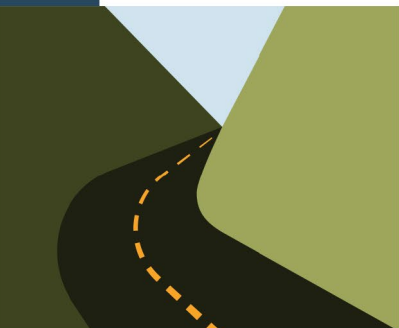




**GUNNISON
COUNTY**

MAY 2026

**PUBLIC
ENGAGEMENT
SUMMARY**



**MOVING GUNNISON
COUNTY FORWARD**

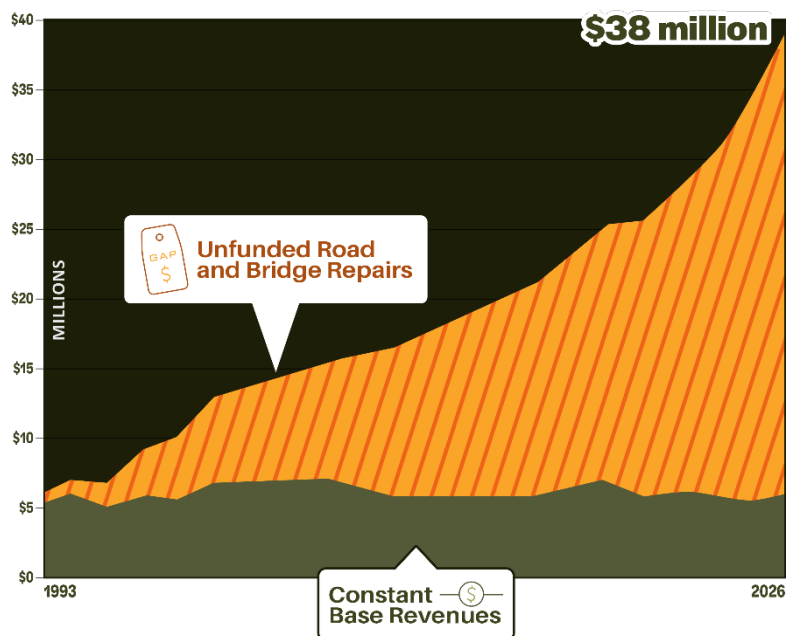
INVESTING IN SAFER ROADS AND BRIDGES



PROJECT OVERVIEW

Gunnison County completed a pavement conditions assessment of paved and gravel roads within the jurisdiction to gain an understanding of existing conditions and future surface transportation needs. The study incorporated an independent, unbiased, AI-driven assessment of all County roads, which evaluated the condition of the roads and bridges. Through this assessment, it was determined that only 36 percent of the 418 miles of County maintained roads were rated in good condition. The assessment also found that 5 of the 48 bridges were rated in poor condition and 21 bridges were rated in fair condition.

The existing conditions assessment identified improvements needed throughout the Gunnison County transportation system, which includes over 300 different projects. KLJ Engineering conducted an infrastructure cost analysis using construction and engineering costs for road maintenance and construction on Colorado's Western Slope. The cost analysis estimated costs for each segment of roadway based on the length of road and the type of improvement needed. After reviewing the condition ratings of the roads and bridges and identifying the improvements needed throughout the Gunnison County transportation system, it was determined that the total cost to perform all improvements would be \$38,139,992. These calculations were done in 2025, and they do not account for year over year inflation; costs of labor and materials continue to increase each year.



Funding Needs

Gunnison County is legally prohibited from using property taxes to fund road maintenance, and per the 1978 ballot measure, the current sales tax is restricted to capital projects, not ongoing maintenance. The County relies heavily on state allocated funding sources to cover the cost of maintenance of roads and bridges. Highway User Tax Funds (gas tax funding) is



MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

the primary source; however, this funding stream has not kept pace with inflation or modern road use. Revenue has remained essentially flat while the cost of materials, labor, and equipment has risen dramatically. Currently Gunnison County has over \$38 million in deferred maintenance, and the gap continues to grow as prices continue to increase.

PROPOSED SOLUTION

Road maintenance and day-to-day upkeep are essential to keeping Gunnison County roads safe. With budgetary restrictions the County must stretch every dollar, which often results in temporary fixes, that ultimately lead to more costly improvements in the future.

Gunnison County is exploring a sales tax that could help to establish a dedicated funding source for necessary road and bridge maintenance. This funding would allow Gunnison County to adequately maintain existing county roads, update and improve roadways to meet safety and comfort standards, develop needed infrastructure, and continue to maintain future roadways.

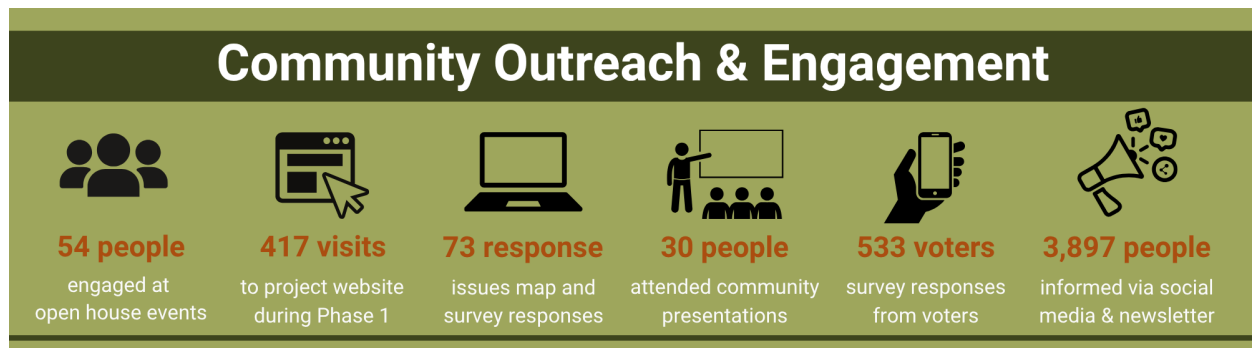
PUBLIC ENGAGEMENT GOALS

Public engagement is broken into two phases for the Gunnison County Roads and Bridges Initiative project. The goals of the engagement process include:

- Inform and educate the community about the current condition of Gunnison County Roads and needs for additional funding.
- Listen to the community and gather public feedback about community members' experience traveling on Gunnison County roads.
- Listen to community concerns related to the creation of a dedicated funding source for Gunnison County roads and bridges.
- Gain an understanding of community needs and areas of concern related to the Gunnison County transportation system.
- Use public input to help identify priority areas for future improvements to surface transportation within the County jurisdiction.



