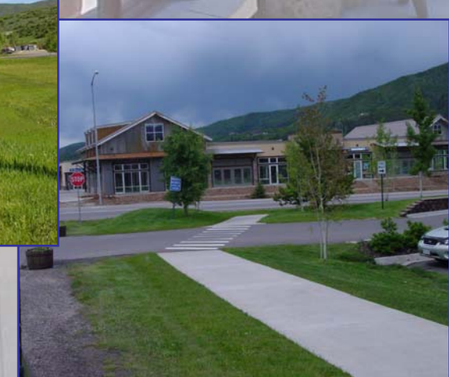
City of Steamboat Springs

Sidewalks Master Plan



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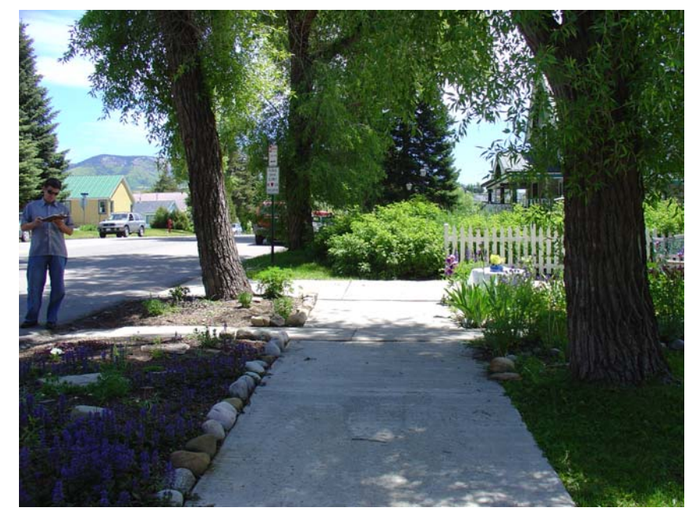
Detailed Aerial Photograph Maps with Numbered Existing and Proposed Pedestrian Facilities

Base Area Redevelopment Plan



1. Introduction

The Steamboat Springs Mobility and Circulation Plan (developed in 1997) advocates a multi-modal approach to improving mobility in Steamboat Springs, and states that:

"...the cornerstone ...is pedestrian facility improvements. Virtually all trips begin and end as pedestrian trips, and it is the intent of this Plan to encourage and allow more trips to be completed as pedestrian trips in their entirety. Part of the decision to make a trip as a pedestrian (and to leave one's automobile parked) is governed by the proximity of the destination and the availability of safe and convenient facilities..."

It is with this charge that this **Steamboat Springs Sidewalk Master Plan** has been developed. It is intended to build on and expand the pedestrian related recommendations of the Mobility and Circulation Plan. This Sidewalk Master Plan is also intended to be used in conjunction with (rather than supersede) other planning documents such as the Steamboat Springs Area Community Plan.

The development of the Sidewalk Master Plan has included a detailed inventory of existing facilities, documented existing maintenance needs, identified missing links throughout the community, and developed cost estimates for each new link in the system. Prioritization procedures have been developed and applied to yield a prioritized list of new sidewalk facilities. An estimate has been made as to which new links in the system might be constructed by adjacent development projects over time, and which links will likely need to be funded by the City if they are to be implemented. The remainder of this document summarizes the development and key components of the Plan.

The Sidewalk Master Plan has been integrated into the City's Geographical Information System (GIS) and is available to all citizens, developers, and staff on-line through the City's website.

2. Goals and Objectives of the Steamboat Springs Sidewalk Master Plan

The goal of this Sidewalk Master Plan can be stated as follows:

> Provide an interconnected and continuous network of sidewalks and trails throughout Steamboat Springs that allows residents and visitors to move about town safely and efficiently as pedestrians.

Objectives of this Plan include:

- Provide a thorough inventory of existing pedestrian facilities.
- Provide a set of policies and standards that facilitate the completion of the sidewalk and trail system.
- Identify missing links in the system.
- Estimate the cost of building the missing links and develop prioritization procedures to help the City allocate limited resources over time.
- Identify existing and projected maintenance needs.
- Integrate this Plan into the City's GIS system and make it available electronically to all interested users.

3. Existing Sidewalk and Trail System

The existing pedestrian system in Steamboat Springs consists of a network of sidewalks, trails, and pathways on public land (in rights-of-way, easements, and across public parcels), and pedestrian connections on private parcels. Some of the trails and paths in and around Steamboat Springs (such as the core trail) provide both transportation connections and recreational opportunities. Other trails, such as the mountain trails around the perimeter of town, serve mostly recreational users. For the purposes of this Sidewalk Master Plan, only those trail and/or path facilities that provide a transportation corridor or a connection to a transportation corridor have been considered as part of the transportation system. In this context, most mountain trails have not been considered in this Sidewalk Master Plan.

Similarly, pedestrian connections (typically sidewalks) across private land have only been considered as part of the transportation system if they are open to the public, connect between two public transportation corridors, or provide access to a destination open to the public. In this context, a sidewalk originating in a condominium complex or at a building entrance and connecting to the street has not been included in the public sidewalk and trail system in this Plan.

The system of pedestrian facilities that does exist is often discontinuous. Historically sidewalks were typically only constructed in commercial areas such as the downtown or at the mountain base, and even then, many streets did not have sidewalks constructed. Sidewalks were typically not constructed in residential areas. Reasons heard for not constructing sidewalks ranged from "we have too much snow in Steamboat," to "it is difficult to construct sidewalks on side slopes", and the catch-all excuse "we don't have sidewalks in Steamboat, so why start now". It is only recently that the City has been requiring sidewalks to be constructed adjacent to new development, in part due to the recommendations of the Mobility and Circulation Plan, and also due to an increasing demand by citizens for pedestrian friendly routes through town.

3.1 Existing Sidewalk Inventory

Recently, City GIS staff enlisted the help of citizen volunteers to conduct an inventory of all of the existing sidewalks, trails, and pathways in Steamboat Springs. Information coded included segment length, surface width and type, and facility classification. Global positioning units were used to enter each segment into the City's GIS system. The volunteer effort identified over 370 public sidewalk links, 300 trail links (including 14 bridges), and 400 private pedestrian connections throughout the City and the surrounding area. (For purposes of this document, the term sidewalk or trail "link" is defined loosely as any uniquely defined segment of the pedestrian system regardless of its length or type. A link may be a ½ block segment of sidewalk, a pedestrian bridge, a section of path connecting two roadways, or a mile long section of the core trail, etc. The only requirement is that it can be uniquely described and provides (or will provide) a piece of the pedestrian transportation system.)

Of these facilities, 536 links were judged to be a part of the public transportation system using the criteria outlined above. They form the basis for the existing facilities considered in this Plan and are illustrated in Figure 1. These links are summarized in Table 1, and represent over 38 miles of existing pedestrian facilities.

3.2 Additional Data Collected

During the summer of 2005, staff of the Fox Higgins Transportation Group revisited all of the public sidewalk links in the community and gathered the following additional information:

- the primary transportation corridor
- segment end points
- surface condition
- presence or absence of curb ramps where curbs present
- sidewalk detachment width (distance from roadway)
- obvious maintenance needs
- adjacent land developed or vacant
- identification of obvious missing links in the sidewalk system
- other notes as appropriate

All of this information was coded into a database for incorporation into the GIS system.

3.3 Existing Sidewalk and Trail Maintenance Needs

The field inspection identified 75 links that need some sort of maintenance, or that should be monitored to allow improvement as funding is available. These links include:

- 18 that need at least one curb ramp installed
- 12 links that need control/trimming of weeds and/or overhanging vegetation
- 43 links where the surface is uneven, cracked, heaved or deteriorated in some way
- 4 links where the sidewalk did not connect to the adjacent roadway or was discontinuous (entire missing links were tabulated separately)
- The majority of the 250+ curb ramps that do exist are not in compliance with the current ADA requirements regarding detectability by visually impaired pedestrians.

Some links fall into more than one maintenance category. Table 2 details the specific segments and their maintenance needs.

In addition, City staff conducted an inspection of the core trail and its lateral connections to identify existing maintenance needs. The inspection tabulated:

- cracks in sections of the concrete slabs
- condition of cracks that have been previously caulked
- the condition of underpasses, including cracks, flooding issues, etc.
- repair and/or replacement needs to asphalt trails
- the condition of decking on pedestrian bridges.

Specific maintenance notes are detailed in Table 3. Funding needs for on-going maintenance is included in a later section of this document.

4. Pedestrian Districts and Sidewalk System Subareas

The Mobility and Circulation Plan advocated the formation of four pedestrian districts where commercial development is more intense and the potential for pedestrian travel is highest. These pedestrian districts include:

- the Downtown area
- the Curve area
- the Pine Grove area
- the Mountain or Base area

These pedestrian districts are illustrated on Figure 2 and provide useful subareas of the City for identifying existing pedestrian facilities and needed improvements. This Sidewalk Master Plan has identified four additional subareas to cover the remainder of the City as follows:

- the West Steamboat subarea
- the Old Town Residential subarea
- the Mid-Steamboat subarea
- the South Steamboat subarea

These pedestrian subareas are also illustrated on Figure 2. These eight subareas of Steamboat Springs allow a comparison of existing facilities and needed improvements by location. Prioritization of needed improvements (discussed later in this document) also makes use of these subareas. Figures 3 through 10 illustrate the existing pedestrian facilities in each of these subareas of town.

5. Policies to Promote a Connected Sidewalk and Trail System

The following policies are intended to help define the intent of this Plan and aid in its implementation.

5.1 *Sidewalks in Pedestrian Districts:* Sidewalks should be constructed along both sides of any roadway that has commercial frontage. Only under special circumstances (to be determined by City staff) would it be allowable to construct a sidewalk along only one side of a roadway in a pedestrian district.

5.2 *Sidewalks Along Arterial and Collector Roadways:* Sidewalks are recommended along both sides of all arterial and collector roadways (see Mobility and Circulation Plan for roadway classification map). The retrofitting of sidewalks along roadways that are already constructed and where the adjacent land is already developed should be approached on a case by case basis. In some cases, the existing terrain or adjacent land uses may suggest that a sidewalk may only need to be added to one side of an arterial or collector roadway (see detailed maps contained in the Appendix to determine where new sidewalks are recommended along existing roadways and adjacent to existing development).

5.3 *Sidewalk Detachment from the Roadway:* Detached sidewalks provide room for snow storage and storm drainage, and allow pedestrians to travel outside of the splash zone when pavements are wet. Sidewalks should be detached from the roadway (see also Minimum Standards for detachment widths) in residential areas and in commercial areas that do not have on-street parking. Sidewalks should have no detachment from the roadway in commercial areas where there is on street parking along the frontage and pedestrians regularly travel between parked cars and the sidewalk. In these cases, the sidewalks should be separated from the street by a vertical curb and gutter pan. Sidewalks that are otherwise detached from the roadway should transition to be attached at transit stops, or a lateral sidewalk connection to the transit stop should be provided.

5.4 *The Alignment of New Sidewalk and Trail Connections:* This plan includes over 230 proposed new sidewalk or trail links (see detailed maps in the Appendix). In most cases the location and alignment of the proposed new link is clearly indicated. However, in some cases (such as when a proposed new trail connection crosses a parcel that has yet to be developed), the alignment of the proposed link is flexible so long as the intended connection is made in an efficient manner when the link is constructed.

When a new sidewalk or trail connection is planned as part of a development proposal and it will be terminated at the property limits of the development, the plans for that facility shall extend a minimum of 50 feet beyond the actual constructed terminus of the new facility to demonstrate that future connections on adjacent properties can physically be constructed in the future.

5.5 *Adding Sidewalks in Established Residential Areas:* This Plan recognizes that adding sidewalks in established residential areas may be difficult to implement and disruptive to existing landscaping and parking areas. For this reason, new sidewalks in established residential areas have only been recommended where they provide needed connections to schools, parks, transit facilities, or are along other high pedestrian travel corridors. However, sidewalks should be provided in residential areas whenever there is in-fill development, redevelopment, or significant remodeling of a residential property.

5.6 *Incorporation of the Base Area Redevelopment Plan:* The recently adopted Base Area Redevelopment Plan updates the Mountain Town Sub-Area Plan and includes a detailed and thorough network of pedestrian facilities. For purposes of this Sidewalk Master Plan, the pedestrian facility recommendations of the Base Area Redevelopment Plan are incorporated as illustrated in the Base Area Redevelopment Illustrative Map (copy included in the Appendix).

5.7 *Connecting Fronts of Buildings in Commercial Areas:* Development or redevelopment of Commercial properties should be designed to allow and provide for pedestrian travel between building fronts, either within a site or between adjacent parcels. Physical barriers to pedestrians, such as walls, fences, hedges, or berms are discouraged. Pedestrians should be able to make these trips between buildings and avoid making short trips in automobiles, which often require circulating out onto an arterial roadway. At least one sidewalk connection should be provided to adjacent commercial properties (in addition to any perimeter sidewalks along roadways). These building front connectors have not been detailed or illustrated on the maps in this Plan, but should be included as site plans are developed.

5.8 *Coordination with Other Plans:*

It is the intent of this Sidewalk Master Plan that it be used in concert with other planning documents such as the Mobility and Circulation Plan, The Mountain Town Subarea Plan, and the Steamboat Springs Area Community Plan. In some cases this Plan may contain newer information on sidewalk and trail issues than that contained in the Mobility and Circulation Plan. In these cases, this Plan will take precedent.

6. Minimum Standards for Sidewalks and Trails

New and/or reconstructed sidewalk and trail links constructed in Steamboat Springs shall comply with the following minimum standards as appropriate:

Surface material:

- sidewalks: concrete
- hard surfaced trails: concrete
- soft surfaced trails: crusher fines or equivalent
- specialty pavers, stamped concrete or other special textures (to be determined by the City) may be required in pedestrian districts

Minimum surface width:

- sidewalks along arterial or collector roadways and/or in pedestrian districts: 8 feet
- sidewalks along local streets: 6 feet
- hard surfaced trails: 10 feet
- soft surface trails: 6 feet
- sidewalk widths shall be increased to match already constructed links on adjacent parcels
- widths may also need to be increased if used for emergency vehicle access

Minimum thickness:

- concrete sidewalks: 4 inches
- concrete trails: 6 inches
- concrete trails that serve emergency vehicles: To be determined on a case by case basis

Sub-surface materials, thickness, and preparation:

- all sidewalk and trail construction shall comply with the City Standards for sub-grade thickness, materials, and sub-base preparation

Sidewalk detachment:

- Old Town Pedestrian District with on-street parking 0 feet
- all other areas 10 feet minimum

Sidewalk grades and cross-slopes:

- comply with the intent of the Americans with Disabilities Act (ADA) and all applicable standards and specifications
- during major reconstruction projects that replace sidewalks and curb ramps, care should be taken that the crosswalks in the roadway also maintain grades and cross-slopes that comply with the ADA

Street Furniture and Other Streetscape Amenities:

- other amenities (such as lighting, benches, planters, etc.) may be required as determined by the City within each special district

Curb ramps and detectable warning strips:

- All new curb ramps shall be constructed in concrete with detectable warning strips using current CDOT design standards. No detectable warning strips that are glued down or tacked down to the surface will be allowed.
- New sidewalk or trail approaches constructed at a roadway crossing where there are no curb ramps shall be constructed with detectable warning strips formed and placed in concrete. Detectable warning strips that are glued down or tacked down to the surface of a hard surface trail will not be allowed.
- Detectable warning strips shall be installed on the sidewalk or trail approaches to any driveway crossing where the driveway has a high enough traffic volume to warrant a stop sign or yield sign for traffic exiting the driveway.

Sidewalk or path alignment:

- Sidewalks or pathways may be meandered so long as the meandering is consistent with the character of the adjacent landscape or streetscape, and the meandering is not so significant as to create inefficient transportation connections.
- Where there is a choice of which side of the street a sidewalk should be located on, preference shall be given to the north and east sides where feasible due to better sun exposure for melting snow.

7. Proposed New Sidewalks and Trail Connections

Missing links in the city-wide pedestrian system were identified in a two step process. First, obvious missing sidewalks and trail segments were noted during the existing link inventory process during the summer of 2005. Secondly, a comprehensive review of a grid of aerial photograph maps (see Appendix) was conducted. These aerial maps were developed by the City's GIS staff, and illustrated existing sidewalk and trail facilities previously inventoried and geo-coded. Proposed new sidewalk and trail connections were drawn on these maps and a corresponding database was developed to include the following information for each new link:

- Link number
- Link type
- Surface width
- Segment length (ultimately verified by the GIS system)
- Pedestrian district or subarea
- Primary corridor
- End points and side of the street
- Indication as to whether the adjacent land area is developed or not
- Construction unit cost (project cost estimates discussed below)
- Other construction costs and a construction difficulty factor for areas anticipated to cost more than the norm to construct
- Estimated City cost contribution percentage of total construction cost (ranging from 0% where development is anticipated to 100% where the area is already built out)
- A prioritization score or ranking (discussed below)
- Notes as appropriate

The maps and database were then transmitted to City GIS staff for entry into the system. GIS staff then prepared a set of 30 maps on aerial photograph bases covering the entire City to illustrate the detailed new sidewalk and trail links. These maps and the map key are included in the Appendix of this document. Electronic viewers can click on a specific subarea on the map key and quickly see the detailed map (although electronic viewers will not see the aerial photograph base given the large file size requirements).

Nearly 260 new sidewalk and/or trail links and 4 new pedestrian bridges were identified in this process. As indicated in Table 1, these new links represent a 158% increase in the length of sidewalks in the City, a 14% increase in the length of trails, and a 29% increase in the number of pedestrian bridges. Table 4 summarizes the number and length of existing sidewalks and proposed sidewalks and trails in each of the eight subareas of the City.

It should be noted that this Sidewalk Master Plan is a dynamic document and is not intended to identify every conceivable new sidewalk or trail link. The need for additional new connections will be added to this Plan over time as the community grows and evolves. Just because this Plan may not identify a sidewalk or trail connection in a specific location does not relieve a property owner or developer from having to construct a new connection if warranted by the development or redevelopment of that area.

