

*STEAMBOAT SPRINGS, CO*

# SIDEWALK

MASTER PLAN

2016

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## 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.”*

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 associated cost estimates for implementation. Prioritization criteria have been developed and applied to yield a prioritized list of new sidewalk facilities.

The Sidewalk Master Plan has been integrated in to the City’s Geographical Information System (GIS) and is available to all through the City’s website.

## GOALS & OBJECTIVES

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 the 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 missing links and develop prioritization procedures to help the City allocate limited resources over time
- Integrate this Plan into the City's GIS system and make it available electronically to all interested users

## 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.

*Sidewalks in Pedestrian Districts:* Sidewalks should be constructed along both sides of any roadway that has commercial frontage. Only under special circumstances should it be considered to construct a sidewalk along only one side of a roadway in a pedestrian district.

*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).

*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.

*The Alignment of New Sidewalk and Trail Connections:* This plan includes over 200 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.

*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.

*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.

*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.

## FUNDING FOR NEW SIDEWALK CONSTRUCTION

This plan does not speak to how these improvements will be funded, 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. This on-going effort for realization of construction of missing links includes grant opportunities, which often depends on a community having a plan and prioritization in place prior to grant request application.

## METHODOLOGY

The methodology was jointly established by staff members of the Public Works, Planning, Parks & Recreation and GIS Departments of the City of Steamboat Springs. A public meeting was held and a website was created to gather feedback during plan development. Feedback on the missing links and the prioritization was analyzed resulting in slight modifications to the plan and addition of a fourth pedestrian district around Curve Court Plaza. Priorities are identified through a system whereby points are assigned to missing links meeting selected criteria related to the adjacent roadway and the surrounding area.

The first goal in this update is to reestablish the existing sidewalk map with updated links information. This helps to better understand where new sidewalk link are needed in order connect to existing sidewalk and to create a comprehensive network of sidewalk infrastructure. The Sidewalk Map was created using our existing network of sidewalk as well a thorough knowledge of our existing facilities, including roadways, transit stops, commercial districts, recreational activities, schools, and much more.

## PRIORITIZATION CRITERIA & SCORING MATRIX DESCRIPTION

Criteria for prioritization efforts encompassed evaluation of two primary categories: Safety and Mobility. The specific criteria chosen to develop the prioritization matrix measures at least one of, and in some cases both of, these primary categories.

The primary objective when considering the addition of sidewalk along a roadway is to enhance safety. While safety is a somewhat ambiguous condition and is difficult to measure unless accident data is available and indicates a potentially correctable trend, there are proxy methods that can be used to attempt to determine conditions that may lead to or contribute to the generation of safety concerns. The Transportation Research Board (TRB) and the Colorado Department of Transportation (CDOT) have developed standards and criteria for sidewalk installation. Various reference materials including the TRB's *Highway Capacity Manual* and CDOT's *Roadway Design Guide for Bicycle and Pedestrian Facilities*, have provided City staff with key measurable criteria in order to evaluate roadway conditions from a safety perspective. The criteria identified for addressing this objective includes: Proximity to schools (young people are more prone to incidents with vehicles), roadway classification (higher classification of roadway typically equates to higher vehicular volumes and speeds), and roadway width (lack of roadway shouldering or on street parking typically forces pedestrians to walk close to or within the vehicular travel way).

A secondary objective was to accommodate the areas in which higher volumes of pedestrians are or are more likely to be traveling. To accomplish this we looked at pedestrian generators. Once these generators were established, distances that were considered "walkable" were chosen to reflect where sidewalks would be needed.