PUBLIC ENGAGEMENT ROUND 1



The first phase of public engagement began in January 2026 and ran through April 2026. Throughout this process, the public was informed and invited to participate through workshop events with the Board of County Commissioners, two open house events, the project website, voter survey, and community presentations. During the first phase of engagement, Gunnison County heard from 690 community members, and it is estimated that 3,897 people were informed about the project through various marketing and communication methods.

Community Outreach

Gunnison County residents were informed about the project and invited to share their feedback through the Gunnison County Roundup weekly newsletter, regular social media posting, and local media advertisements. Combining the various communication outlets, it is estimated that 3,897 people were informed about the Gunnison County Roads and Bridge Initiative project and encouraged to participate.

INFORM AND EDUCATE

One of the most important elements of the public engagement process was to inform and educate the community about the current conditions of Gunnison County roads and bridges, the results of study conducted during the existing conditions analysis, costs associated with road maintenance and construction, and funding needs.

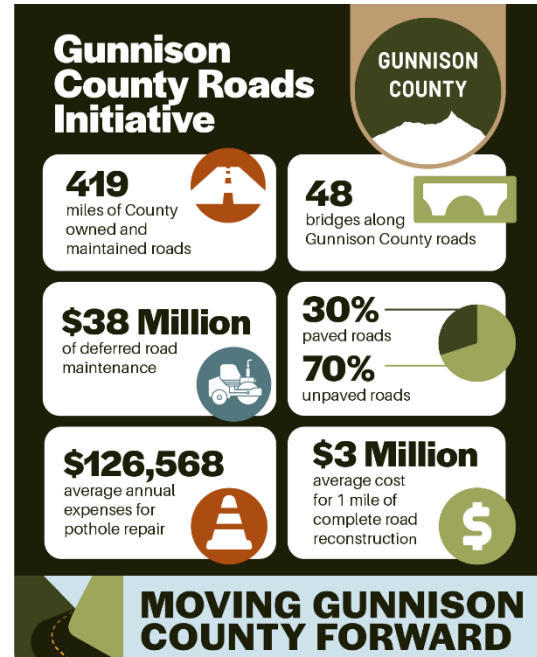


MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

Key Messages

- Facts about Gunnison County roads
 - Snow plowing/snow removal procedure and County responsibilities.
 - Diverse transportation network—more than 418 miles of paved, gravel, and dirt county roads.
 - Stories from the road, featuring a day in the life of Gunnison County maintenance crews snowplowing 200 miles of County roads.
- Current funding sources Gunnison County roads and bridges
 - The primary funding source—state gas tax revenue—has remained largely unchanged for more than 30 years, while construction and maintenance costs have risen dramatically.
 - Gunnison County is legally prohibited from using property tax to pay for road and bridge maintenance.
 - The current funding sources have not kept up with construction and maintenance costs, which has resulted in a \$38 million (and growing) deferred maintenance backlog across the surface transportation system.
- Road maintenance and construction costs
 - Construction Costs – 3 million to fully reconstruct and repair one mile of paved road.
 - Costs associated with annual pothole repair
 - Costs associated with annual snow removal
- Proposed solution
 - Gunnison County is exploring Keep Gunnison County Moving—an initiative focused on the long-term maintenance, safety, and reliability of our roads and bridges. As part of this effort, the County is exploring a potential small sales tax increase to help create a more sustainable funding source.
 - Gunnison County has not asked voters for a sales tax increase since 1978—nearly 50 years ago.





MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

- Sales tax would exempt groceries and utilities minimizing the impacts to locals.
- Sales tax is spread across all road users, including tourists
- Facts about Gunnison County sales tax
 - Gunnison County only receives a small portion of sales tax, and per the 1978 ballot measure, these funds can only be used for capital improvement projects.

LISTENING AND RESPONSE

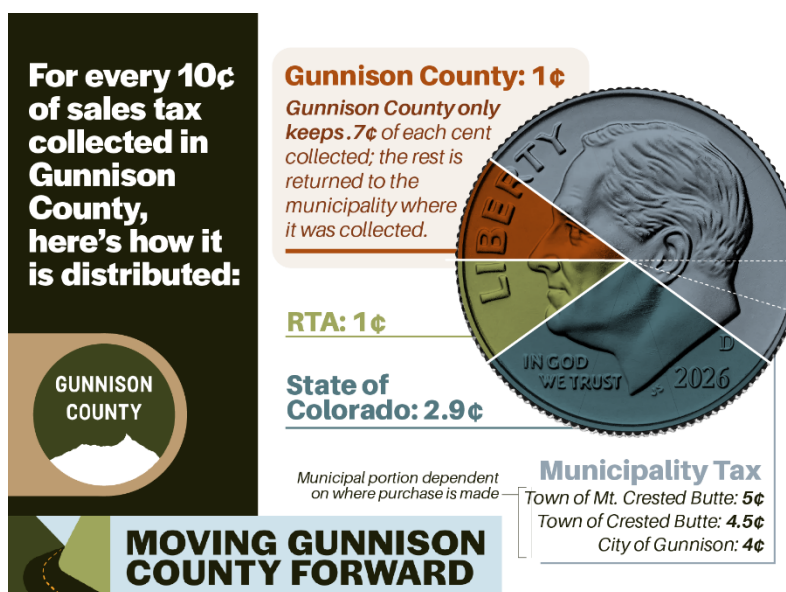
Throughout the course of public engagement, community members raised questions and concerns ranging from apprehensions about sales tax increase, Gunnison County spending, and wanting to understand how their tax dollars were being spent. The project team listened, and tailored thoughtful responses to community questions.