8. Prioritization of New Sidewalk Facilities

A means of prioritizing the new sidewalk and trail facilities was developed given the large number of recommended new sidewalk and/or trail links spread throughout the City and the reality of limited funding to implement these new facilities. The following set of prioritization factors and relative factor weights were used for this purpose:

	Factor	Factor Weighting
-	along an arterial roadway	3
-	along a collector roadway	2
-	along a local access roadway	1
-	provides access to a school	3
-	provides access to a park	3
-	provides access to other civic facility	2
-	in a commercial area	1
-	in Downtown Pedestrian District	3
-	in Pine Grove or Curve Pedestrian District	3
-	in Mountain Base Pedestrian District	3
-	completes a missing link	3
-	addresses a safety issue	3
-	provides access to transit	3
-	no potential to be funded by adjacent development	2
-	serves more than recreational users	1
-	matching funds may be available	2
-	no sidewalk on the other side of the street	2

These weighted factors were applied to each of the proposed new links as appropriate, and a prioritized score was developed for each link. Higher individual weighting factors indicate higher

importance for pedestrian mobility. The higher the aggregate prioritization score for a given link, the more emphasis it should receive for implementation. The final scoring for the individual links ranged from a high of 25 to a low of 2. Table 5 details the prioritization rating and scoring for all of the proposed new links.

It is important to note that this prioritization process is intended as a starting point for staff's consideration when trying to allocate limited resources for pedestrian system improvements. Staff can further rank or order the links that have the same priority score on a case by case basis given current input and other factors at the time that funding is available.

9. Projected Costs for New Facilities and On-going Maintenance Needs

An estimated approximate cost has been developed for each new facility recommended in this Plan. As noted above, cost estimates were developed by using unit cost estimates per linear foot of the new facility, adding any lump sum costs (such as for a pedestrian bridge), and applying a construction difficulty factor to increase the cost for those links where the average unit cost of construction was judged to be not high enough. (In most cases, a construction difficulty factor of 1.0 was applied to indicate that no increase in the standard per unit length construction costs was anticipated. However, in some cases, such as where steep side slopes or wet areas were noted, the construction difficulty factor was increased to 1.25, 1.50 or 2.0 depending on how significant the anticipated construction problems were judged to be.) The result is a total "planning level" cost estimate for each new link.

An estimate was made as to which new links (or portions of links) would be constructed as part of the development or redevelopment of the adjacent parcel of land. The cost of links that would likely be constructed as part of adjacent development was not attributed to the City. The cost of new links in areas where the adjacent land was either already developed or judged to be not developable was included in the cost attributed to the City.

Table 4 summarizes the cost of all new facilities and the estimated City cost percentage of the total cost by subarea within the City. In total, approximately $16,100,000 of new sidewalk and trail facilities were identified. Those facilities that would not likely be constructed by new development totaled over $12,000,000 (75% of the total). The City cost of new facilities in the four pedestrian districts range from $197,000 to $1,500,000. The City costs in the four remaining subareas are all over $1,300,000 per subarea. The Mid-Steamboat subarea has the highest City cost with over $2,897,000 of new pedestrian facilities.

Table 6 lists the proposed new links in their prioritized order and includes the estimated cost for each link.

No specific cost estimates have been developed for the existing maintenance needs identified in Section 3.3 above, but it is estimated that all maintenance needs could easily require over $500,000 to complete, depending on how much sidewalk and trail needs to be replaced. All maintenance of existing bridges and tunnels will need to comply with appropriate permits (ex. Army Corp, railroad, etc.) which may increase maintenance costs. A more detailed inspection of each facility identified will need to be completed to refine this cost estimate and prioritize those maintenance needs from a safety and mobility perspective.

10. Sidewalk and Trail Funding Needs

10.1 Funding for New Sidewalk and Trail Facility Construction

Clearly the list of proposed new sidewalk links in areas where development is not likely to provide sidewalks (over $12,000,000 in City funds) would represent a huge capital and ongoing maintenance investment by the City. There is no expectation in this plan that these projects will all be funded in the foreseeable future. However, it is the intent of this plan to provide a prioritized set of needed improvements so that the City can identify a reasonable and on-going funding program for improving the pedestrian system in Steamboat Springs, above and beyond those facilities constructed by development projects.

Historically, the City has been able to procure approximately $100,000 per year on average in Enhancement Project funding (Federal TEA-21 funding administered by CDOT through the Northwest Transportation Planning Region). The City has typically leveraged GOCO funding as matching funds in this process and used these combined funds to incrementally construct the Yampa River Core Trail. Little additional funding has been available from "outside sources" for the City to construct new sidewalk links, and sidewalk and trail maintenance money has come from the City's General Fund.

The process of funding the Core Trail extension with Federal money is projected to continue for at least 10 more years. There is no anticipation that additional Enhancement funding (beyond levels currently provided by SAFETEA) will become available in the future. Therefore, it is apparent that if additional sidewalk facilities are to be constructed by the City, it will need to allocate money from the general fund. To allow a predictable program of sidewalk enhancements in Steamboat, it is recommended that an annual allocation for sidewalk construction be identified and budgeted on an on-going basis. Staff can then use the prioritized listing of projects to prepare a specific capital improvement program for sidewalks and trails.

Note: This section of the Sidewalk Master Plan can be expanded with a Sidewalk CIP if a projected annual funding amount is identified

10.2 On-Going Maintenance Funding

As noted above, no specific cost estimates have been developed for the existing maintenance needs on the sidewalk and trail system. However, it is recommended that an on-going maintenance budget of at least $50,000 per year be allocated to correct the problems identified (beginning with Tables 2 and 3) . This annual maintenance budget can be adjusted as necessary as problems are fixed and an assessment is made as to whether maintenance funding is keeping pace with on-going system maintenance needs.

11. Steamboat's Sidewalk Master Plan - GIS Application and Website Access

The City's GIS system and GIS staff have been instrumental in the development of this Sidewalk Master Plan. All maps of existing and proposed sidewalk and trail links have originated in the GIS system, and all tabular data associated with each individual link in the system has been incorporated. The result is a powerful tool for City Planners and Engineers.

This Sidewalk Master Plan is also available on the City's website. Interactive maps allow users to access detailed data within the Plan which will maximize its utility for all.

NOTE: All Link Numbers referenced in the following Tables refer to the detailed maps contained in the Appendix of this document!!!!!!!!

Table 1
Steamboat Springs Sidewalk Master Plan

Existing and Proposed Pedestrian Facilities

Facility Type	Number of Existing Links	Length of Existing Links (ft.)	Length of Existing Links (miles)	Number of New Links	Length of New Links (ft.)	Length of New Links (miles)	Percent Increase
Sidewalks	373	97,667	18.5	239	154,619	29.3	158%
Trails and Paths	120	98,079	18.6	17	13,386	2.5	14%
Private Pedestrian Connections	29	7,868	1.5	--	--	--	
Bridges	14	--	--	4	--	--	29%
Total	536	203,614	38.6	260	168,005	31.8	83%

Table 4
Steamboat Springs Sidewalk Master Plan

Existing and Proposed Sidewalk Links By Subarea

Subarea	Existing Sidewalk Only Links	Length of Existing Sidewalk Links (ft.)	New Sidewalk And Trail Links*	Length of New Links (ft.)	Total Cost of New Links	City Percentage of New Link Costs
1. Downtown Pedestrian District	129	19,176	53	12,859	$1,076,000	$716,000
2. Old Town Residential Subarea	33	8,498	34	18,633	$1,612,700	$1,499,700
3. Pine Grove Pedestrian District	65	21,540	32	17,118	$1,538,400	$893,200
4. Mountain Base Pedestrian District	30	9,075	19	13,363	$1,154,700	$197,000
5. Curve Pedestrian District	25	6,763	20	17,823	$1,506,400	$1,331,180
6. West Steamboat Subarea	21	6,875	20	26,977	$2,386,000	$2,018,095
7. Mid-Steamboat Subarea	20	10,783	31	37,118	$3,965,100	$2,897,050
8. South Steamboat Subarea	50	14,957	47	24,114	$2,868,200	$2,501,560
	373	97,667	256	168,005	$16,107,500	$12,053,785

* For this summary, the relatively small number of new trail links (17) have been included in with the new sidewalk links.

Table 2
Steambaot Springs Sidewalk Master Plan

Links with Maintenance Needed

Link #	Facility Type	Surface Material	Width (ft.)	Length (ft.)	Subarea	Primary Corridor	Side	End Point A	End Point B	Surface Condition	Maintenance Needed
24.0	Hard Surface	Concrete	8	130	1	6th St	SE	alley (NE of US 40)	Oak St	fair	needs crub ramp on alley end
25.0	Hard Surface	Concrete	8	151	1	6th St	SE	US 40	alley (NE of US 40)	good	needs crub ramp on alley end
31.0	Hard Surface	Concrete	6	130	1	5th St	SE	Yampa St	alley (SW of US 40)	poor	weed control in joints - uneven pavement, curb ramp needed at Yampa end
142.0	Hard Surface	Mixed	12	318	1	US 40	SW	10th St	9th St	poor	west 100 feet in poor condition
148.0	Hard Surface	Mixed	12	322	1	US 40	NE	7th	8th	fair	some heaving & cracking near tree grates
172.0	Hard Surface	Concrete	10	211	1	Yampa St	SW	Yampa St	end of angle parking	good	weed control in curb joints
173.0	Hard Surface	Mixed	12	107	1	Yampa St	SW	parking	5th St	good	weed control in joints - curb deteriorated
243.0	Hard Surface	Pavers	6	59	1	Oak St	SW	8th St	735 Oak St.	fair	repair transitions to street
248.0	Hard Surface	Concrete	10	196	1	5th St	NW	Yampa St	railroad tracks	fair	railroad crossing surface is rough/uneven for peds
250.0	Hard Surface	Concrete	8	157	1	5th St	SE	alley (SW of US 40)	US 40	fair	some uneven joints and cracks
285.0	Hard Surface	Concrete	10	34	1	Yampa St	NE	parking lot	driveway	fair	needs curb ramp at driveway end; present at parking lot end
288.0	Hard Surface	Concrete	10	144	1	4th St	SE	US 40	alley (NE of US 40)	fair	needs curb ramp at alley end (present at US 40 end)
289.0	Hard Surface	Concrete	10	107	1	3rd St	NW	US 40	bank driveway (NE of US 40)	fair	uneven joints, lifting, and a few chipped areas
290.0	Hard Surface	Concrete	6	156	1	3rd St	NW	Oak St	bank driveway (NE of US 40)	fair	need to trim back trees
292.0	Hard Surface	Concrete	8	191	1	3rd St	SE	post office	Oak St	fair	does not connect to Oak St, peds must walk onto parking area; power pole obstructing
296.0	Hard Surface	Pavers	4	152	1	4th St	NW	US 40	alley (SW of US 40)	poor	need curb ramp at alley end, present at US 40 end; uneven brick surface w/railroad ties for curbs
300.0	Hard Surface	Concrete	4	63	1	Oak St	NE	church access	6th St	fair	sidewalk does not connect to 6th St (~6' short); would need to be graded (~2 above street level)
314.0	Hard Surface	Concrete	6	145	1	10th St	NW	US 40	alley (NE of US 40)	fair	some heaving in pavement
515.0	Hard Surface	Mixed	12	332	1	US 40	SW	3rd St	Rabbit Ears driveway	fair	some cracking at driveway
518.0	Hard Surface	Mixed	12	186	1	US 40	SW	5th St	425 Lincoln driveway	fair	poor pavement condition at 425 Lincoln driveway
520.0	Hard Surface	Mixed	12	324	1	US 40	SW	6th St	5th St	fair	some chipped/cracked concrete at 521 Lincoln and east end
521.0	Hard Surface	Concrete	10	146	1	5th St	NW	US 40	alley (SW of US 40)	good	curb ramp needed at alley end; present at US 40 end
522.0	Hard Surface	Concrete	6	140	1	5th St	NW	Yampa St	alley (SW of US 40)	fair	weed control in joints
526.0	Hard Surface	Concrete	8	143	1	5th St	NW	Oak	alley (NE of US 40)	fair	curb extension SW corner Oak/5th needs repair
527.0	Hard Surface	Concrete	8	83	1	Oak St	5th	5th St	court house access	fair	west end near court house access needs repair
529.0	Hard Surface	Concrete	8	143	1	Oak St	SW	6th St	court house access	fair	curb ramp (at 6th) needs repair due to heaving near tree
535.0	Hard Surface	Concrete	4	43	1	7th St	SE	56 7th St	alley (SW of US 40)	good	curb ramp needed at alley end (pole in way)
540.0	Hard Surface	Concrete	6	468	1	Yampa St	NE	8th	7th	good	curb ramp needed at 8th St end
541.0	Hard Surface	Concrete	6	147	1	8th St	SE	Yampa St	alley	good	curb ramp needed at Yampa St end
545.0	Hard Surface	Concrete	8	31	1	Yampa St	NE	9th St	fire station driveway	poor	curb ramps in poor condition; pavement cracked/chipped'
546.0	Hard Surface	Concrete	8	60	1	Yampa St	NE	fire station driveway	fire station driveway	fair	need curb ramp on east end
555.0	Hard Surface	Concrete	4	147	1	10th St	NW	US 40	alley (SW of US 40)	fair	unlevel pavement surface in areas
556.0	Hard Surface	Concrete	6	146	1	9th St	NW	US 40	alley (SW of US 40)	good	need curb ramp at alley; present at US 40 end
854.0	Hard Surface	Concrete	10	153	1	7th St	NW	US 40	alley (SW of US 40)	fair	uneven at tranitions between surface types (brick to concrete)
856.0	Hard Surface	Concrete	12	142	1	8th St	NW	alley (SW of US 40)	US 40	fair	need curb ramp at alley end
858.0	Hard Surface	Concrete	6	147	1	6th St	SE	US 40	alley (SW of US 40)	fair	need curb ramp at aley end, present at US 40 end; cracks near fire hydrant north end
859.0	Hard Surface	Concrete	6	143	1	6th St	SE	alley	Yampa St	fair	evergreen bushes obstructing sidewalk - sidewalk does not extend to Yampa St. (8' of gravel)
861.0	Hard Surface	Concrete	6	80	1	11th St	NW	alley (NE of US 40)	Oak St	good	needs curb ramp at alley (south end of link)
862.0	Hard Surface	Concrete	4	148	1	5th St	SE	443 Oak St	alley (NE of US 40)	poor	replace pavement - heaved and cracked and overgrown with weeds
159.0	Hard Surface	Concrete	4	707	2	8th St	SE	Crawford Ave	Aspen St	good	weed control in joints
161.0	Hard Surface	Concrete	4	377	2	8th St	NW	Aspen St	Pine St	poor	weeds/bushes obstructing path - broken pavement sections
162.0	Hard Surface	Concrete	4	149	2	8th St	NW	Pine St	alley	poor	cars parking on sidewalk - cracked and heaved pavement
498.0	Hard Surface	Concrete	4	785	2	Maple St	SE	press box	McKinley St	good	clear scoria off sidewalk at east end
2011.0	Hard Surface	Concrete	4	100	2	Logan Ave	N	Laurel St	first driveway east	poor	weed removal - surface heaving
40.0	Hard Surface	Asphalt	6	217	3	US 40	E	High Point	McDonalds access	poor	curb ramps in poor condition
57.0	Hard Surface	Concrete	6	90	3	Pine Grove Rd	N	US 40	driveway	good	curb ramp on US 40 end in poor condition
341.0	Hard Surface	Asphalt	8	192	3	US 40	E	Walton Creek Road	link 1031	fair	south end flare needs to be repaved - surface cracked along length
476.0	Soft Surface	Gravel	6	330	3	Anglers Drive	S	Rollingstone Drive	Retreat Place	fair	some erosion in gravel
477.0	Soft Surface	Gravel	6	130	3	Rollingstone Drive	E	Anglers Drive	Retreat Place	fair	some erosion in gravel
666.0	Hard Surface	Concrete	6	48	3	Mid Valley Dr	E	Pine Grove Rd	driveway	good	weed control and need curb ramp at Pine Grove Rd end
697.0	Hard Surface	Concrete	10	343	3	US 40	W	creek	Pine Grove Rd	good	weed control - becomes gravel at south end
889.0	Hard Surface	Concrete	10	442	3	Anglers Dr & US 40	N	US 40	driveway	good	clear off gravel at US 40 end
924.0	Hard Surface	Pavers	6	205	3	Pine Grove Road	SW	Mt. Werner Road	driveway	fair	A wider straighter walkway should be provided
1031.0	Soft Surface	Gravel	variable	256	3	US 40	E	link 340	link 341	poor	construct separate paved path along edge of parking lot - currently path is through parking lot
6.0	Hard Surface	Pavers	8	18	4	Ski Time Square Dr	N	driveway	internal sidewalk, link 5	fair	heaving in pavement near tree
9.0	Hard Surface	Pavers	6	285	4	Ski Time Square Dr	N	driveway	driveway	poor	needs curb ramp at access to Ski Time Square Dr; has stairs/steps not ADA; parking signs may cause obstruction
11.0	Hard Surface	Pavers	6	142	4	Ski Time Square Dr	N	link 12	driveway	good	2" lip in sidewalk near Max Snowboard path link
15.0	Hard Surface	Pavers	8	141	4	Ski Time Square Dr	S	Outlaw restaurant access	Plum Plaza	good	need curb ramp at east end
16.0	Hard Surface	Pavers	8	133	4	Ski Times Square Road	SE	Ski Times Square Road	Village Inn Court	fair	lip between pavers and concrete edges
624.0	Hard Surface	Asphalt	8	167	4	Steamboat Boulevard	E	Mt. Werner Road	Rockies Way	poor	trim overhanging vegetation - surface of walkway is cracked
706.0	Hard Surface	Pavers	8	72	4	Ski Times Square Road	N	link 705	garage access	fair	lip between back of curb and pavers
707.0	Hard Surface	Pavers	8	279	4	Ski Times Square Road	N	link 708	garage access	fair	lip between back of curb and pavers
708.0	Hard Surface	Pavers	0	394	4	Ski Times Square Road	N	link 707	access / plaza	fair	uneven surface in spots
716.0	Hard Surface	Pavers	6	67	4	Village Inn Court	SW	link 17	link 717	fair	uneven surface in spots
746.0	Hard Surface	Exposed Aggregate Concrete	6	1026	4	Apres Ski Way	N	Village Drive	Ski Trail Lane	fair	concrete surface is spalling in spots - curb ramps and driveways have significant cross-slopes
39.0	Hard Surface	Asphalt	6	886	7	US 40	E	Mountain Sports access	fair	fair	weed control in joints - curb ramps in poor condition
582.0	Hard Surface	Concrete	8	136	7	Trafalgar Dr	N	US 40	car wash driveway	good	gravel at US 40 end - sidewalk ends prior to intersection; gravel/dirt between sidewalk and car wash access (no ramp)
653.0	Hard Surface	Concrete	10	127	8	Village Drive	W	Village Drive	link 652	poor	concrete is cracked and settled - should be replaced
654.0	Hard Surface	Exposed Aggregate Concrete	6	1036	8	Village Drive	E	Medicine Springs Drive	Apres Ski Way	fair	surface is worn, aggregate spalling
757.0	Hard Surface	Asphalt	8	1008	8	Walton Creek Road	N	Village Drive	Columbine Drive	fair	asphalt surface is cracking
778.0	Hard Surface	Exposed Aggregate Concrete	6	124	8	Village Drive	E	Medicine Springs Drive	driveway to the south	fair	widen southern section of link (75 feet)- only 4' now
793.0	Hard Surface	Asphalt	8	91	8	Whistler Road	E	Woodridge Court	Whistler Road	good	bollard is a hazard for bikes - need to remove
795.0	Hard Surface	Asphalt	8	250	8	Whistler Road	E	Red Hawk Court	Woodridge Court	poor	repave south one half of link
797.0	Hard Surface	Asphalt	6	96	8	Whistler Road	E	bus stop / link 797	Red Hawk Court	fair	surface cracking along length
808.0	Hard Surface	Concrete	6	284	8	Meadow Lane	W	Sunburst Court	Latigo Loop	good	rebuild north curb ramp
833.0	Hard Surface	Concrete	6	781	8	Snowflake Circle	E	Snowflake Court	Meadow Lane	good	along drainageway