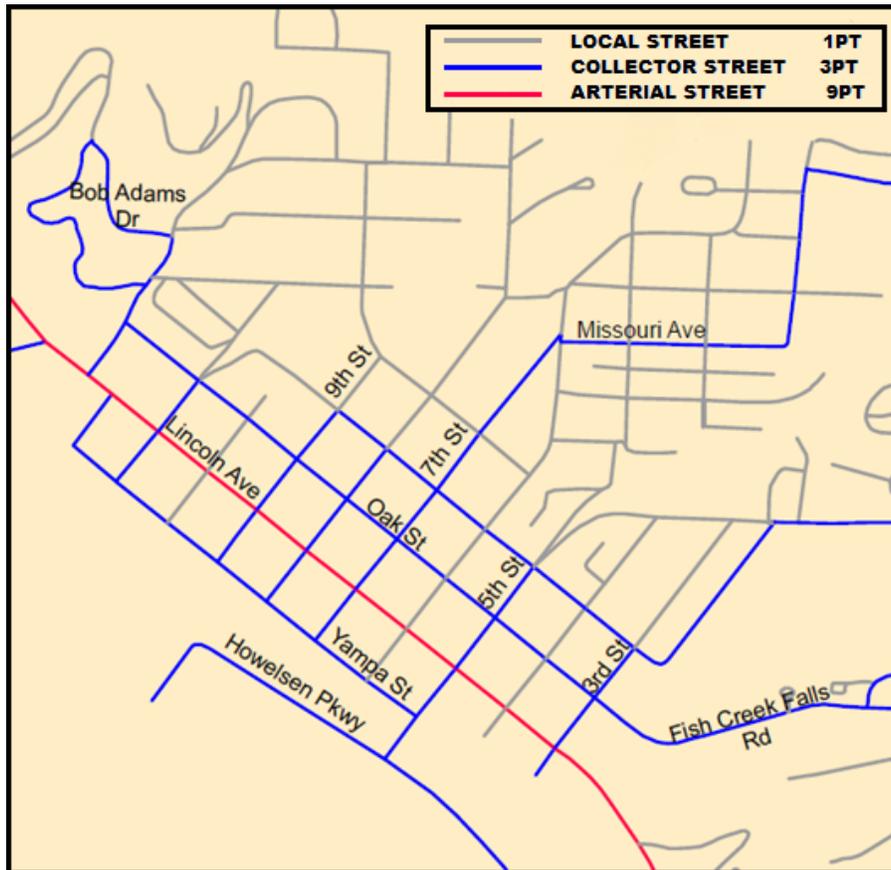
A scoring matrix was utilized in the prioritizing of the missing sidewalk in this updated Sidewalk Master Plan. Instead of the traditional 1, 2, 3 scoring, a 1, 3, 9 scoring matrix was used. There are a number of advantages to this approach. The first is that you see a larger differentiation between the scores at the top, middle and bottom of the rankings. This is due to "high" priority criteria really "popping" the scores. The other advantage is that when we create a really high criteria, for instance schools or high speed roads (arterials), we know that the scoring on that particular link will be greatly affected by the criteria. This is also why you will notice that not all categories have a "high" or 9 point score associated with it, such as parks and open spaces or core trail access points.

## Safety Criteria

### Roadway Functional Classification

Points are assigned to missing sidewalk links based on the adjacent roadway functional classification. In general there is a greater need to separate pedestrians from motor vehicles on roadways of a higher functional class (collectors and arterials) because the higher traffic volumes and speeds typical of those roads increase pedestrian danger and discomfort. The functional classification of a roadway is identified in the Area Community Plan and subsequent updates. Priority points are as follows:

<u>Roadway Functional Classification</u>	<u>Points</u>
<b>Arterials/Major Collector</b>	<b>9</b>
<b>Minor Collector</b>	<b>3</b>
<b>Local Street</b>	<b>1</b>



Roadway Classification Figure: Downtown Area

## Presence of Shoulder or On Street Parking

For missing links adjacent to roadways with no shoulder, less than 16 feet from centerline of road to edge of asphalt, or having on street parking that is heavily used, **3 points** will be assigned for arterial and collector streets and **1 point** will be assigned for local streets. Without a sidewalk pedestrians are forced to walk along the side of the roadway in close proximity to the travel way, therefore increasing the risk and impacting the comfort that a pedestrian experiences that may discourage use of the roadway for travel. One possible mitigation technique may be to increase the shoulder width in these locations, lowering the overall score, and providing a safer route to pedestrians.