Why can't the County reprioritize other projects to fund roads?

County road and bridge operations legally cannot be funded through property taxes; property taxes make up most of the General Fund for County operations. Many of the projects that are currently underway – housing initiatives, social service programs, and other community investments – use local, federal, and state funding sources that legally cannot be redirected towards maintenance.

How much sales tax does the County receive?

When residents and visitors pay sales tax, less than 1% goes to the County. The remaining amount goes to the State of Colorado (2.9%), the RTA (1%), and then each municipality has their own sales tax: the Town of Mt. Crested Butte collecting 5%, Town of Crested Butte receives 4.5%, and the City of Gunnison collects 4%. After returning taxes back to the municipalities where they were collected, RTA collections, and paying Colorado





taxes; Gunnison County is left with roughly .7%, which can vary depending on the amount of revenue generated in unincorporated areas. Per the 1978 ballot measure that created the current sales tax, funds can only be used for capital improvements, not for road and bridge maintenance and other operating expenses.

How did we reach a \$38 million backlog of road and bridge maintenance?

The Highway User Tax Fund (HUTF) or gas tax is the primary source of funding for County roads and bridges, and it has remained largely stagnant since the early 1990s.

Construction and maintenance costs has soared, especially in the past five years. As a result, Gunnison County has operated on minimal funding for more than two decades, addressing as many critical needs as they could within the revenue sources they currently have. The County has had to make difficult decisions about short-term repairs that require additional maintenance verses solving failing road infrastructure with reconstruction projects.

Board of County Commissioners

The project team conducted two workshops with the BOCC during the first phase of engagement; January 13 and April 28. Both workshops were open to the public and a summary of each workshop was provided for the BOCC packet ahead of the meeting.

BOCC WORKSHOP 1

The first workshop was held on January 13, 2026, prior to the kickoff of the first phase of public engagement. KLJ and County staff presented to the BOCC, focusing on the existing conditions of Gunnison County Roads and Bridges, current funding sources for road maintenance, and the challenges of having a constrained budget. The project team shared a summary of the pavement analysis and infrastructure cost analysis that were completed in 2025. County staff shared information about the current Road and Bridge budget, noting that expenses for road and bridge maintenance and repair are greater than the revenue sources, which has resulted in a \$38,000 million and growing backlog of deferred maintenance. After the presentation, KLJ, Gunnison County staff, and the BOCC spent time reviewing the public engagement approach, focusing discussion on educational messaging, important information to include on the project website, and best methods to reach Gunnison County residents.



BOCC WORKSHOP 2

After the first round of engagement concluded, KLJ and County staff conducted a second workshop with the BOCC, which was held on April 28, 2026. The focus of the second workshop was to provide the BOCC with a summary of what was heard from the community during the first phase of public engagement. KLJ shared a summary of outreach and key messaging, total participation, and key themes and takeaways from community comments and survey responses.

Public Participation

During the first phase of public engagement, community members were invited to share feedback through two open house events, the project website, email comments, and community presentations. In addition, Gunnison County contracted with an unbiased third party, Magellan Strategies, to facilitate a random survey of Gunnison County voters. Over the course of the engagement process, the County heard from 690 community members.

OPEN HOUSE EVENTS

Gunnison County held two open house events, spread out between Gunnison and Crested Butte. Between the two events, 54 people were in attendance.

- **Gunnison Open House:**
February 18, 2026
 - The event was held at the County Courthouse in the BOCC Board Room. Two sessions were available, to accommodate work schedules; 11:30 AM-1:00 PM and 5:00 PM-7:00 PM. Overall, there were 31 people in attendance between the lunch and evening sessions.
- **Crested Butte Open House:** March 25, 2026
 - The open house was held at the Crested Butte Center for the arts from 3:00 PM-6:30 PM and 23 people attended during the event.





MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

During each event, County staff and KLJ were on site to speak with community members and answer questions. Each open house incorporated opportunities for public feedback, which mirrored the website feedback tools. Activities included a map exercise, Mason Jar polling, and a question and response activity. Responses varied between the two locations from the roads people were concerned about to the level of priorities for types of road maintenance.

Mapping Activity

Participants were asked to place a colored dot on the map that corresponded with different categories/themes.

- Green = Road sections in good/great condition.
- Blue = Gunnison County roads traveled most often for day-to-day trips
- Yellow = Road segments in need of maintenance or repair
- Red = Safety concerns along Gunnison County roads.

Gunnison Results

Road Segment	Green	Blue	Yellow	Red	Total Dots
CR 17 (between Hwy 50 & Steers Gulch)			2	1	3
CR 45 (south of Hwy 50, near GC boundary line)			2	1	3
Old Highway 135		1			1
CR 730 and Horse River Ranch Dr.		1			1
CR 730 and CR 6		1	1		2
CR 813 (Jacks Cabin Cutoff)		1	1		2
CR 742 near Taylor Reservoir		1			1
CR 209	1				1
Highway 135 and CR 740		1			1

Crested Butte Results

Road Segment	Green	Blue	Yellow	Red	Total Dots
CR 10 and Highway 135		1			1



MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

CR 76 north of Highway 50 (roughly BLM Rd 3105)			1		1
CR 76 near Ohio City			1		1
CR 76 near Pitkin (south of Grasshopper Rd)			1	1	2
CR 742 (between Highway 135 and CR 813)	1				1
CR 742 (between CR 55 and CR 813)		1			1
CR 317		1			1
CR 12 (between Highway 135 & CR 730)		1			1
CR 12 (northwest of junction with CR 12 & CR 730)				1	1

Mason Jar Polling

Participants were asked to vote for their top three priorities related to maintenance of Gunnison County roads and bridges, using blue, red, and white poker chips. Scores were weighed, awarding 3 points for blue chips, 2 points for red chips, and 1 point for white chips. The total chips were added up and multiplied by the corresponding point system. The charts below show the top four maintenance priorities for each community, based on the total weighted score.