Table 3
Steamboat Springs Sidewalk Master Plan

Yampa River Core Trail Needed Repairs

The following trail inspection begins at Cook Chevrolet on the West side of town and goes to the end of Stone Lane. Needed repairs are broken down by category. An asterisk is used to note a higher priority for repairs. Concrete cracks and caulking can be addressed in the existing annual repair budget, but these other repairs will be more costly. *Note: This list is a single "snapshot" of maintenance needed as of the Fall of 2005. This list should be updated on a continual basis as repairs are made and new maintenance needs are identified.*

Concrete Cracks

- Slab cracked near edge of railing by Steamboat Rental.
- Slab cracked approximately half way between Art Depot and the Stockbridge pedestrian bridge.
- Section under 13th St. Bridge, several cracked sections.
- Between 9th St Pedestrian Bridge and HH Tunnel, 2 slabs chipping at joints.
- *Entrance to HH Tunnel on both sides are cracked and chipped on several slabs. Concrete drain on west side has cracks.
- Top of hill by ball field after HH Tunnel, joint is chipping and cracks are present in slabs.
- Between HH and 5th St., cracks in concrete slabs.
- Concrete joint at top of Shop Tunnel is cracking.
- Shop Tunnel concrete drain is cracking.
- East side of Rich Weiss Bridge has cracked slab.
- Intersection of Rich Weiss Park and Core Trail has cracked slab.
- 50 yards past Rich Weiss, cracked slab with deteriorating hole.
- Approx. halfway between Rich Weiss and Iron Horse, 3 slabs cracked.
- S-curve by Iron Horse has 2 cracked slabs.
- After S-curve, 3 cracked slabs.
- By Trafalgar Dr. access, 1 slab has cracks.
- By Emerald Park soccer field, 2 slabs cracking and deteriorating and 4 more towards end of field.
- Near wetland area and Emerald access, 2 cracked slabs.
- Near Emerald baseball fields, cracked slab.
- Before Botanic Park fence, cracked slab.
- Before and after Fish Creek Trailer Park access, cracked slabs.
- Between access and Fish Creek Bridge, cracked slab.
- After Fish Creek Bridge, cracked slab.
- Joint at Fetcher Pond Pine Grove Access is chipping.
- Fetcher Pond parking lot access, 2 cracked (some large) slabs.
- Under Rail Road Tunnel, divots in slabs.
- Past RR Tunnel, 4 slabs with crack down center.
- On curve before Highway 40, slab cracked, patch failing.
- *Half way to HGWY 40, cracked slab with chipping around manhole.
- Between manhole and Mt Werner Rd intersection, corner of concrete slab broken.
- Near boardwalk access, four consecutive slabs with diagonal cracks.
- Approx. 30 yards past Asopus sculpture, cracked slab.
- Before river bench overlook, cracked slab.
- Three cracked slabs near Tennis Bubble intersection.
- *Three severely cracked slabs where Tennis Bubble connector meets Hgwy. 40.
- Cracked slab just past Tennis Bubble intersection.
- Near River Creek Park business center, 4 cracked slabs.
- Walton Creek Tunnel has 5 cracked slabs.
- Slab next to Super 8, cracked slab.
- Spur trail to Walton Crk. Rd has cracked slab.
- Intersection of Walton Crk Bridge crossing, 3 cracked slabs.
- Halfway between Bridge and Chinook Lane, concrete slab with "x" crack.

Asphalt Trails

- *Replace asphalt with concrete from Little Toots Park to Ambulance Barn.
- *Replace asphalt with concrete from Trafalgar Dr. to before Emerald Park.
- *Replace with concrete from Whistler Park to Stone Lane.
- Mt. Werner Circle and Rockies Way asphalt should be planned for overlay or replacement with concrete.

Caulking

- Trail from Stockbridge multimodal to Depot and spur to Hgwy 40, caulk failing.
- Caulking near Sulfur Spring in West Lincoln Park failing.
- Near intersection of Rich Weiss Park, caulk failing.
- Near Asopus sculpture, caulk deteriorating.
- Between Rotary and Tennis intersection, caulk deteriorating.

Tunnels

- *Howelsen Hill Tunnel has constant ground water supply flowing but pumps keep up. Several cracks in ceiling and walls need repairs.
- *Walton Creek Tunnel floods easily. It appears ground water seeps into drain system and continues to flood tunnel, even though water level is below retaining wall. Retaining wall has cracked joints and needs repairs.
- On-going need to monitor and evaluate structural integrity of tunnels and approaches.

Bridges

- Decking and paint needs to be reviewed annually for replacement or painting. Older bridges are showing there age with decking deteriorating.

Table 5

Steamboat Springs Sidewalk Master Plan

Prioritization Ranking Calculation

						Roadway Facility Type			Key Access Provided to				In Pedestrian District				Other Factors						
Total Priority	Link No.	Primary Corridor	From	To	subarea #	Arterial 3	Collector 2	Local Access 1	school 3	park 3	other civic fac 2	comm. area 1	Downtown 3	Pine Grove 3	Curve 3	mountain base 3	completes missing link 3	safety issue 3	access to transit 3	no dev. potential 2	serves more than rec. use 1	matching/other funds available 2	no sidewalk on other side 2
25	2005	Oak St	link 561	link 560	1		2		3		2	1	3				3	3	3	2	1		2
24	3023	Mt. Werner Rd	core trail link 308	US 40 NB ramps	3	3				3		1		3			3	3	3	2	1		2
23	2006	6th St	link 857	alley	1			1	3	3		1	3				3	3	3	2	1		
23	2016	12th St	alley	Yampa St	1		2		3	3		1	3					3	3	2	1		2
23	2017	12th St	US 40	alley	1		2		3	3		1	3					3	3	2	1		2
23	2018	12th St	alley	Yampa St	1		2		3	3		1	3					3	3	2	1		2
23	2041	Oak St	9th St	8th St	1		2		3		2	1	3				3	3	3	2	1		
23	2045	Oak St	7th St	6th St	1		2		3			1	3				3	3	3	2	1		2
23	2046	Oak St	link 243	link 244	1		2		3			1	3				3	3	3	2	1		2
23	2047	Oak St	link 862	link 865	1		2		3			1	3				3	3	3	2	1		2
23	2048	Oak St	link 865	4th St	1		2		3			1	3				3	3	3	2	1		2
23	3126	US 40	Curve Court	stock bridge p&r	5	3					2	1			3		3	3	3	2	1		2
22	554.1	10th St	driveway	Lincoln Ave	1			1		3	2	1	3				3	3	3	2	1		
22	2024	10th St	Yampa St	alley / link 555	1			1		3	2	1	3				3	3	3	2	1		
22	2034	12th St	US 40	Oak St	1		2		3		2	1	3					3	3	2	1		2
22	2035	12th St	US 40	Oak St	1		2		3		2	1	3					3	3	2	1		2
22	2038	Oak St	11th St	link 145	1		2		3		2	1	3					3	3	2	1		2
21	2007	Oak St	link 165	7th St	1		2		3			1	3				3	3	3	2	1		
21	2026	Yampa St	9th St	6th St	1		2			3		1	3				3	3	3	2	1		
21	2042	8th St	Oak St	alley / link 319	1		2		3			1	3				3	3	3	2	1		
21	2043	Oak St	link 243	link 244	1		2		3			1	3				3	3	3	2	1		
21	2044	7th St	alley / link 530	Oak St	1		2		3			1	3				3	3	3	2	1		
21	3030	Mt. Werner Rd	Central Park Dr	link 589	3	3						1		3			3	3	3	2	1		2
21	3090	Mt. Werner Rd	Resort Dr	Pine Grove Rd	3	3						1		3			3	3	3	2	1		2
21	3127	US 40	core trail e/o stockbridge	13th St	6	3				3		1					3	3	3	2	1		2
21	3133	2nd St	Pine St	link 502	2			1	3	3							3	3	3	2	1		2
21	3183	12th St	Crawford Ave	link 2034	6		2		3			1	3				3	3	3	2	1		
20	2009	12th St	US 40	alley	1		2			3		1	3					3	3	2	1		2
20	2010	Yampa St	6th St	driveway	1		2					1	3				3	3	3	2	1		2
20	2020	11th St	Yampa St	alley / link 407	1			1		3		1	3				3	3	3		1		2
20	2023	Yampa St	11th St	10th St	1		2			3		1	3					3	3	2	1		2
20	2025	9th St	alley / link 247	Yampa St	1		2					1	3				3	3	3	2	1		2
20	2036	Oak St	12th St	11th St	1		2		3			1	3					3	3	2	1		2
20	2037	Oak St	12th St	11th St	1		2		3			1	3					3	3	2	1		2
20	2039	Oak St	11th St	10th St	1		2		3			1	3					3	3	2	1		2
20	2049	Oak St	5th St	4th St	1		2		3			1	3					3	3	2	1		2
20	2053	Oak St	4th St	3rd St	1		2		3			1	3					3	3	2	1		2
20	2054	Oak St	4th St	link 29	1		2		3			1	3					3	3	2	1		2
20	2055	Oak St	link 29	3rd St	1		2		3			1	3					3	3	2	1		2
20	2056	Oak St	3rd St	property line	1		2				2	1	3				3	3	3	2	1		
20	3014	Pine Grove Rd	Rollingstone Dr	link 479	3		2					1		3			3	3	3	2	1		2
20	3015	Pine Grove Rd	Rollingstone Dr	Safeway bus shelter	3		2					1		3			3	3	3	2	1		2
20	3022	Pine Grove Rd	link 1040	link 664	3		2					1		3			3	3	3	2	1		2
20	3048	Anglers Dr	US 40	Rollingstone Dr	3		2					1		3			3	3	3	2	1		2
20	3049	Pine Grove Rd	link 672	Central Park Dr	3		2					1		3			3	3	3	2	1		2
20	3135	3rd St	Oak St	Pine St	1		2		3			1	3					3	3	2	1		2
20	3143	Pine St	8th St	7th St	2		2		3			1					3	3	3	2	1		2
20	3154	12th St	Oak St	Bob Adams Dr	2		2		3			1	3					3	3	2	1		2
20	3181	Crawford Ave	12th Street	link 4321	6		2		3			1					3	3	3	2	1		2
19	2022	11th St	alley / link 2021	Yampa St	1			1		3		1	3					3	3	2	1		2
19	2052	4th St	alley / link 288	Oak St	1			1				1	3				3	3	3	2	1		2
19	2057	3rd St	Yampa St	Lincoln Ave.	1		2			3		1	3				3	3	3		1		
19	3009	Central Park Plaza Dr.	Mt. Werner Road	Snapdragon Way	3			1				1		3			3	3	3	2	1		2
19	3021	US 40	Pine Grove Rd	link 694	3	3						1		3			3	3	3	2	1		
19	3035	Mt. Werner Cr	Burgess Creek Rd	Ski Time Square	4	3						1				3	3	3	3	2	1		
19	3132	13th St	Gilpin St	Stockbridge Rd	6		2			3	2	1						3	3	2	1		2
19	3137	Pine St	8th St	7th St	2		2		3								3	3	3	2	1		2
19	3177	US 40	link 3118	Conestoga Circle	2	3						1			3		3	3	3	2	1		
19	3178	US 40	Conestoga Circle	Indian Trails	5	3						1			3		3	3	3	2	1		
19	3179	US 40	Indian Trails	link 884	5	3						1			3		3	3	3	2	1		
18	2029	Yampa St	6th St	5th St	1		2			3		1	3					3	3	2	1		
18	2040	Oak St	10th St	9th St	1		2		3			1	3					3	3	2	1		
18	3013	Pine Grove Rd	link 623	link 702	3		2					1		3			3	3	3		1		2
18	3033	Mt. Werner Cr	Apres Ski Way	link 3032	4	3						1				3		3	3	2	1		2
18	3054	Mt. Werner Cr	Steamboat Grand	link 722	4	3										3	3	3	3		1		2
18	3056	Apres Ski Way	Mt. Werner Cr	Village Dr	4		2					1				3	3	3	3		1		2
18	3116	US 40	driveway	County Shop Rd	5	3						1			3		3	3		2	1		2

Table 5

Steamboat Springs Sidewalk Master Plan

Prioritization Ranking Calculation

						Roadway Facility Type			Key Access Provided to				In Pedestrian District				Other Factors						
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18	3169	3rd St	Yampa St	link 30	1		2					1	3				3	3	3		1		2
18	3184	US 40	Downhill Dr	extending to the west	5	3						1			3		3	3		2	1		2
17	2004	Curve Court	link 91	US 40	5			1				1			3		3	3	3		1		2
17	2015	Oak St	link 301	Oak St	1		2					1	3					3	3	2	1		2
17	2021	11th St	US 40	alley / link 2022	1			1		3		1	3					3	3	2	1		
17	2027	6th St	Yampa St	alley / link 2028	1			1		3		1	3					3	3	2	1		
17	2028	6th St	alley / link 2027	US 40	1			1		3		1	3					3	3	2	1		
17	3016	Rollingstone Dr	Pine Grove Rd	access driveway	3		2					1		3				3	3	2	1		2
17	3026	Pine Grove Rd	Resort Dr	link 924	3		2					1		3				3	3	2	1		2
17	3044	Pine Grove Rd	link 481	Mt. Werner Rd	3			1				1		3			3	3	3		1		2
17	3055	Mt. Werner Cr	parking access	Ski Time Square	4	3										3		3	3	2	1		2
17	3057	Apres Ski Way	Mt. Werner Cr	link 627	4		2					1				3		3	3	2	1		2
17	3123	Shield Dr	Curve Court	US 40	5		2				2	1			3			3	3	2	1		
17	3134	Pine St	3rd St	2nd St	2		2		3			1						3	3	2	1		2
17	3145	Pine St	6th St	Short St	2		2		3			1						3	3	2	1		2
17	3146	Pine St	Short St	4th St	2		2		3			1						3	3	2	1		2
17	3147	Pine St	4th St	3rd St	2		2		3			1						3	3	2	1		2
17	3148	5th St	Oak St	Pine St	1		2					1	3					3	3	2	1		2
16	2001.2	Downhill Dr	100' N of Radiator Rd	US 40	6			1				1					3	3	3	2	1		2
16	2003	Elk River Rd	Curve Plaza	US 40	5		2					1			3		3	3	3		1		
16	2019	Yampa St	12th St	11th St	1		2			3		1	3					3	3		1		
16	2051	4th St	alley / link 250	Oak St	1			1				1	3					3	3	2	1		2
16	3004	Whistler Road	link 797	link 798	8		2										3	3	3	2	1		2
16	3005.1	Whistler Road	link 790	link 793	8		2										3	3	3	2	1		2
16	3005.2	Whistler Road	link 3005.1	link 3005.1	8		2										3	3	3	2	1		2
16	3012	Village Drive	link 778	link 758	8		2										3	3	3	2	1		2
16	3038	Meadow Ln	link 830	link 1042	8		2										3	3	3	2	1		2
16	3039	Walton Creek Rd	Chinook Ln	link 645	8		2										3	3	3	2	1		2
16	3041	Village Drive	Alpine Vista Ct	link 834	8		2										3	3	3	2	1		2
16	3043	Chinook Lane	Walton Creek Rd	Mariah Ct	8		2										3	3	3	2	1		2
16	3047	Pine Grove Rd	Mt. Werner Road	link 153	4		2					1				3	3	3	3		1		
16	3058	Village Drive	Apres Ski Way	link 653	4		2					1				3	3	3	3		1		
16	3061	Walton Creek Rd	Apres Ski Way	Columbine Dr	8		2										3	3	3	2	1		2
16	3064	Whistler Road	Meadow Ln	link 801	8		2										3	3	3	2	1		2
16	3069	Chinook Lane	link 340	Skyview Ln	8		2										3	3	3	2	1		2
16	3117	US 40	County Shop Rd	Elk River Rd	5	3						1			3			3	3	2	1		
16	3122	Curve Court southside	Shield Dr	west end of road	5			1				1			3		3		3	2	1		2
16	3138	Pine St	7th St	6th St	2		2		3									3	3	2	1		2
16	3139	Pine St	6th	Short St	2		2		3									3	3	2	1		2
16	3140	Pine St	Short St	4th St	2		2		3									3	3	2	1		2
16	3141	Pine St	4th St	3rd St	2		2		3									3	3	2	1		2
16	3142	Pine St	3rd St	2nd St	2		2		3									3	3	2	1		2
16	3172	River Rd	core trail link 299	yampa river	7		2			3								3	3	2	1		2
16	3174	Pine Grove Rd	US 40	RR tracks	3		2					1		3			3	3	3		1		
16	3180	Bob Adams Drive	12th Street	campus	6			1	3			1						3	3	2	1		2
16	3194	US 40	Mt. Werner Road	link 3195	3	3						1		3			3		3	2	1		
15	2002	West End Ave	Savoy Pl	alley	6			1									3	3	3	2	1		2
15	2030	Yampa St	5th St	4th St	1		2					1	3					3	3		1		2
15	2033	Yampa St	4th St	3rd St	1		2					1	3					3	3		1		2
15	3017	Rollingstone Dr	driveway	link 181	3		2					1		3				3	3		1		2
15	3018	Anglers Dr	McDs access	Rollingstone Dr	3		2					1		3				3	3		1		2
15	3019	Anglers Dr	US 40	McDs access	3		2					1		3				3	3		1		2
15	3024	Pine Grove Rd	link 490	Taco Bell Dr	3		2					1		3				3	3		1		2
15	3025	Pine Grove Rd	Taco Bell Dr	Resort Dr	3		2					1		3				3	3		1		2
15	3037	Village Drive	Medicine Springs Dr	link 767	8		2					1					3	3	3		1		2
15	3040	Walton Creek Rd	link 310	Chinook Lane	8		2					1					3	3	3		1		2
15	3051	Mt. Werner Rd	Montview Ln	Steamboat Blvd	4	3										3		3	3		1		2
15	3052	Mt. Werner Rd	Steamboat Blvd	Mt. Werner Cr	4	3										3		3	3		1		2
15	3053	Mt. Werner Cr	Mt. Werner Road	link 704	4	3										3		3	3		1		2
15	3060	Apres Ski Way	Walton Creek Rd	Alpenglow Wy	8			1									3	3	3	2	1		2
15	3082	Burgess Creek Rd	Mt. Werner Cr	access driveway	4			1								3		3	3	2	1		2
15	3115	Elk River Rd	US 40	S. Copper Ridge Dr	5		2					1			3		3	3			1		2
15	3136	Aspen St	8th St	7th St	2			1	3								3	3		2	1		2
15	3150	Crawford Ave	8th St	Laurel St	2			1	3								3	3		2	1		2
15	3151	Crawford Ave	8th St	Laurel St	2			1	3								3	3		2	1		2
15	3153	Pahwinatah St	south school boundary	alley	2			1	3								3	3		2	1		2
15	3161	Amethyst Dr	Fish Creek Falls Rd	Maple St	2			1	3	3								3		2	1		2