Examples of lack of roadway shouldering or on-street parking

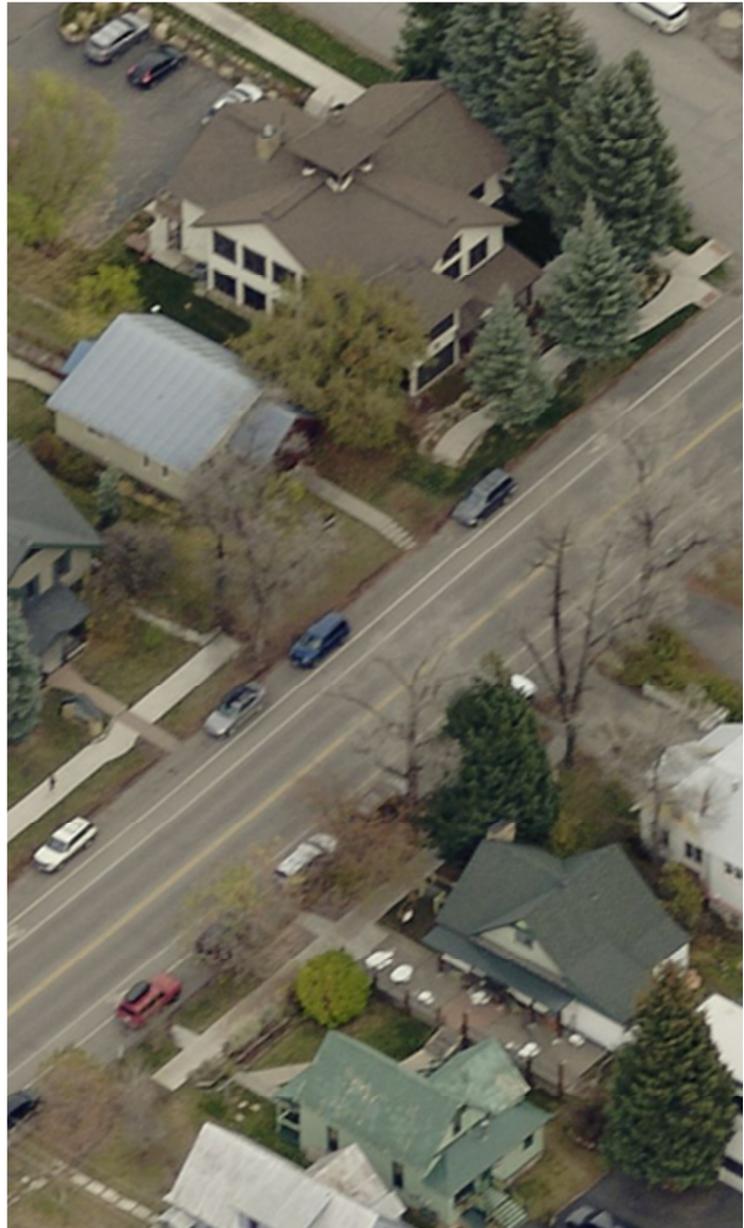
## Presence of Sidewalk on Opposite Side of Arterial or Major Collector

It is desired that all arterials and major collectors have sidewalk on both sides as higher volumes and speed dictate the need to get pedestrians off the roadway and reduce the need for crossing. Arterial and collector streets also serve as major thoroughfares through the community for all modes of transportation including vehicular, bicycle, transit and pedestrian and providing sidewalk along these routes directly benefits the latter two modes improving mobility along the corridor. With that, **3 points** will be given to missing links of sidewalk along arterial and collector streets where no sidewalk on either side of the street exist.



