Ride








Map of CB 4 way Park n Ride, where dark purple represents residences within a five minute drive, and light purple represents within a 10 minute drive.





Legend

-  Winter Express Stops
-  Polygons
-  Walking Time (Minutes)
-  0-5
-  Residences

27% of Residences are Served by Winter Express Routes

1,236/4,568 (27%) of residences are within a 5 minute walk of closest Winter Express stop.

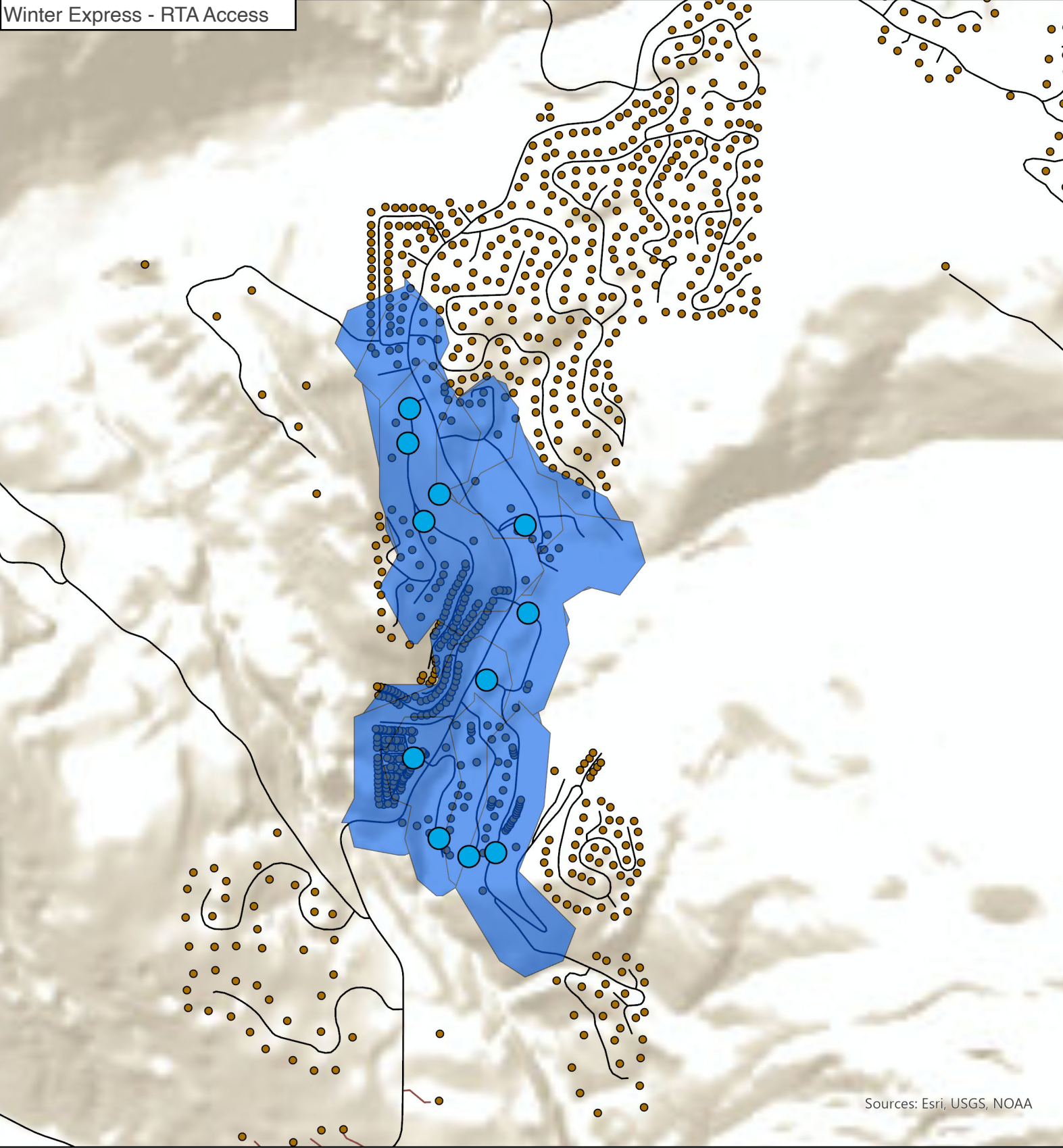
Since Winter Express is not premium transit, studies show people would not walk 10 minutes to these stops.

0 0.07 0.15 0.3 Miles

Map of all Winter Express Stops within the town of Crested Butte, where dark blue represents residences within a five minute walk.