Table 5

Steamboat Springs Sidewalk Master Plan

Prioritization Ranking Calculation

						Roadway Facility Type			Key Access Provided to				In Pedestrian District				Other Factors						
Total Priority	Link No.	Primary Corridor	From	To	subarea #	Arterial 3	Collector 2	Local Access 1	school 3	park 3	other civic fac 2	comm. area 1	Downtown 3	Pine Grove 3	Curve 3	mountain base 3	completes missing link 3	safety issue 3	access to transit 3	no dev. potential 2	serves more than rec. use 1	matching/other funds available 2	no sidewalk on other side 2
15	3168	Yampa St	5th St	3rd St	1		2					1	3				3	3			1		2
15	3182	12th St	Bob Adams Drive	Crawford Ave	6		2		3			1						3	3	2	1		
15	3189	US 40	link 3188	link 492	3	3					2			3			3		3		1		
14	2031	4th St	Yampa St	alley / link 296	1			1				1	3					3	3		1		2
14	2032	4th St	alley / link 295	Yampa St	1			1				1	3					3	3		1		2
14	2050	4th St	US 40	alley / link 2051	1			1				1	3					3	3	2	1		
14	3027	Taco Bell Dr	Pine Grove Rd	Central Park Dr	3			1				1		3			3		3		1		2
14	3028	Taco Bell Dr	Pine Grove Rd	Central Park Dr	3			1				1		3			3		3		1		2
14	3029	Resort Dr	Pine Grove Rd	link 590	3			1				1		3			3		3		1		2
14	3034	Mt. Werner Cr	link 724	Eagle Ridge Dr	4	3						1				3		3	3		1		
14	3050	Mt. Werner Rd	Pine Grove Rd	Montview Ln	4	3						1				3		3	3		1		
14	3062	Meadow Ln	link 812	Timothy Dr	8		2										3	3	3		1		2
14	3073	Whistler Road	Athens Plaza	Skyview Ln	8		2										3	3	3	2	1		
14	3078	Walton Creek Rd	Whistler Rd	Village Dr	8		2										3	3	3	2	1		
14	3079	Walton Creek Rd	Village Dr	link 764	8		2										3	3	3	2	1		
14	3131	13th St	Evans St	Gilpin St	6		2					1						3	3	2	1		2
14	3149	5th St	alley	Pine St	2		2					1						3	3	2	1		2
14	3176.3	13th Street	Evans St	Lithia Springs Road	6		2					1						3	3		1		2
14	3221	Hilltop Pkwy	link 3198	link 3222	7		2					1					3		3	2	1		2
13	3036	Medicine Springs Dr	link 655	link 756	8			1									3	3	3		1		2
13	3042	Village Drive	Walton Creek Rd	access driveway	8		2											3	3	2	1		2
13	3063	Meadow Ln	Timothy Ln	Whistler Rd	8		2											3	3	2	1		2
13	3071	Chinook Lane	Skyview Ln	Stone Ln	8		2											3	3	2	1		2
13	3074	Walton Creek Rd	link 341 / US 40	Whistler Rd	8		2					1					3	3	3		1		
13	3083	Rockies Way	Steamboat Blvd	Cornice Rd	4			1								3		3	3		1		2
13	3096	Steamboat Blvd	Clubhouse Dr	Mark Twain Ln	7		2											3	3	2	1		2
13	3097	Steamboat Blvd	Mark Twain Ln	Delta Queen Ct	7		2											3	3	2	1		2
13	3098	Steamboat Blvd	Delta Queen Ct	link 31	7		2											3	3	2	1		2
13	3103	Tamarack Dr	Hilltop Pkwy	Kelhi Ct	7		2											3	3	2	1		2
13	3104	Tamarack Dr	Kelhi Ct	Blackberry Lan	7		2											3	3	2	1		2
13	3105	Tamarack Dr	Blackberry Ln	Fish Creek Falls Rd	7		2											3	3	2	1		2
13	3108	US 40	trailer park west edge of tow	Shield Dr	6	3					2							3		2	1		2
13	3109	W. Acres Dr	Downhill Dr	residential access	6			1				1						3	3	2	1		2
13	3118	US 40	Elk River Rd	s/o Kamar Plaza access	5	3						1			3			3		2	1		
13	3121	Curve Court northside	Shield Dr	west end of road	5			1				1			3				3	2	1		2
13	3170	Fish Creek Falls Rd	link 2056	Tamarack Dr	7		2											3	3	2	1		2
13	3173	trail at west end of Anglers ne	link 892	residential	3			1				1		3			3			2	1		2
13	3175	driveway access	US 40	link 884	7							1					3	3	3		1		2
13	3185	Rockies Way	Steamboat Blvd	link 3503	4			1								3		3	3		1		2
13	3196	US 40	Pine Grove spur	link 3195	3	3						1		3			3		3				
13	3199	Fish Creek Falls Rd	Tamarack Dr	Steamboat Blvd	7		2		3									3		2	1		2
13	3205	US 40	Anglers Drive	link 697	7	3											3	3	3		1		
13	3206	US 40	link 889	link 3175	7	3											3	3	3		1		
13	3220	US 40	Trafalger Drive	motel access	7	3						1					3		3	2	1		
12	3020	Anglers Dr	Fish Creek Ln	link 71	3			1						3			3			2	1		2
12	3059	Apres Ski Way	Alpenglow Way	link 746	8			1										3	3	2	1		2
12	3068	Stone Ln	Hiawatha Ct	link 82	8			1										3	3	2	1		2
12	3070	Skyview Ln	Chinook Ln	Whistler Rd	8			1										3	3	2	1		2
12	3077	US 40	Ingles Ln	Dougherty Rd	8	3						1						3		2	1		2
12	3084	Cornice Rd	Clubhouse Dr	Rockies Wy	7			1										3	3	2	1		2
12	3085	Clubhouse Dr	Steamboat Blvd	Cornice Rd	7			1										3	3	2	1		2
12	3095	Clubhouse Dr	Cornice Rd	Highlands Wy	7			1										3	3	2	1		2
12	3119	Curve Court	US 40	Shield Dr	5			1				1			3			3	3		1		
12	3158	North Park Rd	alley	Logan Ave	2			1	3									3		2	1		2
12	3163	Amethyst Dr	Maple St	link 3162	2			1	3									3		2	1		2
12	3166	CR 36	North Park Rd	curve in road	2			1	3								3			2	1		2
12	3176.1	13th Street	Shield Dr	Critter Court	6		2					1						3	3		1		2
12	3216	Pahwinatah St	Merrit St.	link 3153	2			1	3									3		2	1		2
12	3217	Missouri Ave.	Laurel St.	North Park Rd	2			1	3	3										2	1		2
12	3229	13th Street	Shield Dr	Stockbridge Rd	6		2					1						3	3		1		2
11	3006	Whistler Road	link 783	Athens Plaza	8		2										3		3	2	1		
11	3045	Resort Dr	Mt. Werner Road	Pine Grove Rd	3			1				1		3					3	2	1		
11	3072	Whistler Road	Skyview Ln	link 792	8		2											3	3	2	1		
11	3080	Mountain Village Cr	Whistler Rd	Snowflake Cr	8												3		3	2	1		2
11	3086	Steamboat Blvd	Indian Summer Dr	Clubhouse Dr	7		2											3	3		1		2
11	3100	Hilltop Pkwy	link 33	High Point Dr	7		2											3	3		1		2
11	3101	Hilltop Pkwy	High Point Dr	Eaglepointe Ct	7		2											3	3		1		2

Table 5

Steamboat Springs Sidewalk Master Plan

Prioritization Ranking Calculation

						Roadway Facility Type			Key Access Provided to				In Pedestrian District				Other Factors						
Total Priority	Link No.	Primary Corridor	From	To	subarea #	Arterial 3	Collector 2	Local Access 1	school 3	park 3	other civic fac 2	comm. area 1	Downtown 3	Pine Grove 3	Curve 3	mountain base 3	completes missing link 3	safety issue 3	access to transit 3	no dev. potential 2	serves more than rec. use 1	matching/other funds available 2	no sidewalk on other side 2
11	3102	Hilltop Pkwy	Eaglepointe Ct	Tamarack Dr	7		2											3	3		1		2
11	3165	trail connection along CR 36	CR 36	link 60	2				3								3			2	1		2
11	3188	US 40	link 5670	link 3189	3	3						1		3			3				1		
11	3209	Shield Dr	link 3119.2	James Brown bridge	5		2					1			3					2	1		2
11	3210	Shield Dr	13th Street	James Brown bridge	5		2					1			3					2	1		2
10	3091	Montview Ln	Trollhaugen Ct	Mt. Werner Rd	4			1								3			3		1		2
10	3093	Clubhouse Dr	Golf Course Rd	curve in road	7			1										3	3		1		2
10	3094	Clubhouse Dr	Highlands Wy	Golf Course Rd	7			1										3	3		1		2
10	3099	Anglers Ct	west end of Anglers	Longview Cr	3			1						3			3				1		2
10	3110	Downhill Dr	W. End Ave	W. Acres Dr	6			1				1						3		2	1		2
10	3111	Downhill Dr	W. Acres Dr	W. Jacob Cr	6			1				1						3		2	1		2
10	3112	Downhill Dr	W. Jacob Cr	E. Jacob Cr	6			1				1						3		2	1		2
10	3113	Downhill Dr	E. Jacob Cr	Elk River Rd	6			1				1						3		2	1		2
10	3129	Routt St	Fairview Dr	end of Routt St	6			1										3	3		1		2
10	3152	Laurel St	Missouri Ave	Logan Ave	2			1	3									3		2	1		
10	3167	North Park Rd	Logan Ave	CR 36	2			1	3									3			1		2
10	3192	US 40	link 3192	link 4076	8	3						1						3		2	1		
10	3208	Lagoon Ct.	US 40	link 3207	5			1			2	1			3						1		2
10	3227	Walton Creek Road	link 763	Apres Ski Way	8		2				2								3	2	1		
10	3228	Meadow Lane	link 4090	link 4086	8							1					3		3	2	1		
10	4191	Hilltop Pkwy	link 3198	Sandhill Cir.	7		2					1					3		3		1		
9	3114	Elk River Rd	Downhill Dr	US 40	6		2					1						3		2	1		
9	3160	E. Maple St	end of road	Amethyst Dr	2			1	3								3						2
9	3171	Old Fish Creek Falls Rd	Lincoln Ave	link 322	7			1									3			2	1		2
9	3198	Hilltop Pkwy	Hilltop Pkwy	links 4191 and 4061	7		2											3	3		1		
9	3202	Village Drive	link 3042	east to residence	8		2											3	3		1		
9	3203	Apres Ski Way	Walton Creek Rd	Val D'Isere Circle	8		2											3	3		1		
9	3207	Lagoon Ct.	link 3208	link 3125.1	5						2	1			3					2	1		
9	3213	Merrit / 12th Streets	Bob Adams Drive	Yahmonite Dr.	2			1	3											2	1		2
9	3214	Aspen/Yahmonite	Merrit St.	8th St.	2			1		3										2	1		2
9	3215	Merrit St	Aspen St	Pahwintah St.	2			1	3											2	1		2
9	3218	Nob Street	Broad Street	North Park Rd	2			1	3											2	1		2
8	3000	Chinook Lane	link 644.1/644.2	Chinook Lane	8			1									3			2			2
8	3007	Village Drive	link 831.1	Meadow Lane	8		2										3		3				
8	3089	Strings Access	link 962	link 3010	3			1				1		3							1		2
8	3159	north of old hospital	link 1019	link 1021	2												3			2	1		2
7	3008	Village Drive	link 813	Hunters Drive	8			1									3			2	1		
7	3065	Dougherty Ln / trail	US 40	link 3066	8			1											3		1		2
7	3197	Fish Creek	Pine Grove Road	link 4072	7						2	1		3							1		
7	3204	Medicine Springs Dr	Apres Ski Way	link 755	8			1									3				1		2
6	3106	Lupine Dr	Tamarack Dr	Willow Ct	7			1												2	1		2
6	3107	Lupine Dr	Willow Ct	link 322	7			1												2	1		2
6	3124	trail area w/o Curve Ct.	core trail	end of Curve Ct.	5							1			3					2			
6	3125	core trail	Shield Dr	Riverside Ct	5							1			3					2			
6	3223	Tamarack Dr	Hillside Parkway	Hillside Drive	7			1												2	1		2
5	3075	US 40 / trail creek crossing	link 310	link 3076	8	3						1									1		
5	3076	US 40 trail west side	link 3075	Ingles Ln	8	3						1									1		
4	3081	trail	link 744	Medicine Springs Dr	8														3		1		
4	3087	trail s/o tennis courts	Pine Grove Rd	link 770	4											3					1		
4	3088	trail	link 3087	Mt. Werner Rd	4											3					1		
4	3193	US 40	Dougherty Road	link 4316	8						2									2			
3	3066	Stone Ln ext / trail	bridge over Walton Creek	link 3065	8																1		2
3	3067	Stone Ln	link 82	link 3066	8																1		2
3	3226	Walton Creek	link 3065	link 4314	8						2										1		
2	3092	trail	Clubhouse Dr	link 33	7			1													1		