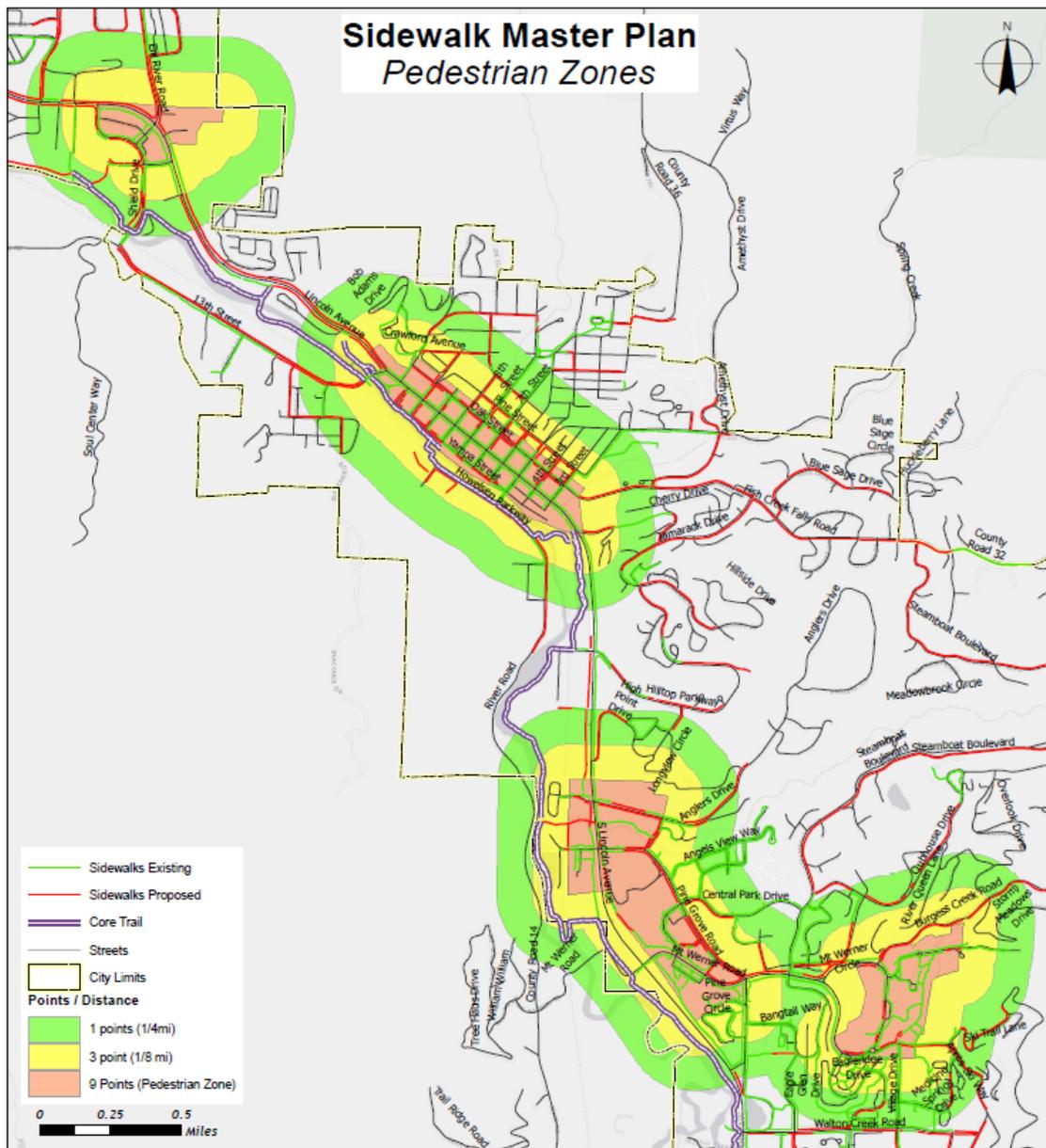
### “Missing Link” Connection

Where a missing link of sidewalk is actually a “missing link”, linking existing sidewalk of either side of the proposed sidewalk, **3 points** will be awarded. The reason for awarding these missing sidewalk with additional points is to encourage the completion of the commonly referred to “sidewalks to nowhere” and really build on the existing sidewalk we have in place to create a more viable pedestrian network throughout the City.



## Pedestrian Zone

The Pedestrian Zones were generated by the Community Development and Planning Department utilizing the current zoning map to create three zones that tend to be destinations that, once reached, the primary mode of transportation should be pedestrian oriented. **9 points** will be assessed to all missing links within Pedestrian zones. In order to address the fact that pedestrian zones may not have hard boundaries, a declining scoring method was used to identify missing link prioritization in the proximity of the areas defined.



Citywide Identified Pedestrian Zones

## Proximity to Pedestrian Zones

Pedestrian Zones are attractions or destinations; therefore providing pedestrian access to the areas is desirable. Points will be awarded based upon how far the missing link is from the pedestrian zone. Points will be awarded to links that are adjacent to, or in proximity to, Pedestrian Zones:

<u>Distance from Pedestrian Zone</u>	<u>Points</u>
0 – 1/8 mile	3
1/8 – 1/4 mile	1

## Mobility Criteria

To capture the mobility needs of a missing link of sidewalk, we employed an innovative technique in which established points or areas deemed pedestrian generators or hubs can be used with distance offsets to establish a scoring methodology to determine the importance of proximate sidewalk links. Proximity fields around the hubs award points to missing links of sidewalk within identify offset vicinity of the hub.