Gunnison Results

Road Maintenance	Total Weighted Score
Asphalt Overlays: restoring roads to a smooth condition	37
Gravel Roads: replacing gravel, grading, dust coating, drainage and water runoff	28
Patching and pothole repair	23
Gravel road reconstruction	21

Crested Butte Results

Road Maintenance	Total Weighted Score
Patching and pothole repair	22
Snow removal/snow plowing	14
Asphalt Overlays: restoring roads to a smooth condition	10



Gravel Roads: replacing gravel, grading, dust coating, drainage and water runoff	9
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Write it on the Wall

Participants were asked to respond to four questions, which were included in the online survey. These questions sought to gain an understanding of Gunnison County residents' experiences traveling on County roads. There were more responses from participants during the Gunnison open house, than in Crested Butte. The in-person responses were combined with online comments to create a list of common themes and community needs. All public comments are included in **Appendix A**, pgs. 21-30.

- Which Gunnison County roads or road segments do you feel are in greatest need of repair?
- What do you like most about Gunnison County roads?
- What do you like least about Gunnison County roads?
- Do you have other thoughts about Gunnison County roads and bridges?

PROJECT WEBSITE

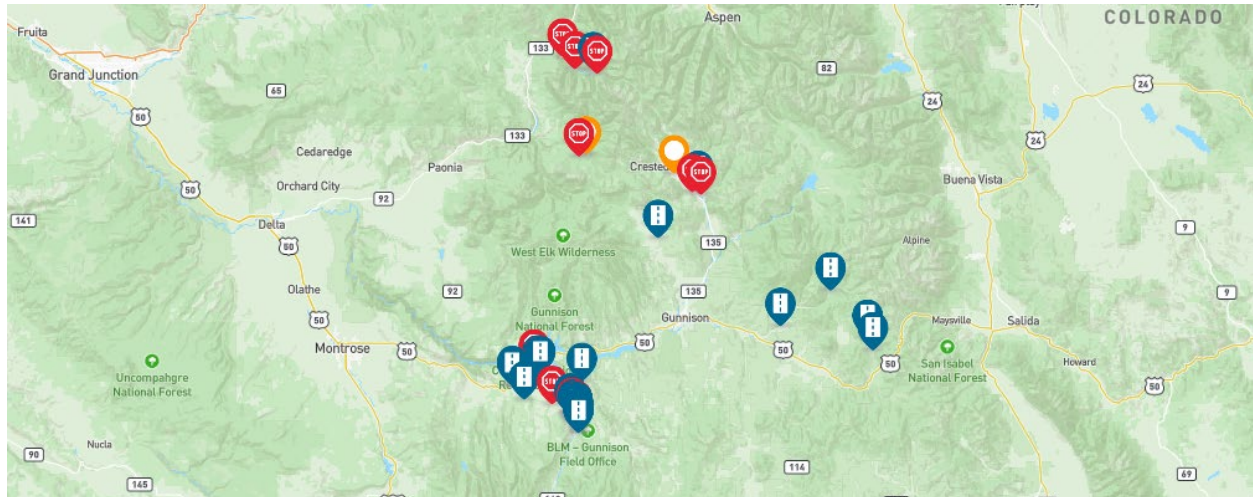
The project website was developed to share information about the existing conditions study, important facts about Gunnison County roads and bridges, current sources of funding, the need for a dedicated road and bridge funding source and gather community input. The website launched publicly on February 5, 2026, and the public was invited to share their feedback for nearly eight weeks. During this timeframe the website received 417 website visits, 20 survey responses, 49 mapped comments, and four funding exercise submissions.



MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

Social Map



Website visitors were encouraged to leave comments on an interactive map, dropping comments in specific locations along Gunnison County roads where maintenance and repairs are needed or areas with safety concerns. Some of the most common concerns mentioned on the map include issues with flooding or drainage along roads, maintenance and road deterioration, rough or bumpy roads, and safety concerns related to rockfall, blind corners, speeding, and icy roads caused by poor drainage and spring freeze events.

Survey

Respondents were asked to complete a four-question survey, each question was mirrored by feedback activities at the in-person open house events. The first question asked respondents to prioritize the types of road maintenance needed in Gunnison County, ranking each of the choices from most important to least important. Maintenance choices included snow removal/snow plowing, patching and pothole repair, paved road reconstruction, gravel road reconstruction, asphalt overlays, and gravel road work including replacing gravel, grading, dust coating, drainage and water runoff. Responses varied slightly between online respondents and each of the open house events. After combining the weighted scores from public events and the survey, the top four maintenance priorities from Gunnison County include:

- Asphalt Overlays: restoring roads to smooth condition
- Patching and Pothole Repair
- Snow Removal/Snow Plowing



- Gravel Road Repair: replacing gravel, grading, dust coating, drainage and water runoff.

The survey also included three open-ended response questions, which were also incorporated into the open house events through the Write it on the Wall activity. These questions gathered insights from road users related to their experience traveling the roads and bridges within the County's jurisdiction. Respondents mentioned the thing they liked most about Gunnison County roads, was the connection to scenic, outdoor places; while they expressed discontent with the current conditions of many roads, especially bumpy and deteriorating roads. Community members also praised the public works crew, providing positive comments about the service they provide to County residents and visitors.

What do you like about GC roads?	What do you dislike about GC roads?
Gunnison County does a good job with snow removal/plowing.	Poor maintenance and road deterioration
Gunnison County Road & Bridge crews are doing a good job.	Speeding and illegal passing
Scenery/designated Scenic Byways	Washboarding
Accessibility to remote places/outdoor recreation.	

Road and Bridge Funding Exercise

To help the community understand the costs associated with road construction projects, website visitors were given the opportunity to weigh-in on the types of projects that should be implemented by Gunnison County. Twelve random projects were selected from the complete list of identified projects from the Pavement Analysis. Featured projects varied from resurfacing an existing road, expanding the road network, or implementing safety improvements. Projects ranged in cost from \$49,994 to \$1,500,084.