Table 6
Steamboat Springs Sidewalk Master Plan

New Links in Prioritized Order

Link #	Map #	Facility Type	Width (ft.)	Subarea	Primary Corridor	Side	End Point A	End Point B	Length (ft.)	Total Cost	City %	City Cost	Priority Score	Notes
2005.0	D6	Hard Surface	8	1	Oak St	SW	link 561	link 560	92	$7,400	100%	$7,400	25	located at 1919 Oak St.
3023.0	G8	Hard Surface	8	3	Mt. Werner Rd	SE	core trail link 308	US 40 NB ramps	449	$35,900	100%	$35,900	24	
2006.0	D7	Hard Surface	8	1	6th St	NW	link 857	alley	44	$3,500	100%	$3,500	23	
2016.0	D6	Hard Surface	10	1	12th St	NW	alley	Yampa St	198	$19,800	100%	$19,800	23	not sure if this link would be developed by private development
2017.0	D6	Hard Surface	10	1	12th St	SE	US 40	alley	105	$10,500	100%	$10,500	23	
2018.0	D6	Hard Surface	10	1	12th St	SE	alley	Yampa St	129	$12,900	100%	$12,900	23	
2041.0	D6	Hard Surface	8	1	Oak St	SW	9th St	8th St	324	$25,900	50%	$12,950	23	redevelopment may construct some of the walk
2045.0	D7	Hard Surface	8	1	Oak St	SW	7th St	6th St	312	$25,000	50%	$12,500	23	
2046.0	D7	Hard Surface	8	1	Oak St	NE	link 243	link 244	324	$25,900	50%	$12,950	23	
2047.0	D7	Hard Surface	8	1	Oak St	SW	link 862	link 865	47	$3,800	50%	$1,900	23	
2048.0	D7	Hard Surface	8	1	Oak St	SW	link 865	4th St	80	$6,400	50%	$3,200	23	
3126.2	C4	Hard Surface	8	5	US 40	SW	Loggers Lane	stock bridge p&r	1968	$157,400	100%	$157,400	23	
554.1	D6	Hard Surface	8	1	10th St	SE	US 40	liquor store driveway	63	$5,100	100%	$5,100	22	south of liquor store adj. to link is empty lot
2024.0	D6	Hard Surface	10	1	10th St	NW	Yampa St	alley / link 555	145	$14,500	100%	$14,500	22	
2034.0	D6	Hard Surface	10	1	12th St	NW	US 40	Oak St	331	$33,100	50%	$16,550	22	redevelopment may construct some of the walk
2035.0	D6	Hard Surface	10	1	12th St	SE	US 40	Oak St	320	$32,000	100%	$32,000	22	
2038.0	D6	Hard Surface	8	1	Oak St	SW	11th St	link 145	294	$23,500	50%	$11,750	22	redevelopment may construct some of the walk
2007.0	D7	Hard Surface	8	1	Oak St	NE	7th St	634 Oak St	97	$7,800	100%	$7,800	21	width varies from 3'-6' - need to replace
2026.0	D6	Hard Surface	8	1	Yampa St	SW	9th St	3rd St	1354	$108,300	100%	$108,300	21	
2042.0	D6	Hard Surface	10	1	8th St	NW	Oak St	alley / link 319	147	$14,700	50%	$7,350	21	
2043.0	D7	Hard Surface	8	1	Oak St	SW	link 243	link 244	62	$5,000	100%	$5,000	21	
2044.0	D7	Hard Surface	10	1	7th St	SE	alley / link 530	Oak St	132	$13,200	50%	$6,600	21	
3030.0	G8	Hard Surface	8	3	Mt. Werner Rd	N	Central Park Dr	link 589	201	$16,100	100%	$16,100	21	
3090.0	G8	Hard Surface	8	3	Mt. Werner Rd	N	Resort Dr	Pine Grove Rd	697	$55,800	100%	$55,800	21	
3127.0	D5	Hard Surface	8	6	US 40	S	core trail e/o stockbridge	13th St	2692	$215,300	100%	$215,300	21	
3133.0	D7	Hard Surface	8	2	2nd St	SE	Pine St	link 502	341	$27,300	100%	$27,300	21	
3183.0	D6	Hard Surface	8	6	12th St	W	Crawford Ave	link 2034	200	$24,000	100%	$24,000	21	
2009.0	D5	Hard Surface	10	1	12th St	NW	US 40	alley	176	$17,600	100%	$17,600	20	
2010.0	D6	Hard Surface	10	1	Yampa St	NE	6th St	driveway	61	$6,100	100%	$6,100	20	
2020.0	D6	Hard Surface	10	1	11th St	NW	Yampa St	alley / link 407	118	$11,800	50%	$5,900	20	
2023.0	D6	Hard Surface	8	1	Yampa St	NE	11th St	10th St	314	$25,100	100%	$25,100	20	
2025.0	D6	Hard Surface	10	1	9th St	SE	alley / link 247	Yampa St	148	$14,800	100%	$14,800	20	
2036.0	D6	Hard Surface	8	1	Oak St	SW	12th St	11th St	493	$39,500	50%	$19,750	20	redevelopment may construct some of the walk
2037.0	D6	Hard Surface	8	1	Oak St	NE	12th St	11th St	519	$41,500	50%	$20,750	20	redevelopment may construct some of the walk
2039.0	D6	Hard Surface	8	1	Oak St	NE	11th St	10th St	320	$25,600	50%	$12,800	20	redevelopment may construct some of the walk
2049.0	D7	Hard Surface	8	1	Oak St	NE	5th St	4th St	308	$24,600	50%	$12,300	20	
2053.0	D7	Hard Surface	8	1	Oak St	SW	4th St	3rd St	315	$25,200	50%	$12,600	20	
2054.0	D7	Hard Surface	8	1	Oak St	NE	4th St	link 29	169	$13,500	50%	$6,750	20	
2055.0	D7	Hard Surface	8	1	Oak St	NE	link 29	3rd St	115	$9,200	50%	$4,600	20	
2056.0	E7	Hard Surface	8	1	Oak St	SW	3rd St	property line	229	$18,300	100%	$18,300	20	
3014.0	F8	Hard Surface	8	3	Pine Grove Rd	NE	Rollingstone Dr	link 479	230	$18,400	100%	$18,400	20	
3015.0	F8	Hard Surface	8	3	Pine Grove Rd	N	Rollingstone Dr	Safeway bus shelter	385	$30,800	100%	$30,800	20	
3022.0	F7	Hard Surface	8	3	Pine Grove Rd	S	link 1040	link 664	148	$31,800	100%	$31,800	20	include pedestrian crossing of railroad
3048.0	F7	Hard Surface	8	3	Anglers Dr	S	US 40	Rollingstone Dr	1247	$99,800	100%	$99,800	20	
3049.0	F7	Hard Surface	8	3	Pine Grove Rd	SW	link 672	Central Park Dr	1674	$133,900	100%	$133,900	20	
3135.0	D7	Hard Surface	8	1	3rd St	SE	Oak St	Pine St	307	$24,600	100%	$24,600	20	
3143.0	D7	Hard Surface	8	2	Pine St	SW	8th St	7th St	308	$24,600	100%	$24,600	20	
3154.0	D6	Hard Surface	8	2	12th St	SE	Oak St	Bob Adams Dr	590	$70,800	100%	$70,800	20	
3181.0	D6	Hard Surface	6	6	Crawford Ave	N	12th Street	link 4321	375	$33,800	100%	$33,800	20	
2022.0	D6	Hard Surface	10	1	11th St	SE	alley / link 2021	Yampa St	157	$15,700	100%	$15,700	19	
2052.0	D7	Hard Surface	10	1	4th St	SE	alley / link 288	Oak St	150	$15,000	50%	$7,500	19	
2057.0	E7	Hard Surface	10	1	3rd St	NW	Yampa St	Lincoln Ave.	250	$25,000	0%	$0	19	
3009.0	G8	Hard Surface	8	3	Central Park Plaza Dr.	E	Mt. Werner Road	Snapdragon Way	195	$15,600	100%	$15,600	19	
3021.0	F7	Hard Surface	10	3	US 40	E	Pine Grove Rd	link 694	149	$14,900	100%	$14,900	19	
3035.0	G9	Hard Surface	8	4	Mt. Werner Cr	NE	Burgess Creek Rd	Ski Time Square	168	$13,500	0%	$0	19	assume part of base area redevelopment
3132.0	D5	Hard Surface	8	6	13th St	S	Gilpin St	Stockbridge Rd	369	$29,600	100%	$29,600	19	
3137.0	D7	Hard Surface	8	2	Pine St	NE	8th St	7th St	308	$24,700	50%	$12,350	19	partner with school district
3177.0	C4	Hard Surface	8	2	US 40	N	link 3118	Conestoga Circle	2250	$180,000	75%	$135,000	19	
3178.0	D5	Hard Surface	8	5	US 40	N	Conestoga Circle	Indian Trails	800	$64,000	100%	$64,000	19	
3179.0	D5	Hard Surface	8	5	US 40	N	Indian Trails	link 884	2750	$220,000	100%	$220,000	19	
2029.0	D7	Hard Surface	8	1	Yampa St	NE	6th St	5th St	302	$24,200	50%	$12,100	18	
2040.0	D6	Hard Surface	8	1	Oak St	NE	10th St	9th St	345	$27,600	50%	$13,800	18	redevelopment may construct some of the walk
3013.0	F8	Hard Surface	8	3	Pine Grove Rd	NE	link 623	link 702	355	$28,400	0%	$0	18	assume will redevelop
3033.0	G9	Hard Surface	8	4	Mt. Werner Cr	E	Apres Ski Way	link 3032	452	$36,200	100%	$36,200	18	
3054.0	G9	Hard Surface	8	4	Mt. Werner Cr	S	Steamboat Grand	link 722	285	$22,800	100%	$22,800	18	
3056.0	G10	Hard Surface	8	4	Apres Ski Way	S	Mt. Werner Cr	Village Dr	486	$38,900	0%	$0	18	
3116.0	C3	Hard Surface	8	5	US 40	N	driveway	County Shop Rd	211	$16,900	100%	$16,900	18	
3169.0	E7	Hard Surface	8	1	3rd St	SE	Yampa St	link 30	125	$10,000	0%	$0	18	
3184.0	C3	Hard Surface	8	5	US 40	N	Downhill Dr	extending to the west	1250	$100,000	50%	$50,000	18	
2004.0	C4	Hard Surface	6	5	Curve Court	N	link 91	US 40	164	$9,900	100%	$9,900	17	
2015.0	D7	Hard Surface	8	1	5th St	NE	link 301	Oak St	93	$7,400	100%	$7,400	17	missing connection from existing sidewalk to Oak St

Table 6
Steamboat Springs Sidewalk Master Plan

New Links in Prioritized Order

Link #	Map #	Facility Type	Width (ft.)	Subarea	Primary Corridor	Side	End Point A	End Point B	Length (ft.)	Total Cost	City %	City Cost	Priority Score	Notes
2021.0	D6	Hard Surface	10	1	11th St	SE	US 40	alley / link 2022	130	$13,000	100%	$13,000	17	
2027.0	D7	Hard Surface	10	1	6th St	NW	Yampa St	alley / link 2028	144	$14,400	0%	$0	17	
2028.0	D7	Hard Surface	10	1	6th St	NW	alley / link 2027	US 40	149	$14,900	0%	$0	17	
3016.0	F8	Hard Surface	8	3	Rollingstone Dr	E	Pine Grove Rd	access driveway	296	$143,700	100%	$143,700	17	include pedestrian bridge
3026.0	G8	Hard Surface	8	3	Pine Grove Rd	SW	Resort Dr	link 924	348	$27,900	100%	$27,900	17	
3044.0	G8	Hard Surface	8	3	Pine Grove Rd	NE	link 481	Mt. Werner Rd	1614	$129,100	0%	$0	17	
3055.0	G9	Hard Surface	8	4	Mt. Werner Cr	E	parking access	Ski Time Square	290	$23,200	0%	$0	17	assume part of base area redevelopment
3057.0	G10	Hard Surface	8	4	Apres Ski Way	N	Mt. Werner Cr	link 627	394	$31,500	100%	$31,500	17	
3123.0	C4	Hard Surface	8	5	Shield Dr	SW	Curve Court	US 40	1557	$124,600	70%	$87,220	17	
3134.0	D7	Hard Surface	8	2	Pine St	NE	3rd St	2nd St	200	$16,000	100%	$16,000	17	
3145.0	D7	Hard Surface	8	2	Pine St	SW	6th St	Short St	319	$25,500	100%	$25,500	17	
3146.0	D7	Hard Surface	8	2	Pine St	SW	Short St	4th St	300	$24,000	100%	$24,000	17	
3147.0	D7	Hard Surface	8	2	Pine St	SW	4th St	3rd St	328	$26,300	100%	$26,300	17	
3148.0	D7	Hard Surface	8	1	5th St	SE	Oak St	Pine St	325	$26,000	100%	$26,000	17	
2001.2	C3	Hard Surface	8	6	Downhill Dr	W	100' N of Radiator Rd	US 40	650	$52,000	100%	$52,000	16	
2003.0	C4	Hard Surface	8	5	Elk River Rd	SE	Curve Plaza	US 40	147	$11,700	100%	$11,700	16	
2019.0	D6	Hard Surface	8	1	Yampa St	NE	12th St	11th St	263	$21,000	50%	$10,500	16	
2051.0	D7	Hard Surface	10	1	4th St	NW	alley / link 250	Oak St	138	$13,800	50%	$6,900	16	
3004.0	H9	Hard Surface	8	8	Whistler Road	E	link 797	link 798	57	$4,600	100%	$4,600	16	new link behind bus pull out
3005.1	H9	Hard Surface	8	8	Whistler Road	E	link 790	link 793	56	$4,500	100%	$4,500	16	new link 3005 - also includes new bridge link
3005.2	H9	Bridge	10	8	Whistler Road	E	link 3005.1	link 3005.1	47	$120,000	100%	$120,000	16	bridge component of new link 3005
3012.0	G10	Hard Surface	8	8	Village Drive	E	link 758	link 778	86	$6,900	100%	$6,900	16	4 foot walk needs to be widened
3038.0	H10	Hard Surface	8	8	Meadow Ln	W	link 830	link 1042	158	$12,600	100%	$12,600	16	
3039.0	H9	Hard Surface	6	8	Walton Creek Rd	S	Chinook Ln	link 645	343	$20,600	100%	$20,600	16	
3041.0	H10	Hard Surface	8	8	Village Drive	W	Alpine Vista Ct	link 834	138	$11,100	100%	$11,100	16	
3043.0	H9	Hard Surface	8	8	Chinook Lane	W	Walton Creek Rd	Mariah Ct	267	$21,400	100%	$21,400	16	
3047.0	G8	Hard Surface	8	4	Pine Grove Rd	E	Mt. Werner Road	link 153	1424	$113,900	0%	$0	16	assume constructed as part of tennis meadow development
3058.0	G10	Hard Surface	8	4	Village Drive		Apres Ski Way	link 653	158	$12,600	0%	$0	16	
3061.0	H10	Hard Surface	8	8	Walton Creek Rd	N	Apres Ski Way	Columbine Dr	433	$34,600	100%	$34,600	16	
3064.0	H9	Hard Surface	8	8	Whistler Road	W	Meadow Ln	link 801	139	$11,100	100%	$11,100	16	
3069.0	H9	Hard Surface	8	8	Chinook Lane	SW	link 340	Skyview Ln	502	$40,100	100%	$40,100	16	
3117.0	C4	Hard Surface	8	5	US 40	N	County Shop Rd	Elk River Rd	1534	$122,800	100%	$122,800	16	
3122.0	C4	Hard Surface	8	5	Curve Court northside	N	Shield Dr	west end of road	576	$46,100	100%	$46,100	16	
3138.0	D7	Hard Surface	8	2	Pine St	NE	7th St	6th St	328	$26,200	100%	$26,200	16	
3139.0	D7	Hard Surface	8	2	Pine St	NE	6th	Short St	333	$26,700	100%	$26,700	16	
3140.0	D7	Hard Surface	8	2	Pine St	NE	Short St	4th St	351	$28,100	100%	$28,100	16	
3141.0	D7	Hard Surface	8	2	Pine St	NE	4th St	3rd St	338	$27,100	100%	$27,100	16	
3142.0	D7	Hard Surface	8	2	Pine St	NE	3rd St	2nd St	141	$11,300	100%	$11,300	16	
3172.0	E7	Hard Surface	8	7	River Rd	E	core trail link 299	yampa river	2297	$229,700	100%	$229,700	16	
3174.0	F7	Hard Surface	8	3	Pine Grove Rd	N	US 40	RR tracks	616	$49,300	0%	$0	16	
3180.0	D6	Hard Surface	8	6	Bob Adams Drive	NE	12th Street	campus	1600	$192,000	100%	$192,000	16	
3194.0	G8	Hard Surface	8	3	US 40	E	Mt. Werner Road	link 3195	400	$32,000	100%	$32,000	16	
2002.0	C3	Hard Surface	6	6	West End Ave	S	Savoy Pl	alley	111	$6,700	100%	$6,700	15	
2030.0	E7	Hard Surface	8	1	Yampa St	NE	5th St	4th St	311	$24,900	100%	$24,900	15	
2033.0	E7	Hard Surface	8	1	Yampa St	NE	4th St	3rd St	322	$25,800	50%	$12,900	15	redevelopment may construct some of the walk
3017.0	F8	Hard Surface	8	3	Rollingstone Dr	E	driveway	link 181	126	$10,100	100%	$10,100	15	
3018.0	F7	Hard Surface	8	3	Anglers Dr	N	McDs access	Rollingstone Dr	1003	$80,200	20%	$16,040	15	development pays for most
3019.0	F7	Hard Surface	8	3	Anglers Dr	N	US 40	McDs access	278	$22,300	100%	$22,300	15	
3024.0	G8	Hard Surface	8	3	Pine Grove Rd	SW	link 490	Taco Bell Dr	498	$39,900	0%	$0	15	
3025.0	G8	Hard Surface	8	3	Pine Grove Rd	SW	Taco Bell Dr	Resort Dr	427	$34,200	0%	$0	15	
3037.0	G9	Hard Surface	8	8	Village Drive	W	Medicine Springs Dr	link 767	252	$20,200	0%	$0	15	
3040.0	H9	Hard Surface	8	8	Walton Creek Rd	S	link 310	Chinook Lane	869	$69,500	70%	$48,650	15	
3051.0	G9	Hard Surface	8	4	Mt. Werner Rd	N	Montview Ln	Steamboat Blvd	348	$27,800	0%	$0	15	
3052.0	G9	Hard Surface	8	4	Mt. Werner Rd	N	Steamboat Blvd	Mt. Werner Cr	561	$44,900	0%	$0	15	
3053.0	G9	Hard Surface	8	4	Mt. Werner Cr	N	Mt. Werner Road	link 704	617	$49,400	0%	$0	15	
3060.0	H10	Hard Surface	8	8	Apres Ski Way	E	Walton Creek Rd	Alpenglow Wy	334	$32,100	100%	$32,100	15	
3082.0	G9	Hard Surface	8	4	Burgess Creek Rd		Mt. Werner Cr	access driveway	678	$81,300	0%	$0	15	assume part of base area redevelopment
3115.0	C4	Soft Surface	6	5	Elk River Rd	E	US 40	S. Copper Ridge Dr	1241	$31,000	25%	$7,750	15	
3136.0	D7	Hard Surface	6	2	Aspen St	SW	8th St	7th St	307	$18,400	50%	$9,200	15	partner with school district
3150.0	D7	Hard Surface	8	2	Crawford Ave	N	8th St	Laurel St	316	$25,300	50%	$12,650	15	partner with school district
3151.0	D7	Hard Surface	6	2	Crawford Ave	S	8th St	Laurel St	313	$18,800	50%	$9,400	15	partner with school district
3153.0	D7	Hard Surface	8	2	Pahwinatah St		south school boundary	alley	305	$24,400	0%	$0	15	
3161.0	D8	Hard Surface	6	2	Amethyst Dr	SE	Fish Creek Falls Rd	Maple St	1801	$162,100	100%	$162,100	15	
3168.0	E7	Hard Surface	8	1	Yampa St	SW	5th St	3rd St	749	$59,900	50%	$29,950	15	assume redevelopment contributes 50%
3182.0	D6	Hard Surface	6	6	12th St	W	Bob Adams Drive	Crawford Ave	260	$23,400	100%	$23,400	15	
3189.0	G8	Hard Surface	8	3	US 40	E	link 3188	link 492	1100	$88,000	50%	$44,000	15	
2031.0	E7	Hard Surface	10	1	4th St	NW	Yampa St	alley / link 296	145	$14,500	50%	$7,250	14	redevelopment may construct some of the walk
2032.0	E7	Hard Surface	10	1	4th St	SE	alley / link 295	Yampa St	135	$13,500	50%	$6,750	14	redevelopment may construct some of the walk
2050.0	D7	Hard Surface	10	1	4th St	NW	US 40	alley / link 2051	137	$13,700	50%	$6,850	14	
3027.0	G8	Hard Surface	8	3	Taco Bell Dr	N	Pine Grove Rd	Central Park Dr	399	$31,900	0%	$0	14	
3028.0	G8	Hard Surface	8	3	Taco Bell Dr	S	Pine Grove Rd	Central Park Dr	353	$28,200	30%	$8,460	14	