## Proximity to Steamboat Springs Transit Stops

Transit stops are primarily accessed by pedestrians and therefore create a need for safe walking environments. The Area Community Plan speaks specifically to the interconnected nature of a pedestrian network and a successful transit operation as these facilities are often mutually dependent.

That said, all transit stops are not equal as some are frequented much more heavily than others based on numerous factors. In 2013, Steamboat Springs Transit performed a comprehensive data gathering effort throughout the year to measure usage data at each of the stops throughout town. The data gathering effort measured how frequently a transit vehicle has boarding or offloading passengers and how many passengers are boarding or offloading on average at each stop. Using this data, an expected average daily trip could be calculated for each transit stop. A trip includes either a boarding or offloading passenger.

To assess missing links near transit stops, a two prong approach was undertaken related to the importance of that link to the stop. First was to rank the stops based on total rider frequency for each season (winter, summer) and an aggregate yearlong of both seasons. The second was to create offset proximity scoring from each stop based on the frequency of use.

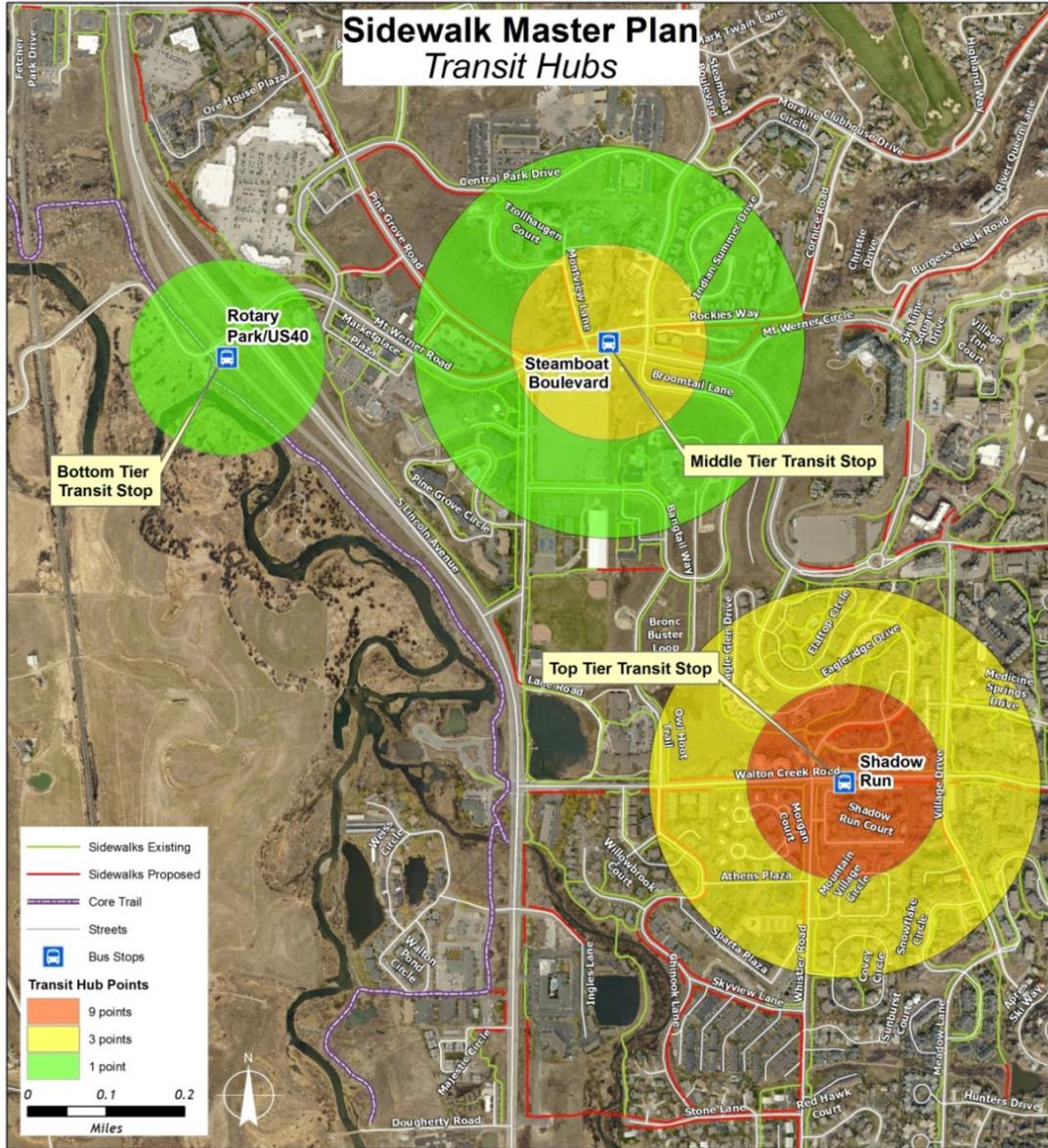
By calculating the standard deviation usage from the median transit stop usage, further refinement of the stop importance can be identified. Each transit stop was given a ranking of Top Tier (S1) for the most used stops to Bottom Tier (S3) for the least used. The Top Tier stops correspond to those that are used more regularly than one standard deviation from the median with the Bottom Tier less regularly than one standard deviation from the median. To reflect the variability of our community's climate and the differing travel patterns based on our resort community, if a stop fell outside of the standard deviation any of the winter, summer, or aggregate usage data, it was deemed a Top Tier stop. See Appendix B for Transit Usage Data.