N





Sources: Esri, USGS, NOAA

Legend

27% of Residences are Served by Winter Express Routes

0 0.13 0.25 0.5 Miles

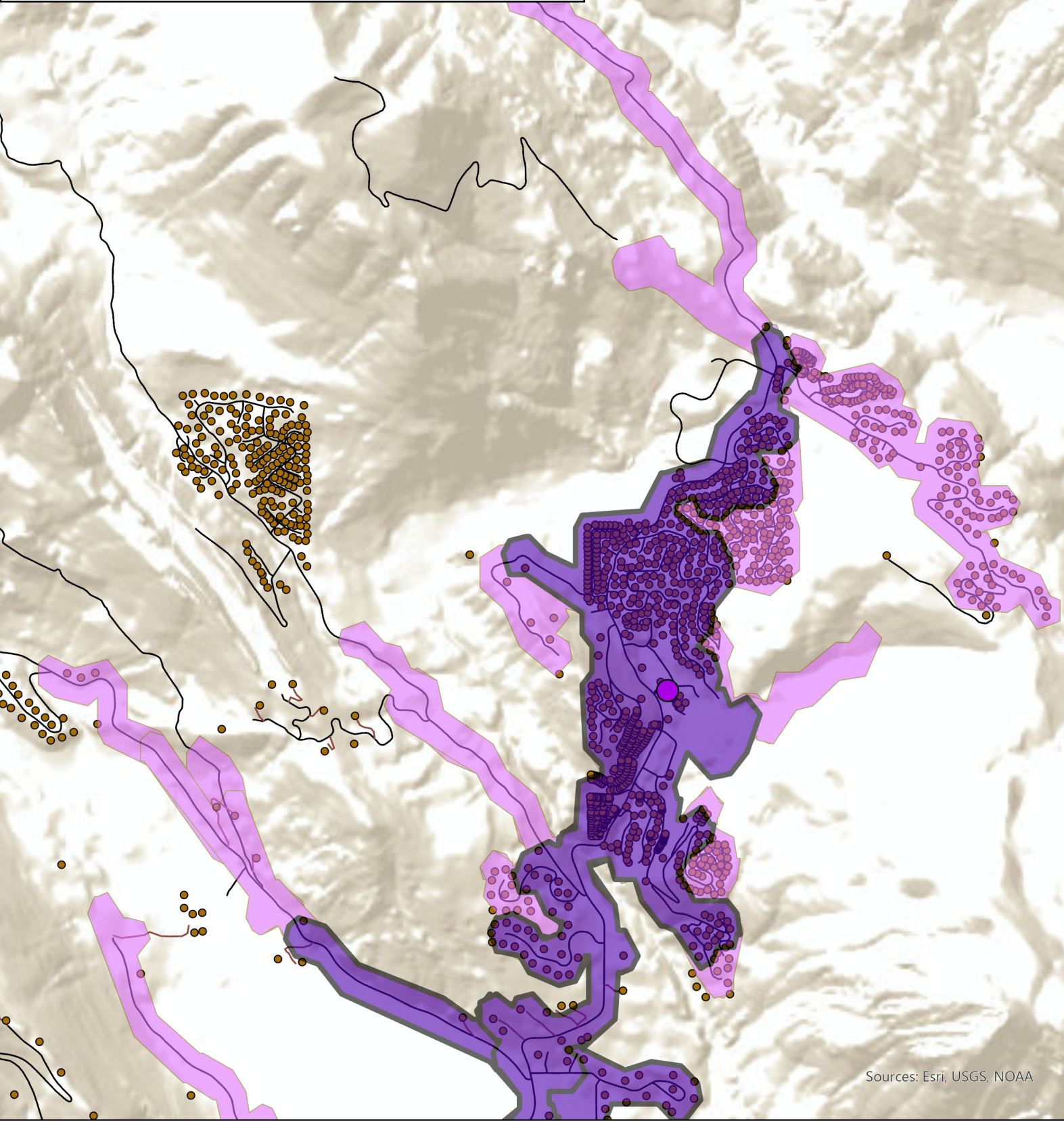
- Winter Express Stops
- Polygons
- Walking Time (Minutes)
- 0-5
- Residences

1,236/4,568 (27%) of residences are within a 5 minute walk of closest Winter Express stop.

Since Winter Express is not premium transit, studies show people would not walk 10 minutes to these stops.

Map of all Winter Express Stops within Mount CB, where dark blue represents residences within a five minute walk.





Sources: Esri, USGS, NOAA

Legend

70% of Residences are Served by Winter Express Routes

0 0.25 0.5 1 Miles

- Winter Express Park n Rides
- Driving Time (Minutes)
- 5-10
- 0-5
- Residences

Mountaineer Square Park n Ride

2,073/4,568 (45%) of residences are within a 5 minute drive of closest Winter Express Park n Ride

3,192/4,568 (70%) of residences are within a 10 minute drive of closest Winter Express Park n Ride

Map of Mountaineer Square Park n Ride, where dark purple represents residences within a five minute drive, and light purple represents within a 10 minute drive.