Table 6
Steamboat Springs Sidewalk Master Plan

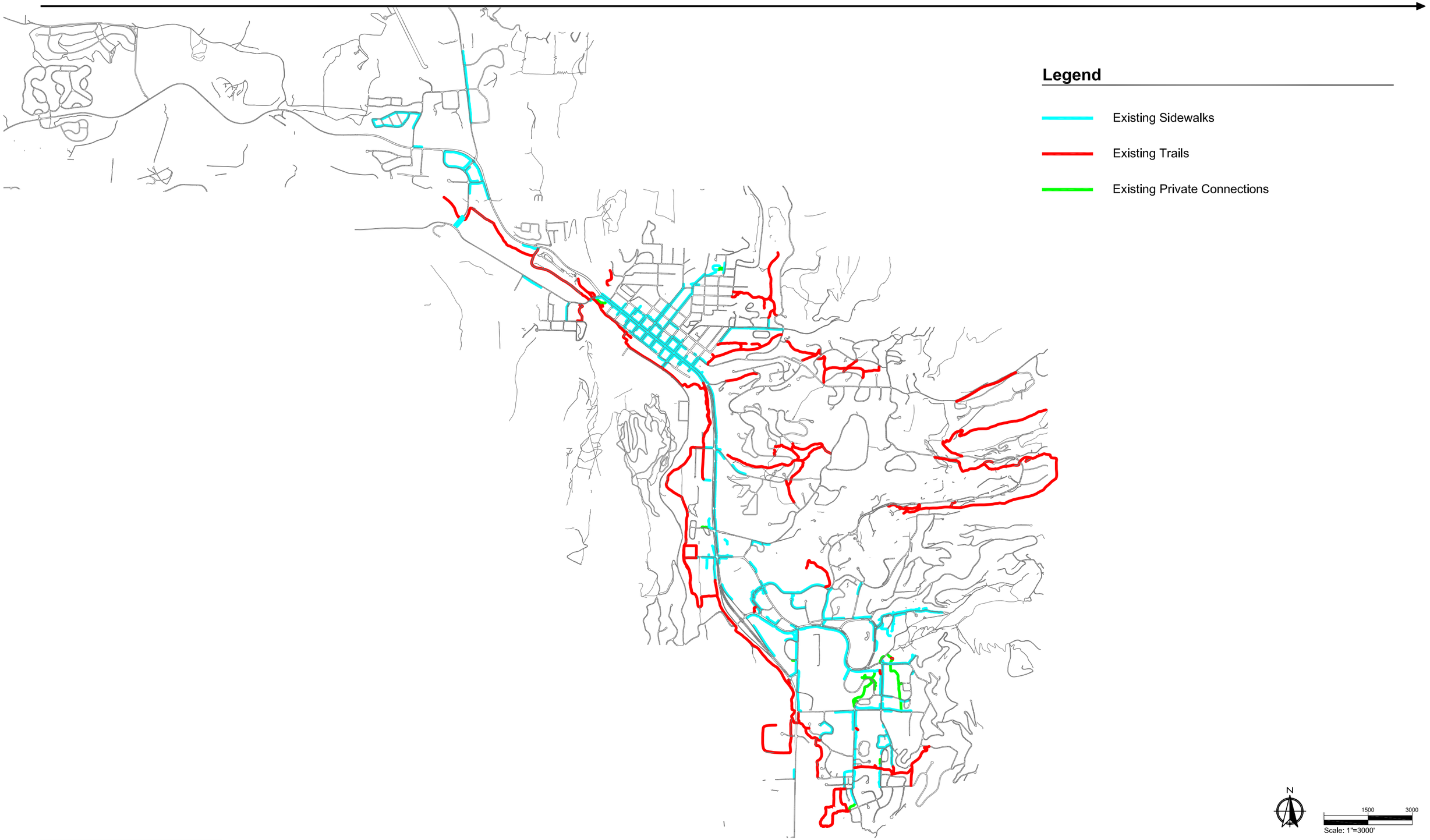
New Links in Prioritized Order

Link #	Map #	Facility Type	Width (ft.)	Subarea	Primary Corridor	Side	End Point A	End Point B	Length (ft.)	Total Cost	City %	City Cost	Priority Score	Notes
3029.0	G8	Hard Surface	8	3	Resort Dr	NW	Pine Grove Rd	link 590	85	$6,800	0%	$0	14	
3034.0	G9	Hard Surface	8	4	Mt. Werner Cr	N	link 724	Eagle Ridge Dr	1420	$113,600	0%	$0	14	assume part of base area redevelopment
3050.0	G8	Hard Surface	8	4	Mt. Werner Rd	N	Pine Grove Rd	Montview Ln	363	$29,100	100%	$29,100	14	
3062.0	H9	Hard Surface	8	8	Meadow Ln	W	link 812	Timothy Dr	503	$40,300	100%	$40,300	14	
3073.0	H9	Hard Surface	8	8	Whistler Road	W	Athens Plaza	Skyview Ln	821	$65,700	100%	$65,700	14	
3078.0	H9	Hard Surface	8	8	Walton Creek Rd	S	Whistler Rd	Village Dr	813	$65,000	100%	$65,000	14	
3079.0	H10	Hard Surface	8	8	Walton Creek Rd	S	Village Dr	link 764	107	$8,600	50%	$4,300	14	not sure if this link would be developed by private development
3131.0	D5	Hard Surface	8	6	13th St	S	Evans St	Gilpin St	699	$55,900	100%	$55,900	14	
3149.0	D7	Hard Surface	6	2	5th St	NW	alley	Pine St	150	$9,000	100%	$9,000	14	
3176.3	D5	Hard Surface	8	6	13th Street	S	Evans St	Lithia Springs Road	325	$26,000	100%	$26,000	14	
3221.0	E7	Hard Surface	8	7	Hilltop Pkwy	N	link 3198	link 3222	600	$72,000	50%	$36,000	14	
3036.0	G10	Hard Surface	6	8	Medicine Springs Dr	S	link 655	link 756	293	$17,600	0%	$0	13	
3042.0	H10	Hard Surface	8	8	Village Drive	E	Walton Creek Rd	access driveway	479	$38,300	50%	$19,150	13	
3063.0	H9	Hard Surface	8	8	Meadow Ln	N	Timothy Ln	Whistler Rd	620	$49,600	100%	$49,600	13	
3071.0	H9	Hard Surface	8	8	Chinook Lane	E	Skyview Ln	Stone Ln	1009	$80,700	100%	$80,700	13	
3074.0	H9	Hard Surface	8	8	Walton Creek Rd	N	link 341 / US 40	Whistler Rd	1804	$144,300	100%	$144,300	13	
3083.2	G9	Hard Surface	8	4	Rockies Way	N	property line	Cornice Rd	353	$33,900	100%	$33,900	13	
3096.0	F9	Hard Surface	8	7	Steamboat Blvd	E	Clubhouse Dr	Mark Twain Ln	489	$48,900	100%	$48,900	13	
3097.0	F9	Hard Surface	8	7	Steamboat Blvd	SE	Mark Twain Ln	Delta Queen Ct	872	$87,200	100%	$87,200	13	
3098.0	F9	Hard Surface	8	7	Steamboat Blvd	SE	Delta Queen Ct	link 31	2128	$212,800	100%	$212,800	13	
3103.0	E8	Hard Surface	8	7	Tamarack Dr	E	Hilltop Pkwy	Kelhi Ct	1846	$221,500	75%	$166,125	13	
3104.0	E8	Hard Surface	8	7	Tamarack Dr	S	Kelhi Ct	Blackberry Lan	137	$11,000	100%	$11,000	13	
3105.0	E8	Hard Surface	8	7	Tamarack Dr	S	Blackberry Ln	Fish Creek Falls Rd	1359	$163,000	100%	$163,000	13	
3108.0	C3	Hard Surface	8	6	US 40	S	trailer park west edge of town	Shield Dr	6331	$506,500	80%	$405,200	13	
3109.0	B3	Hard Surface	6	6	W. Acres Dr	S	Downhill Dr	residential access	494	$29,600	100%	$29,600	13	
3118.0	C4	Hard Surface	8	5	US 40	NE	Elk River Rd	s/o Kamar Plaza access	338	$27,000	100%	$27,000	13	
3121.0	C4	Hard Surface	8	5	Curve Court southside	S	Shield Dr	west end of road	607	$48,600	15%	$7,290	13	
3170.0	E7	Hard Surface	8	7	Fish Creek Falls Rd	S	link 2056	Tamarack Dr	3400	$408,000	50%	$204,000	13	
3173.0	F7	Hard Surface	8	3	trail at west end of Anglers near rr tracks		link 892	residential	114	$29,100	100%	$29,100	13	extra cost for RR crossing, need to work with RR to allow ped crossing of tracks (happen
3175.0	F7	Hard Surface	6	7	driveway access	S	US 40	link 884	69	$4,200	100%	$4,200	13	in CDOT ROW
3185.0	G9	Hard Surface	8	4	Rockies Way	S	Steamboat Blvd	link 3503	700	$56,000	0%	$0	13	
3196.0	G8	Hard Surface	8	3	US 40	E	Pine Grove spur	link 3195	1375	$110,000	40%	$44,000	13	
3199.0	E8	Hard Surface	8	7	Fish Creek Falls Rd	S	Tamarack Dr	Steamboat Blvd	3250	$390,000	100%	$390,000	13	
3205.0	F7	Hard Surface	8	7	US 40	W	Anglers Drive	link 697	500	$60,000	100%	$60,000	13	assume sidewalk can fit on existing bridge over Creek
3206.0	F7	Hard Surface	8	7	US 40	W	link 889	link 3175	1250	$150,000	100%	$150,000	13	not sure if development will occur in this area
3220.0	E7	Hard Surface	8	7	US 40	W	Trafalger Drive	motel access	1000	$80,000	100%	$80,000	13	
3020.0	F8	Hard Surface	6	3	Anglers Dr	S	Fish Creek Ln	link 71	272	$16,300	100%	$16,300	12	
3059.0	G10	Hard Surface	8	8	Apres Ski Way	E	Alpenglow Way	link 746	1523	$146,200	100%	$146,200	12	
3068.0	H9	Hard Surface	8	8	Stone Ln	S	Hiawatha Ct	link 82	834	$66,800	100%	$66,800	12	
3070.0	H9	Hard Surface	6	8	Skyview Ln	S	Chinook Ln	Whistler Rd	761	$54,800	100%	$54,800	12	
3077.0	H8	Hard Surface	8	8	US 40	E	Ingles Ln	Dougherty Rd	1372	$109,700	100%	$109,700	12	
3084.1	G9	Hard Surface	6	7	Cornice Rd	W	property line	Rockies Wy	750	$45,000	100%	$45,000	12	
3085.0	F9	Hard Surface	6	7	Clubhouse Dr	S	Steamboat Blvd	Cornice Rd	1009	$60,500	0%	$0	12	
3095.0	F9	Hard Surface	6	7	Clubhouse Dr	N	Cornice Rd	Highlands Wy	666	$48,000	100%	$48,000	12	
3119.2	C4	Hard Surface	8	5	Curve Court	E	US 40	Shield Dr	375	$30,000	100%	$30,000	12	
3158.0	D8	Hard Surface	6	2	North Park Rd	W	alley	Logan Ave	126	$7,600	100%	$7,600	12	
3163.0	D8	Hard Surface	8	2	Amethyst Dr	E	Maple St	link 3162	568	$68,200	100%	$68,200	12	
3166.0	D8	Hard Surface	6	2	CR 36	S	North Park Rd	curve in road	775	$93,000	100%	$93,000	12	
3176.1	D5	Hard Surface	8	6	13th Street	S	Shield Dr	Critter Court	2879	$230,300	25%	$57,575	12	
3216.0	D7	Hard Surface	6	2	Pahwinatah St	E	Merrit St.	link 3153	250	$115,000	100%	$115,000	12	may need pedestrian bridge
3217.0	D7	Hard Surface	6	2	Missouri Ave.	N	Laurel St.	North Park Rd	1375	$82,500	100%	$82,500	12	
3229.0	D5	Hard Surface	8	6	13th Street	N	Shield Dr	Stockbridge Rd	5250	$630,000	100%	$630,000	12	
3006.0	H9	Hard Surface	10	8	Whistler Road	W	link 783	Athens Plaza	26	$2,600	100%	$2,600	11	
3045.0	G8	Hard Surface	8	3	Resort Dr	SE	Mt. Werner Road	Pine Grove Rd	278	$22,300	100%	$22,300	11	
3072.0	H9	Hard Surface	8	8	Whistler Road	W	Skyview Ln	link 792	467	$37,400	100%	$37,400	11	
3080.0	H9	Hard Surface	10	8	Mountain Village Cr		Whistler Rd	Snowflake Cr	742	$74,200	80%	$59,360	11	new path to connect neighborhoods
3086.0	F9	Hard Surface	8	7	Steamboat Blvd	E	Indian Summer Dr	Clubhouse Dr	207	$16,600	0%	$0	11	
3100.0	E7	Hard Surface	8	7	Hilltop Pkwy	S	link 33	High Point Dr	1551	$186,100	25%	$46,525	11	assume most paid by development if it is to happen
3101.0	E8	Hard Surface	8	7	Hilltop Pkwy	E	High Point Dr	Eaglepointe Ct	3350	$402,000	25%	$100,500	11	assume most paid by development if it is to happen
3102.0	E8	Hard Surface	8	7	Hilltop Pkwy	E	Eaglepointe Ct	Tamarack Dr	1153	$138,300	100%	$138,300	11	
3165.0	D8	Hard Surface	6	2	trail connection along CR 36		CR 36	link 60	631	$18,900	100%	$18,900	11	formalize connection even without development
3188.0	F7	Hard Surface	8	3	US 40	E	link 5670	link 3189	500	$40,000	60%	$24,000	11	
3209.0	C4	Hard Surface	8	5	Shield Dr	E	link 3119.2	James Brown bridge	375	$30,000	100%	$30,000	11	
3210.0	C4	Hard Surface	8	5	Shield Dr	E	13th Street	James Brown bridge	100	$8,000	100%	$8,000	11	
3091.0	G9	Hard Surface	8	4	Montview Ln	W	Trollhaugen Ct	Mt. Werner Rd	543	$43,500	100%	$43,500	10	
3093.0	F10	Hard Surface	6	7	Clubhouse Dr	W	Golf Course Rd	curve in road	436	$31,400	0%	$0	10	
3094.0	F10	Hard Surface	6	7	Clubhouse Dr	W	Highlands Wy	Golf Course Rd	2242	$161,400	100%	$161,400	10	
3099.0	F8	Hard Surface	10	3	Anglers Ct		west end of Anglers	Longview Cr	567	$56,700	0%	$0	10	
3110.0	B3	Hard Surface	6	6	Downhill Dr	W	W. End Ave	W. Acres Dr	326	$19,500	100%	$19,500	10	
3111.0	B3	Hard Surface	6	6	Downhill Dr	S	W. Acres Dr	W. Jacob Cr	818	$49,100	60%	$29,460	10	
3112.0	B4	Hard Surface	6	6	Downhill Dr	S	W. Jacob Cr	E. Jacob Cr	448	$26,900	100%	$26,900	10	