Participants were provided with a description of the projects, approximate cost, and background information noting that each project would require planning, design, engineering, and funding. Respondents were given a budget of \$2.5 million to address the selection of projects and asked to vote for the projects they would want to fund. While the primary goal of the activity was to help educate the community on the costs of road and bridge projects, it could also be repeated in the second round of public engagement to help develop a framework for project prioritization. This activity received four responses, the



MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

table below shows the list of featured projects, estimated project cost, and the number of votes received.

Project Description	Project Cost	Total Votes
County Road 76 and Quartz Creek Rd (Ohio City) Major rehab of 1 mile segment of paved road.	\$800,116	4
County Road 25 and Blue Mesa Cutoff Rd (Powderhorn) Gravel rehab of 1 mile of unpaved road.	\$49,994	3
1st Street in Somerset Minor reconstruction of .03-mile stretch of paved road.	\$65,361	3
County Road 742 and Taylor River Rd (Almont) Major rehab of .12-mile segment of paved road.	\$93,155	3
County Road 317 and Gothic Road (Mount Crested Butte) Major rehab of .49-mile section of paved road.	\$355,517	2
County Road 48K and Yaco TRL (Gunnison) Complete reconstruction of .19-mile segment of paved road.	\$556,066	2
County Road 812 and Meridian Lake Dr (Crested Butte) Major rehab of .7-mile segment of paved road.	\$560,012	1
County Road 734 and Slate River Road (Crested Butte) Gravel rehab of 4.9-mile segment of unpaved road.	\$575,000	1
County Rd 31 and Vulcan Rd (Gunnison) Gravel rehab of 11.5-mile segment of unpaved road.	\$575,000	1
County Road 37 at Monte Vista Drive (Gunnison) Complete reconstruction of .49-mile stretch of paved road.	\$1,475,463	1
County Road 738 and Brush Creek Road (Crested Butte) Major rehab of .5-mile segment of paved road.	\$400,020	0
County Road 11 and Ponderosa Lane (Gunnison) Complete reconstruction of .5-mile segment of paved road.	\$1,500,084	0



VOTER SURVEY

In addition to the public engagement facilitated by KLJ Engineering, Gunnison County enlisted the services of Magellan Strategies, to conduct a survey of registered voters in Gunnison County, to understand their views about a dedicated funding source for Roads and Bridges. The voter survey was distributed at random to voters, during the 2.5-week survey timeframe, Magellan Strategies collected 533 responses.

The voter survey incorporated project information and messaging, sharing with voters the current funding sources for Gunnison County Roads and Bridges, challenges and limitations with the existing funding sources, and needs for establishing a dedicated funding source. Voters were presented with sample ballot language for a half-cent sales tax increase, excluding groceries and utilities. When first presented with the sample ballot language 50% of respondents indicated they would support a sales tax increase. After voters were informed that the County cannot legally use property taxes for road maintenance, and that the primary source of funding has remained stagnant and not kept up with the costs of supplies and labor, the level of support increased to 59%.

Each survey question shared additional project information before asking about the level of support. Through this process, the voter survey helped to identify key reasons for voter support and reasons that voters would reject the Gunnison County Roads and Bridges Initiative. Respondents also had the opportunity to provide comments related to the condition of Gunnison County roads, safety, and the possible ballot measure.

Arguments For/Against the Ballot Measure

Reasons Voters would Support Sale Tax	Reasons Voters would Reject Sales Tax
Fixing \$38 Million in deferred maintenance	Cost of living is already too high
Safety concerns (drivers, cyclists, emergency response)	Distrust/misappropriation of funds
Tourists help pay (fairness argument)	Different funding mechanisms are desired
Ability to leverage grants and stretch dollars	Clarity about how the funds will be spent



Concerns about Gunnison County Roads

Respondents who commented on the current condition of Gunnison County roads mentioned that many roads are in poor condition and need repair, and that these deteriorating roads need immediate maintenance or reconstruction. Specific roads that received the most mentions include CR 76, CR 12, Brush Creek, and Ohio Creek.

Safety was also an area of concern, respondents noted that poor roads increase risks for all road users including cyclists, drivers, and EMS vehicles. Potholes and pavement conditions were listed as contributors to crashes, vehicle damage, and emergency response time.

Roads and Bridge Initiative Comments

Respondents who were supportive of the ballot measure mentioned that tourists are contributors to road deterioration, and they expressed appreciation that tourists would help to fund roads through a sales tax. Other comments noted that the exclusion of groceries and utilities was less impactful to Gunnison County residents. Individuals in support of the initiative also mentioned that preventative maintenance and fixing roads before they need complete reconstruction will help to save money.

Respondents who were against the ballot measure, noted that funds are mismanaged and that the County should reallocate existing revenue instead of asking for more. Voters also expressed concern for a sales tax increase, noting that they would prefer to see the funding tied to hotel/lodging, vacation rentals, marijuana, or gas. Other comments noted that developers and second homeowners should absorb the costs. Those who mentioned they were not in support of a sales tax increase mentioned that they would not support the measure unless they had a better understanding of how the additional funding would be spent, expressing concern about whether the roads in their areas would be improved.

COMMUNITY PRESENTATIONS

Gunnison County staff and County Commissioners facilitated community presentations to the Stockgrowers Association Board and Crested Butte South HOA during first phase of engagement, meeting with 30 people across the combined groups. With each presentation staff and BOCC representatives share information on the current conditions of Gunnison County Roads and the need for a dedicated funding source. County representatives heard several concerns from CB South, regarding the condition of their roads; however, these



roads are not County maintained roads, they are the responsibility of the C.B.S. Metro District.

Identifying Community Needs

At the conclusion of the first round of public engagement, all public comments and survey responses were combined and tallied to create a clear understanding of community concerns and areas of need within the Gunnison County surface transportation system. After sorting through the combined public comments, the project team identified five common themes through reoccurring comments. Public feedback related to specific roads within the County was also tallied to identify the roads with the most community concerns.