Standard practice and the Area Community Plan indicates a goal of having a quarter mile spacing between transit stops. Therefore missing links in proximity to a transit hub were also given a point value associated with given distances from the stop. If stop spacing is within the targeted quarter mile spacing, then overlapping proximity zones may further prioritize a missing link as it becomes important to multiple stop locations.

Transit hubs located within pedestrian districts were not included in the scoring matrix.

The scoring criterion used to evaluate missing links in proximity to transit hubs is as follows:

<u>Distance from SST Stop</u>	<u>Top Tier</u>	<u>Middle Tier</u>	<u>Bottom Tier</u>
0 – 1/8 mile	9 pts	3 pts	1 pt
1/8 - 1/4 mile	3 pts	1 pt	0 pts



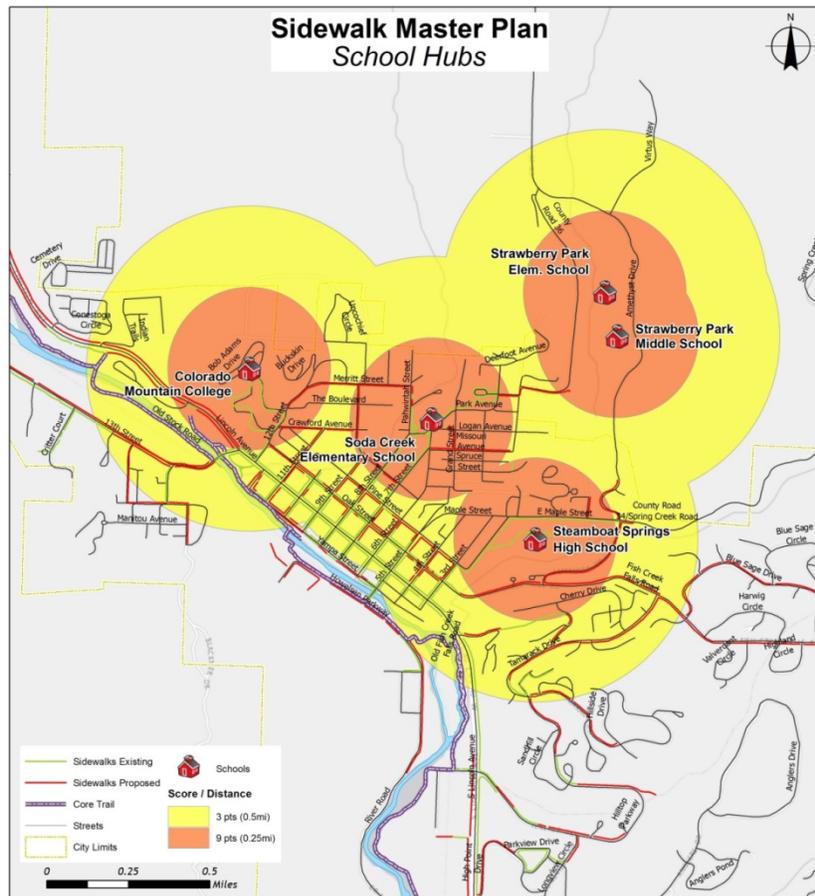
## Proximity to Schools

Children under the age of 16 are heavily represented in crash injury and fatality statistics and are in a specific group of the population that cannot drive, therefore they are more prone to walking to their destination and are more likely to be involved in an incident. As safety of school children is of paramount importance, this criteria was given the maximum scoring per the selected methodology and the proximity radius was drawn out further than other hub types.