Table 6
Steamboat Springs Sidewalk Master Plan

New Links in Prioritized Order

Link #	Map #	Facility Type	Width (ft.)	Subarea	Primary Corridor	Side	End Point A	End Point B	Length (ft.)	Total Cost	City %	City Cost	Priority Score	Notes
3113.0	B4	Hard Surface	6	6	Downhill Dr	S	E. Jacob Cr	Elk River Rd	218	$13,100	100%	$13,100	10	
3129.0	D5	Hard Surface	6	6	Routt St	E	Fairview Dr	end of Routt St	611	$36,700	100%	$36,700	10	
3152.0	D7	Hard Surface	8	2	Laurel St	E	Missouri Ave	Logan Ave	293	$23,500	100%	$23,500	10	
3167.0	D8	Hard Surface	6	2	North Park Rd	E	Logan Ave	CR 36	536	$48,200	100%	$48,200	10	
3192.0	H8	Hard Surface	8	8	US 40	W	link 3192	link 4076	625	$50,000	0%	$0	10	assume development provides this connection
3208.0	C3	Hard Surface	6	5	Lagoon Ct.	E	US 40	link 3207	845	$0	100%	$0	10	
3227.0	H10	Hard Surface	8	8	Walton Creek Road	S	link 763	Apres Ski Way	1100	$88,000	100%	$88,000	10	
3228.0	H10	Bridge	8	8	Meadow Lane		link 4090	link 4086	50	$184,000	100%	$184,000	10	
4191.0	E7	HARD SURFACE	10	7	Hilltop Pkwy	N	link 3198	Sandhill Cir.	1000	$150,000	100%	$150,000	10	
3114.0	C4	Hard Surface	8	6	Elk River Rd	W	Downhill Dr	US 40	2321	$185,600	60%	$111,360	9	
3160.0	D8	Hard Surface	6	2	E. Maple St	S	end of road	Amethyst Dr	187	$11,200	100%	$11,200	9	
3171.0	E7	Hard Surface	8	7	Old Fish Creek Falls Rd	N	Lincoln Ave	link 322	620	$74,400	100%	$74,400	9	
3198.0	E7	Hard Surface	10	7	Hilltop Pkwy	N	Hilltop Pkwy	links 4191 and 4061	375	$37,500	100%	$37,500	9	extend existing trails out to Hilltop Parkway
3202.0	H10	Hard Surface	8	8	Village Drive	E	link 3042	east to residence	940	$75,200	0%	$0	9	assume paid by development
3203.0	H10	Hard Surface	8	8	Apres Ski Way	E	Walton Creek Rd	Val D'Isere Circle	1200	$192,000	100%	$192,000	9	
3207.0	C3	Hard Surface	10	5	Lagoon Ct.		link 3208	link 3125.1	500	$50,000	100%	$50,000	9	
3213.0	D6	Hard Surface	6	2	Merrit / 12th Streets	SE	Bob Adams Drive	Yahmonite Dr.	1300	$78,000	100%	$78,000	9	
3214.0	D7	Hard Surface	6	2	Aspen/Yahmonite	E	Merrit St.	8th St.	1500	$190,000	100%	$190,000	9	may need pedestrian bridge
3215.0	D7	Hard Surface	6	2	Merrit St	S	Aspen St	Pahwintah St.	800	$48,000	100%	$48,000	9	
3218.0	D7	Hard Surface	6	2	Nob Street	N	Broad Street	North Park Rd	400	$24,000	100%	$24,000	9	
3000.0	H9	Hard Surface	8	8	Chinook Lane	SW	link 644.1/644.2	Chinook Lane	42	$3,400	100%	$3,400	8	construct connector between sidewalk and street at intersection of Chinook and Miria
3007.0	H10	Hard Surface	8	8	Village Drive	W	link 831.1	Meadow Lane	19	$1,600	100%	$1,600	8	
3089.0	G8	Hard Surface	8	3	Strings Access	W	link 962	link 3010	738	$59,000	0%	$0	8	
3159.0	D7	Hard Surface	6	2	north of old hospital		link 1019	link 1021	265	$8,000	100%	$8,000	8	connection through old hospital site
3008.0	H10	Bridge	10	8	Village Drive	W	link 813	Hunters Drive	46	$80,000	100%	$80,000	7	connection behind / between houses to pond and path
3065.0	H8	Hard Surface	10	8	Dougherty Ln / trail		US 40	link 3066	498	$49,800	0%	$0	7	
3197.0	F8	Hard Surface	10	7	Fish Creek	S	Pine Grove Road	link 4072	2000	$200,000	0%	$0	7	tie into hospital trail
3204.0	G10	Hard Surface	6	8	Medicine Springs Dr	W	Apres Ski Way	link 755	1000	$60,000	75%	$45,000	7	
3106.0	E8	Hard Surface	6	7	Lupine Dr	NW	Tamarack Dr	Willow Ct	405	$36,500	100%	$36,500	6	
3107.0	E8	Hard Surface	6	7	Lupine Dr	W	Willow Ct	link 322	223	$13,400	0%	$0	6	
3124.0	C4	Hard Surface	12	5	trail area w/o Curve Ct.		core trail	end of Curve Ct.	646	$77,600	70%	$54,320	6	
3125.1	C3	Hard Surface	12	5	core trail		drainageway	Riverside Ct	1838	$330,800	100%	$330,800	6	
3223.0	E8	Hard Surface	8	7	Tamarack Dr	N	Hillside Parkway	Hillside Drive	1800	$216,000	100%	$216,000	6	
3075.0	H8	Bridge	6	8	US 40 / trail creek crossing	E	link 310	link 3076	57	$183,400	100%	$183,400	5	
3076.0	H8	Hard Surface	6	8	US 40 trail west side	E	link 3075	Ingles Ln	382	$22,900	100%	$22,900	5	
3081.0	G10	Hard Surface	10	8	trail		link 744	Medicine Springs Dr	397	$39,700	0%	$0	4	
3087.0	G8	Hard Surface	10	4	trail s/o tennis courts		Pine Grove Rd	link 770	2643	$264,300	0%	$0	4	
3088.0	G9	Hard Surface	8	4	trail		link 3087	Mt. Werner Rd	1479	$118,300	0%	$0	4	
3193.0	H8	Hard Surface	10	8	US 40	W	Dougherty Road	link 4316	950	$142,500	100%	$142,500	4	not sure if development will build due to wet area
3066.0	H9	Bridge	10	8	Stone Ln ext / trail		bridge over Walton Creek	link 3065	64	$186,400	100%	$186,400	3	
3067.0	H9	Hard Surface	10	8	Stone Ln		link 82	link 3066	182	$18,200	100%	$18,200	3	
3226.0	H9	Hard Surface	10	8	Walton Creek		link 3065	link 4314	800	$80,000	50%	$40,000	3	
3092.0	F10	Soft Surface	6	7	trail		Clubhouse Dr	link 33	134	$9,700	0%	$0	2	



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SIDEWALKS MASTER PLAN

FIGURE 1

Steamboat Springs Area - Existing Pedestrian Facilities

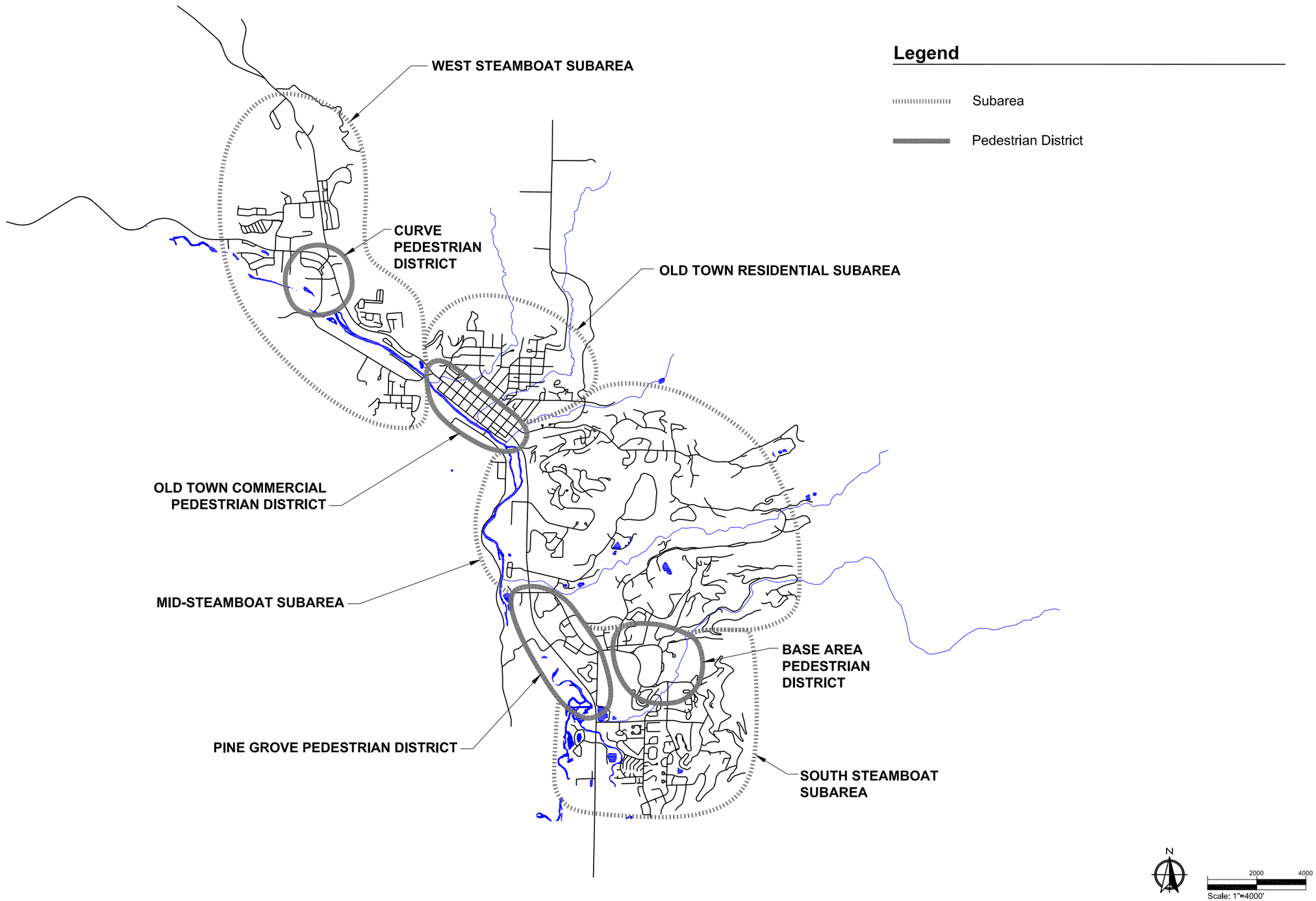

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FIGURE 2
Pedestrian Districts and Subareas

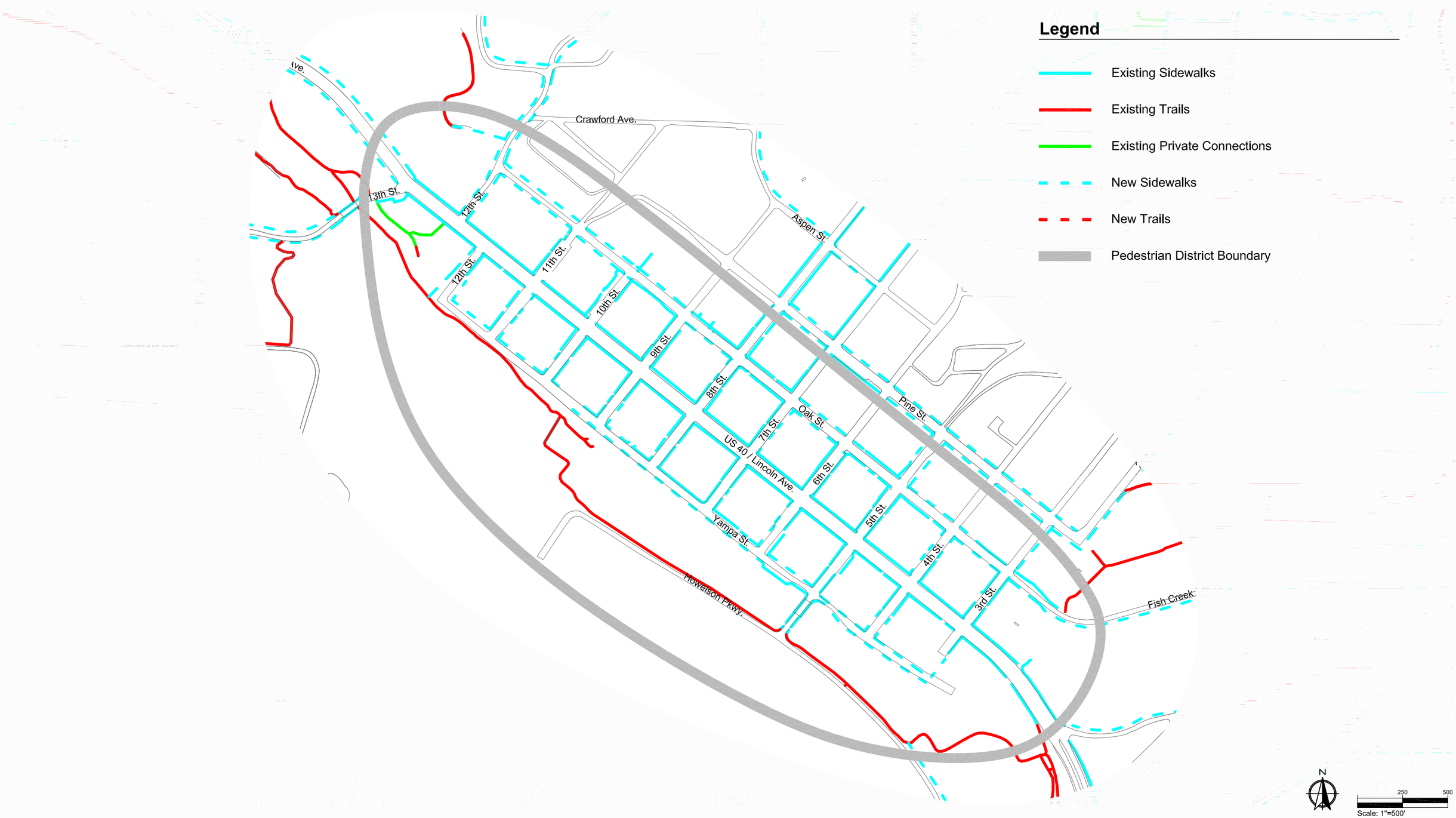

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FIGURE 3

Old Town Commercial Pedestrian District

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FIGURE 4
Pine Grove Pedestrian District

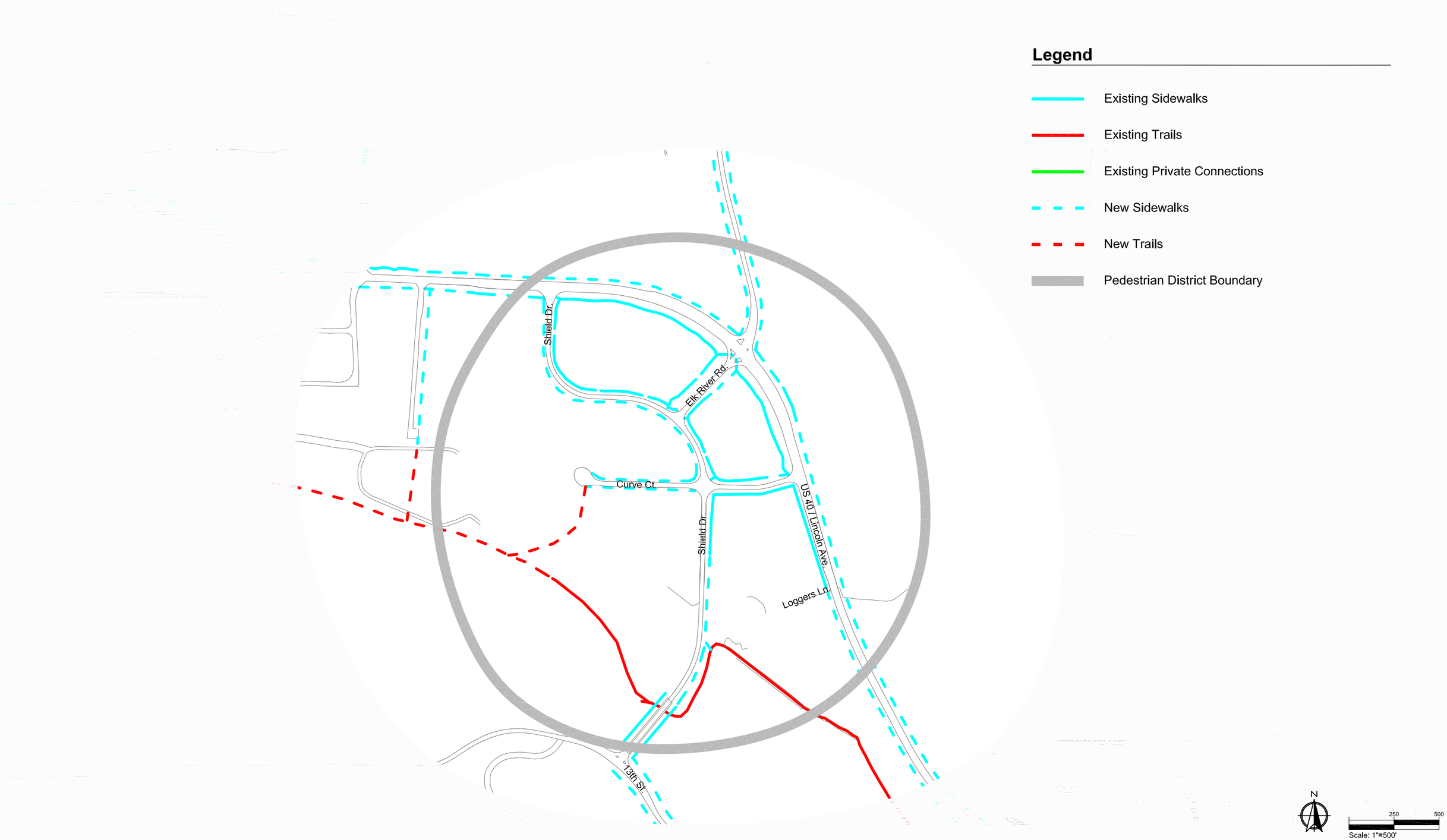

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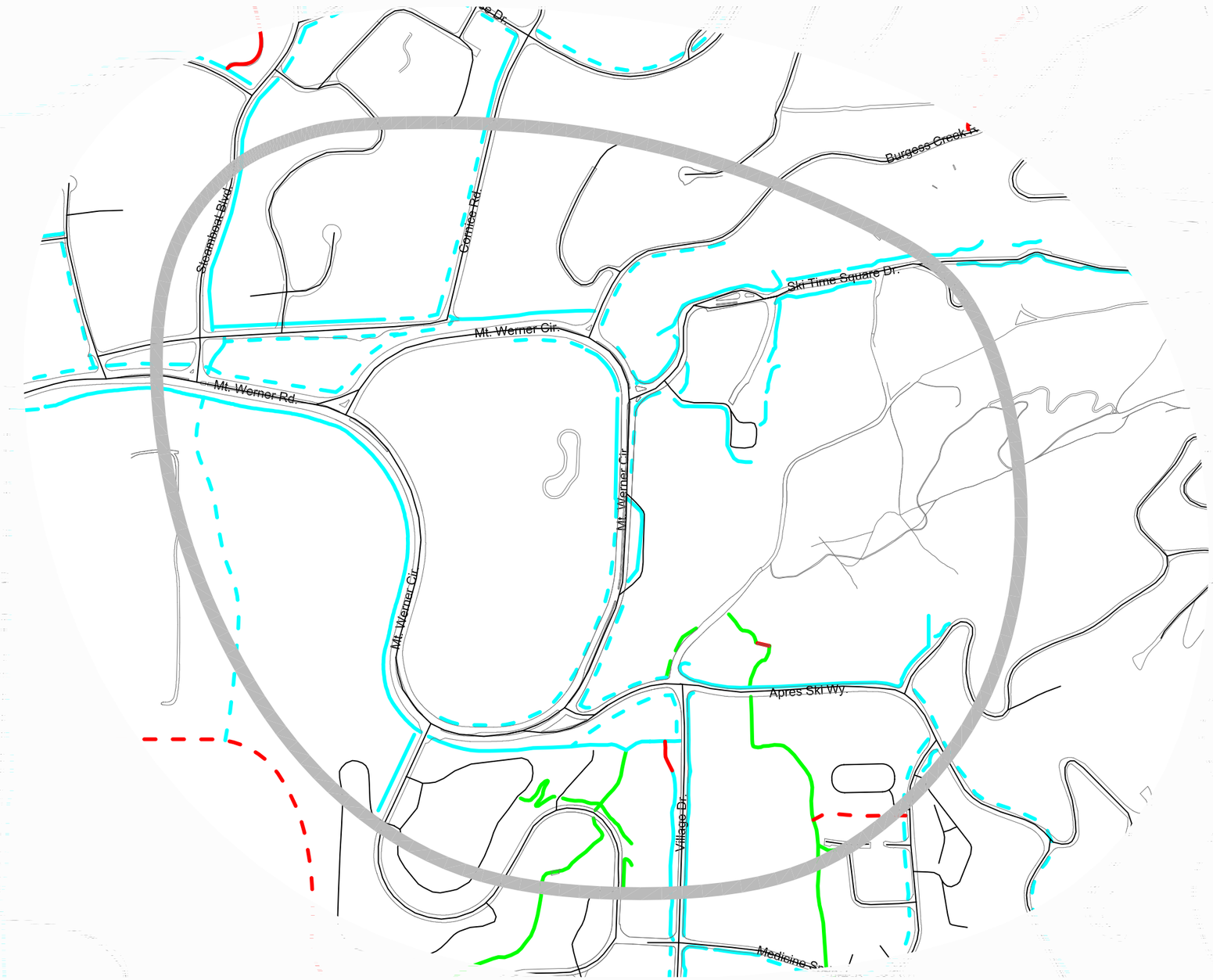
FIGURE 5
Curve Pedestrian District