COMMON THEMES

Five common themes were identified through public comment that KLJ received at open house events, online through the public open house, and via email. Comments ranged from water runoff and drainage issues along Gunnison County roads, maintenance needs, safety concerns, concerns about a possible tax increase, to infrastructure or improvements to roads.

- **Flooding/Drainage/Runoff:** 40 comments
Areas of concern included water/sediment runoff, ditches not being deep enough or flooding, culverts plugged or damaged, and ditches that are not properly maintained.
- **Road Maintenance Needs:** 24 comments
General maintenance or road deterioration were most noted, followed by the need for cattleguard maintenance, pothole repair, washboarding, gravel replacement, gravel road repair, shoulder repair, along with a comment for road striping on Highway 135.
- **Safety Concerns:** 18 comments
The most common safety concerns were related to the structure of the road including the slope, sharp curves, blind corners, and rockfall. Other concerns include spring flooding and freezing, speeding, illegal passing, EMS response time, ATV/OHV on the roads, and limited-no cell coverage.
- **Concerns With Potential Sales Tax Increase:** 9 comments
Most comments were related to the concern with how the County is spending current funds, noting that they did not approve certain expenditures or that funds should be reprioritized towards road maintenance. Other comments expressed concern about a sales



tax increase.

- **Infrastructure Needs:** 8 comments

The comments ranged from the need for a safer bicycle experience, including the need for multi-use paths or separated bike lanes. Half of the comments were specific to Kebler Pass with some expressing the need to keep Kebler open year-round, while others enjoyed having the opportunity to cycle along the road without cars a few weeks each year. There was also a comment about realigning and paving Kebler Pass.

COUNTY ROADS OF GREATEST CONCERN

Using map pin locations from the project website, specific mentions of roads within public comments, comments from the voter survey, and the map activity feedback received during open house events, six roads rose to the top in relation to community concern. The roads with the most concern were ranked by the amount of public feedback received.

County Road 76, Ohio Creek, CR 17, and Brush Creek had comments related to the road condition such as being rough, deterioration, having potholes, or need for road repair and these aligned with the road rating identified during the Road AI assessment. However, Blue Mesa Road had several concerns about drainage or flooding, which were not as closely aligned with the road rating because flooding would have only been captured by Road AI if there was standing water on the road during the time of the assessment. On the other hand, Kebler Pass received good or very good condition ratings, but it received the third highest number of comments. Community members noted the significance of Kebler Pass as a connection between the Gunnison County communities and other cities and services on the Western Slope; comments ranged from the importance of continuing regular maintenance to the need for realignment and paving of the road.

This demonstrates the value of gathering public feedback. Understanding the community's experience with day-to-day travel throughout the County transportation system will help to identify areas of need. Public feedback will be incorporated into project scoring as the project team works towards developing a plan for future project implementation.



County Roads with Most Concerns	KLJ Feedback	Magellan Voter Survey	Combined Feedback
Blue Mesa Road/CR 25	32	0	32
County Road 76	8	9	17
Kebler Pass Road/ CR 12	8	3	11
Ohio Creek/CR 730	3	6	9
CR 17	3	2	5
Brush Creek/CR 738	2	3	5

LOOKING AHEAD

Moving into the second round of public engagement, Gunnison County will continue to focus on community education and increasing public awareness of the Roads and Bridges Initiative including information related to the existing conditions of Gunnison County roads and bridges, current funding sources, facts about County sales tax and property taxes, and impacts of the proposed sales tax increase. The project team will also continue to listen to community needs and concerns and answer questions.

Public Engagement Phase 2

During the second round of engagement, the project team will update the website to incorporate a summary of community needs and common themes identified during the first phase. The website will also house updated project information, facts related to Gunnison County roads and bridges, and key messages for the duration of the project.

The project team will continue to gather community input, which will help Gunnison County to further understand community needs and concerns related to roads and bridges, and help with future project prioritization in the final phase of the project. The community will have another opportunity to provide feedback online, through the dedicated project website, community presentations, and during a community event on August 21 in Gunnison.



MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

Public Engagement Schedule

Phase 1

Phase 2

	Dec	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct
Public Involvement Plan											
Branding											
Marketing & Communication											
Website											
BOCC Work Sessions											
Public Meetings - Open House											
Public Meetings - Community Event											
Community Presentations											
Public Engagement Summary											



APPENDIX A: PUBLIC COMMENTS

Map Comments

WEBSITE MAP ACTIVITY

Comments	Category	Pin Placement
The culvert is exposed and damaged in the road.	Maintenance & Repair	Potosi Claim Road, Sargents, Colorado 81248, United States
Shoulder of the road washed out completely for 30 feet	Maintenance & Repair	3824 County Road 888, Sargents, Colorado 81248, United States
CR 76 gets lots of RV and OHV (on trailers) traffic and just gets rougher. County Road 44 is a really well-maintained gravel shortcut (depending).	Maintenance & Repair	4225 Quartz Creek Road, Parlin, Colorado 81239, United States
867 needs considerable county help for the 800+ properties accessed only from this road! Thank you for asking for input!	Maintenance & Repair	Alpine Plateau Road, Cimarron, Colorado 81220, United States
Tax money paid to Gunnison with minimal to no maintenance	Other	US Route 50, Cimarron, Colorado 81220, United States
Insufficient ditch. Water continually spills onto road creating damage.	Maintenance & Repair	Blue Mesa Road, Gunnison, Colorado 81230, United States
867 from Hwy 50 to the cattle guard past Arrowhead needs grooming and repair	Maintenance & Repair	US Route 50, Cimarron, Colorado 81220, United States
Always washed-out, heavy wash board	Maintenance & Repair	Blue Mesa Road, Gunnison, Colorado 81230, United States
Through this little canyon there are several bad waffle areas	Maintenance & Repair	Blue Mesa Road, Gunnison, Colorado 81230, United States
Big potholes	Maintenance & Repair	2861 Blue Mesa Road, Powderhorn, Colorado 81243, United States



MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

Several waffles all around this corner	Maintenance & Repair	5203 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Irrelevant cattle guard that is not maintained. No fencing on either side of cattle guard.	Maintenance & Repair	2258 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Road washes out due to lack of drainage, sometimes making the only egress for Blue Mesa subdivision residents dangerously difficult.	Maintenance & Repair	481 Blue Mesa Road, Powderhorn, Colorado 81243, United States
CR 25, needs ditches and culvert ends to be cleaned correctly. Every time ditches are pulled, they are barely touched. Blade hand goes though and gives a reasonable attempt at ditch cleaning but pulls the blade out 10 feet before culvert ends. Reasonable, I get it, nobody wants to tear out a pipe, but nobody goes back through and finishes cleaning the ditch the rest of the way to the culvert ends. For years, water has run down to within 10 feet of the culverts and then jumps the ditch and runs across the road where the cleaning job was never finished. The road is becoming extremely wide in a couple spots, and if it was narrowed up a bit, it would recover some material that you could use to build the road surface back up. You guys do a great job of working with the little surface material you have, but a little extra ditch work would go a long ways in retaining what little is left, instead of sending it down the	Maintenance & Repair	Blue Mesa Road, Powderhorn, Colorado 81243, United States



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hill with the water every year as it cuts across the road.		
No uphill ditch exists, water pools in road	Maintenance & Repair	Blue Mesa Road, Powderhorn, Colorado 81243, United States
Location approximate, low spot, needs a culvert.	Maintenance & Repair	2861 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Culvert has been plugged w/ sediment for years, water pools in uphill ditch and starts to run across	Maintenance & Repair	Blue Mesa Road, Powderhorn, Colorado 81243, United States
Cattleguard serves no purpose anymore, can it be removed?	Maintenance & Repair	Blue Mesa Road, Powderhorn, Colorado 81243, United States
No uphill ditch exists between restroom facility parking and county road. water from parking area runs across the road and potholes.	Maintenance & Repair	2258 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Aprons potholed out at asphalt transition, blade patch or hand patch.	Maintenance & Repair	Blue Mesa Road, Powderhorn, Colorado 81243, United States
Uphill ditch not deep enough even after cleaning, plugs with sediment and sends water across road. significant erosion and material loss.	Maintenance & Repair	2851 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Uphill ditch is not deep enough even after cleaning, (Blade guy pulls his blade out of the ditch early and nobody goes back to finish cleaning) sediment fills ditch in and sends water across the road approx. 20ft before culvert. Significant erosion and material loss.	Maintenance & Repair	3212 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Uphill ditch is not deep enough even after cleaning, backslope and hillside slough off and plug it. Sends water across the road,	Maintenance & Repair	3817 Blue Mesa Road, Powderhorn, Colorado 81243, United States



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significant erosion and material loss.		
Uphill ditch is not deep enough, even after cleaning. backslope and hillside slough off into ditch and plug it, sending water across the road, bad erosion and material loss.	Maintenance & Repair	3886 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Spring feeds uphill ditch, secondary ditch and windrow exist from material sloughing downhill. water in secondary ditch catches ruts from vehicles and runs down road.	Maintenance & Repair	4791 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Low spot in uphill ditch, water pools and will run across road. deeper ditch needed.	Maintenance & Repair	5155 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Low spot above corner needs material, water pools, creating potholes. Uphill ditch needs cleaned, culvert end at the apron need cleaned.	Maintenance & Repair	5203 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Road washed out down center, cattle guard needs cleaned	Maintenance & Repair	Blue Mesa Road, Gunnison, Colorado 81230, United States
County road 26 has gone to crap, the entire County actually, after all the money spent on that road. It's not maintained. The grader sat there all last summer because the county had no money to run it. The County is blowing our tax dollars, and you all think to solve all the issues is to raise everyone's taxes, NO!!!	other	10574 Lake City Cutoff Road, Gunnison, Colorado 81230, United States
Why are we paying to maintain this road for one homeowner?	Maintenance & Repair	Ohio Creek Road, Gunnison, Colorado 81230, United States
Highway 76 from Parlin to Pitkin is not only in need of major repair, but it is also a major safety concern for those traveling on this	Safety	1 Main Street, Pitkin, Colorado 81241, United States



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highway including emergency equipment.		
Needs long term road maintenance, rut clearance, and gravel. Access to the road is dangerous year-round.	Maintenance & Repair	64 Feldspar Road, Marble, Colorado 81623, United States
Will the proposed tax allow the County to take over maintenance of the county roads throughout CB South? Home to the second largest population base in the county, these roads should be paved. The current state of potholes and washboards is well below acceptable standards for the high level of use. In addition to funding, this new tax, these roads could also be subsidized by imposing an impact fee on all new construction as the heavy equipment that uses those roads make a big impact on their very poor condition. Thank you for taking our comments!	Maintenance & Repair	76 Gloria Place, Crested Butte, Colorado 81224, United States
A low spot causes water to accumulate on the bridge and freeze during the winter months.	Safety	Blue Mesa Road, Powderhorn, Colorado 81243, United States
Speeding is out of hand on both paved and unpaved portions of the road. Without mag chloride routinely applied out to the winter closure in summer months, use of adjacent trails, yet alone walking the road, is a dusty, loud and unsafe experience.	Safety	311 Cement Creek Road, Crested Butte, Colorado 81224, United States
To the south of the cattleguard is severe washboarding.	Safety	Blue Mesa Road, Gunnison, Colorado 81230, United States
The ruts in the canyon are severe and in need of immediate attention.	Safety	Blue Mesa Road, Gunnison, Colorado 81230, United States