Legend

- Existing Sidewalks
- Existing Trails
- Existing Private Connections
- New Sidewalks
- New Trails
- Pedestrian District Boundary



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Scale: 1"=500'

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FIGURE 6

Base Area Pedestrian District

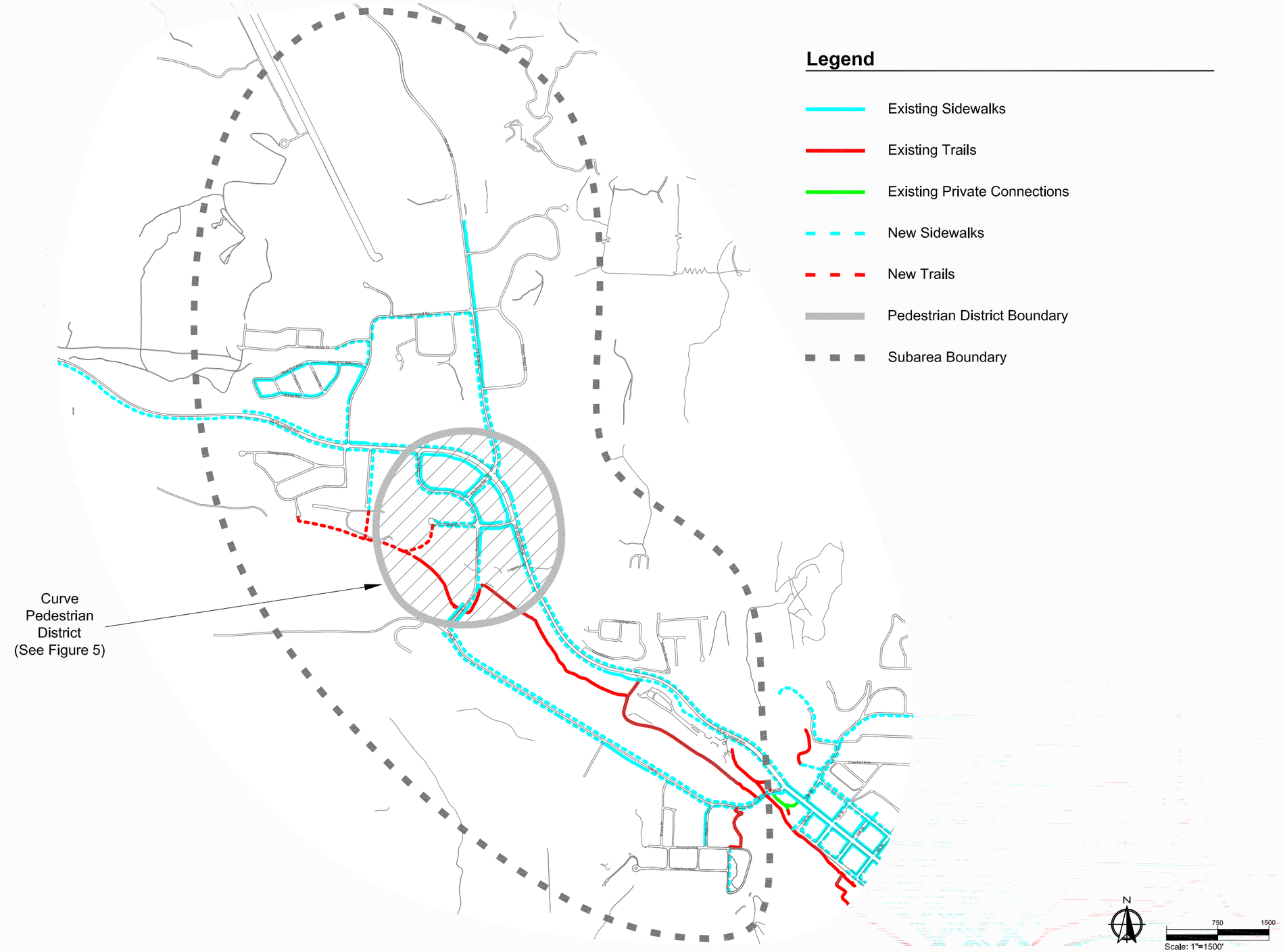

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FIGURE 7
West Steamboat Subarea

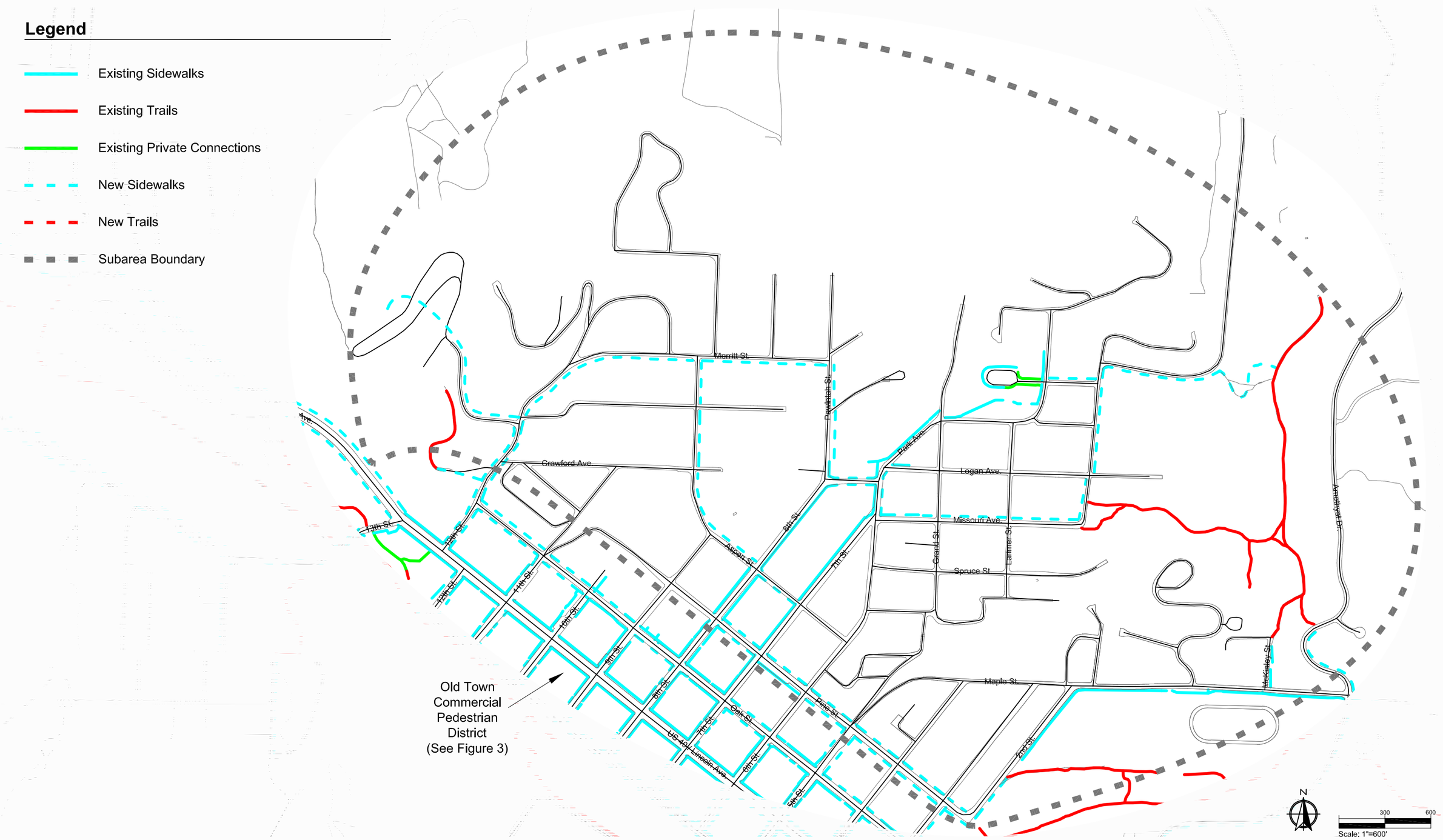

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FIGURE 8

Old Town Residential Subarea

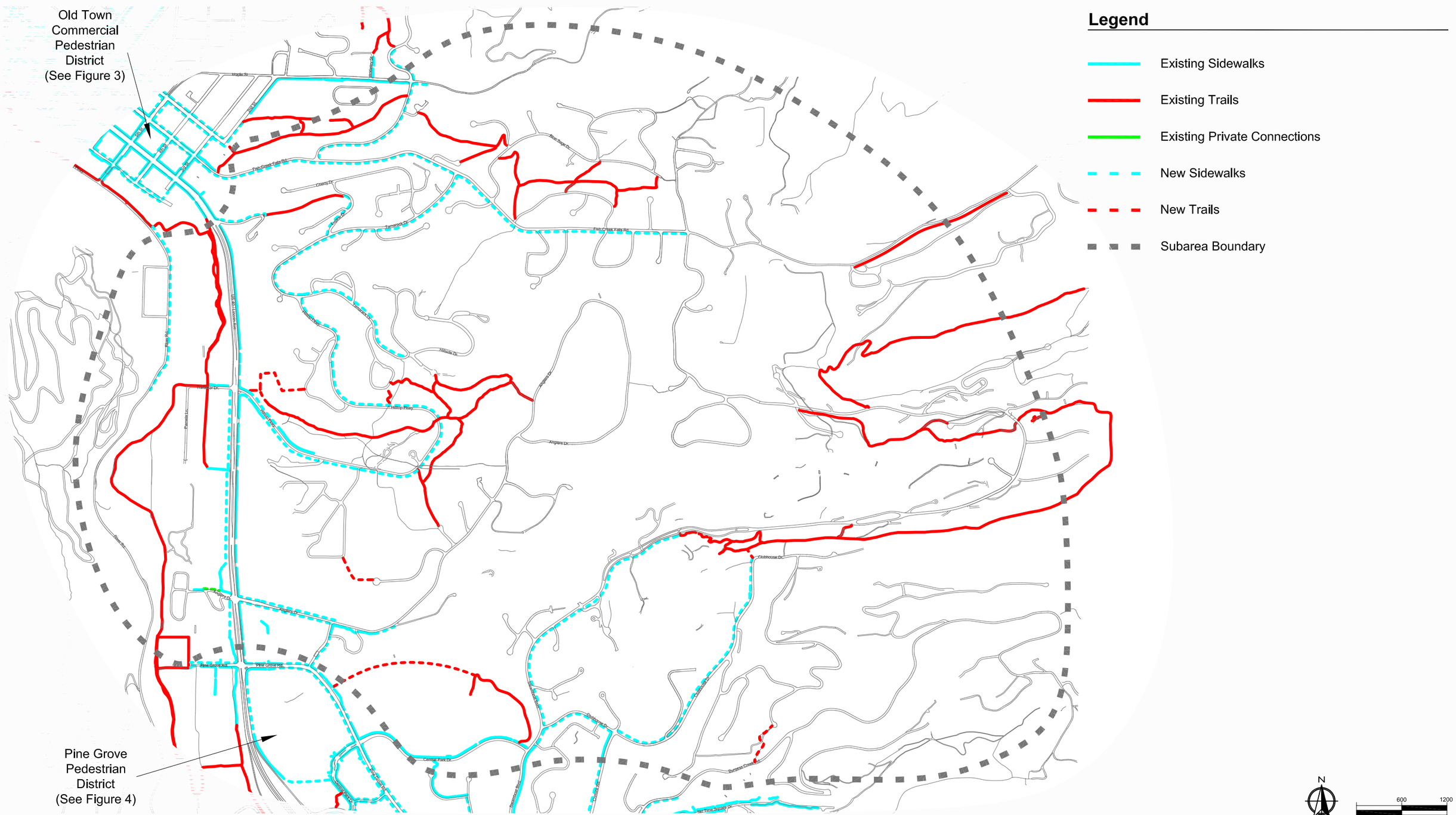

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FIGURE 9

Mid-Steamboat Subarea

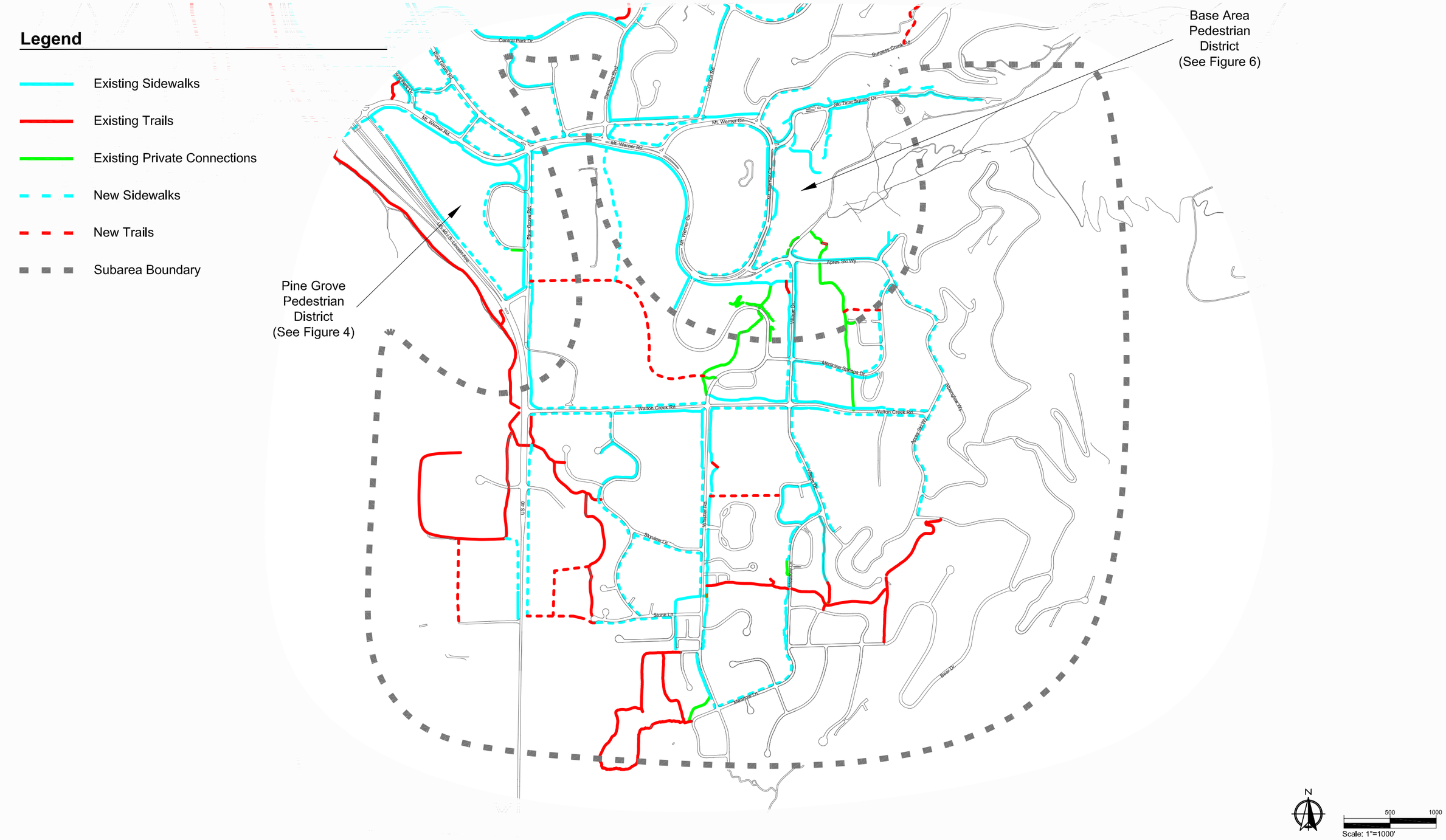

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FIGURE 10
South Steamboat Subarea