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There is a spring here and water runs across the road each winter. It continues to build up as it freezes, creating a significant safety hazard for vehicles.	Safety	4187 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Blind corner due to foliage.	Safety	Cr 25a, Gunnison, Colorado 81230, United States
Water pools on this bridge each winter and freeze due to improper drainage.	Safety	Blue Mesa Road, Powderhorn, Colorado 81243, United States
There is a spring in the ditch here and water runs into the road each winter. It turns to ice and continues to build up across the road, creating a significant safety hazard.	Safety	4187 Blue Mesa Road, Powderhorn, Colorado 81243, United States
Two culverts exist to divert spring water from uphill ditch. ditch needs cleaned between culverts, willows growing in ditch ice up and it sends water out of the ditch and across the road all winter. traffic has a hard time navigating without sliding off road.	Safety	4151 Blue Mesa Road, Powderhorn, Colorado 81243, United States
I would like you to prioritize a multi-use path from CB South to Crested Butte along the 135 corridor. Biking on 135 is dangerous.	Safety	21899 Colorado Highway 135, Crested Butte, Colorado 81224, United States
Rockfall from this slope caused large damage to my car during warm-up around noon in February. A melon-sized rock narrowly missed my windshield and landed on my roof. This is dangerous and should be mitigated.	Safety	Marble Road, Marble, Colorado 81623, United States
The road drops off with a poor slope to the Crystal River. The	Maintenance & Repair	2899 Marble Road, Marble, Colorado 81623, United States



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white line isn't even on the road anymore. It's dangerous!		
Kebler pass road should be realigned and paved, with guardrails and opened year-round. Many people in the Gunnison valley travel between the North end of the valley to Glenwood Springs every week! It takes 4 hours to make that drive in the winter, instead of 1 1/2 hours in the summer. This should have been done before Cottonwood Pass was done. Let's at least open the pass earlier this year!	other	1565 Lost Lake Road, Crested Butte, Colorado 81224, United States
The bottom section of Marble Village Drive (from the stop sign to the top of the switchbacks) is in dire need of maintenance. By maintenance I mean road base not simply grading the road. This section of the road becomes treacherous at times during the year and is difficult for Emergency vehicles and passenger vehicles to safely maneuver.	Maintenance & Repair	Marble Village Drive, Marble, Colorado 81623, United States
Please realign and pave Kebler Pass Road! We need that road open all year. It's done all over the state. It should be done here.	other	Kebler Pass Road, Somerset, Colorado 81434, United States
Based on the amount of property taxes we pay, would like to see Riverbend Drive paved (less than 1/4 mile long). It's owned by the County, and the rest of the subdivision was paved a long time ago.	other	282 River Bend Drive, Crested Butte, Colorado 81224, United States



Survey Responses

ONLINE & IN-PERSON COMBINED

Which Gunnison County roads or road segments do you feel are in greatest need of repair?

The town of Crested Butte- 6th st.
The east end of the county from Hwy 114 east
CR 25, Gold Basin Road, CR 730
County Road 76 -- lots! of non-local traffic
County road 11, 2 years ago they just dropped gravel without sealing it
County Road 76
CR 38
County Road 3
Kebler Pass Road/CR12
Highway 76 from Parlin to Pitkin
Marble Village Drive from the stop sign to the top of the switch backs. This section is very dangerous!
Kebler and Irwin. They should be paved and accessible
Quartz Creek
CR 76
Antelope Hills CR 17
Please keep up the good work to maintain washboarding and other maintenance on Kebler Pass. Kebler is so important for locals and tourists to access Grand Junction/ other areas west, for medical needs and other necessities.

What do you like most about Gunnison County roads?

The scenery
Scenery
Segments designated as scenic byways. West Elk, etc.
Access to beautiful places
They are fine. Where is the bike path? That would solve some issues with road use.
Most of the roads are in pretty good condition!
They take me where I want and need to go!
Snow removal is pretty good
Accessibility to remote places
Good compaction and application of mag on unpaved surfaces
Good snow removal



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Snow removal
Smooth sailing, very few issues. Just need some more TLC in the Gunnison area and less in the Crested Butte area.
When they are maintained
When there are separated bike lanes
I love that some roads are not open seasonally (including Kebler and Cottonwood). Please don't open Cottonwood early!! - The quiet seasonal roads in the spring are unique and magical.
Not much, except the crews try to keep up on repairs.
If you're pregnant, driving on Gunnison County roads will lead to a woman going into labor.
Kebler pass is well maintained

What do you like least about Gunnison County roads?

Bad washboarding
No maintenance
Speed and traffic on County Road 813 in the summer is nuts. Need signage informing folks about wildlife, try to slow traffic down to look at the scenery.
Speeding and illegal passing
Washboards
Speeding. Perhaps the poor maintenance on dirt roads helps control speeds?
You got to be kidding me. You're trying to punt your misappropriation of funds on the people. More taxes? Did we need a fire station the size of something that should be in NYC. Or a school that just got expanded when the population is declining?
Roads that are bad are really bad.
That they may be raising my taxes to maintain them.
Lack of general maintenance, plugged culverts, potholes, no gravel replacement, washed out and soft spots in shoulders and roads. The barrow ditches are filled in. Cattleguards are not being maintained just filled in with backfill. Rusted out culverts.
ATV's & UTV's
Drainage, crown, and grade need improvement on unpaved surfaces
Deterioration
Potholes and limited maintenance
Hard to see the stripes, especially on highway 135.
When not maintained and the potholes and washboards wear out my vehicle
The cars, high speed limits



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That CR12 Kebler Pass is not realigned and paved for 31 miles. It should be open year-round.

Maintenance has suffered for years. Money has been spent on equipment and not road repairs.

The lack of maintenance on Marble Village Road.

No cell coverage. Blind curves narrow bridge. Better shoulder

Do you have other thoughts about Gunnison County roads and bridges?

They have been ignored in District 2

Create a dollar breakout of how sales taxes are divided up among various entities/jurisdictions

Talk about how sales taxes are different from property taxes - restrictions and uses

Please make taxpayers aware that Gunnison County is not receiving all of the 1% of the tax already collected. Please do what you can to get all of the 1% already collected given back/or kept for Gunnison County

Thanks for starting the public input process early before November!

Resist changing certain mountain county roads to higher standards, i.e. Cumberland Pass

Second, to the above comment. Focus on maintaining roads at their current standards.

Emergency service delays due to poor road conditions (all of CR 76) - but most concern is Pitkin and Ohio City.