The City and Bike Town USA have developed a Safe Routes to School program which includes a map showing recommended routes for children to walk. That map is not a reflection of what the ideal route should be, rather it is a recommended route based on existing infrastructure. In the event that this plan is realized, the Safe Routes to School map may be adjusted to reflect the built environment.

The scoring criterion used to evaluate missing links in proximity to schools is as follows:

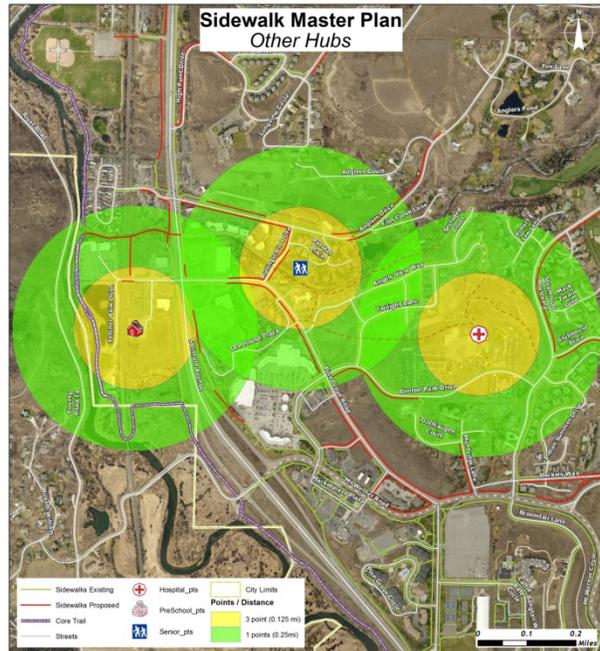
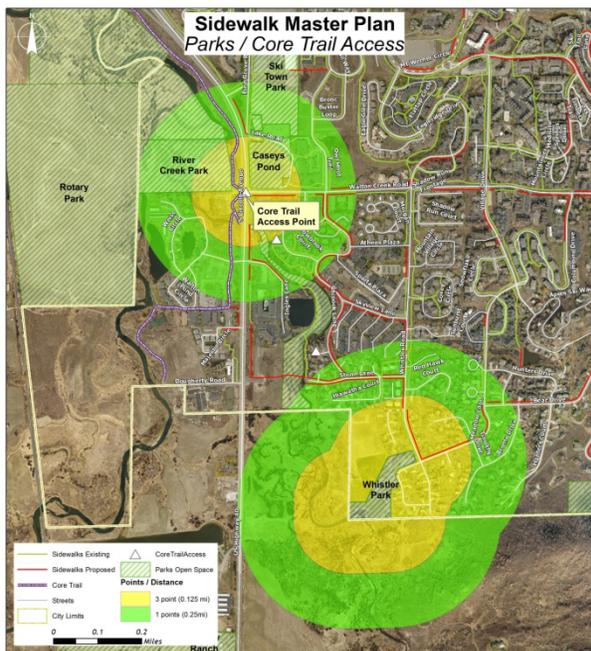
<u>Distance from Schools</u>	<u>Points</u>
0 – ¼ mile	9
¼ - ½ mile	3



Proximity to Pedestrian Attraction (outside of pedestrian zones)

Pedestrian attractions or hubs can be anything from parks to trailheads to open space, and especially in Steamboat Springs, access points to the core trail. These hubs also include daycare centers, the hospital, and senior living centers as these may often include users who are dependent on non-motorized travel and/or special consideration is necessary to consider mobility needs of these users. The attractions that necessitate mobility in and around an area may contain missing links within a proximate distance. For each of these hubs a point total was added to a link scoring based on the distance of the hub to the destination or demand source. These hubs, as there are many, were allocated a smaller point total for each offset:

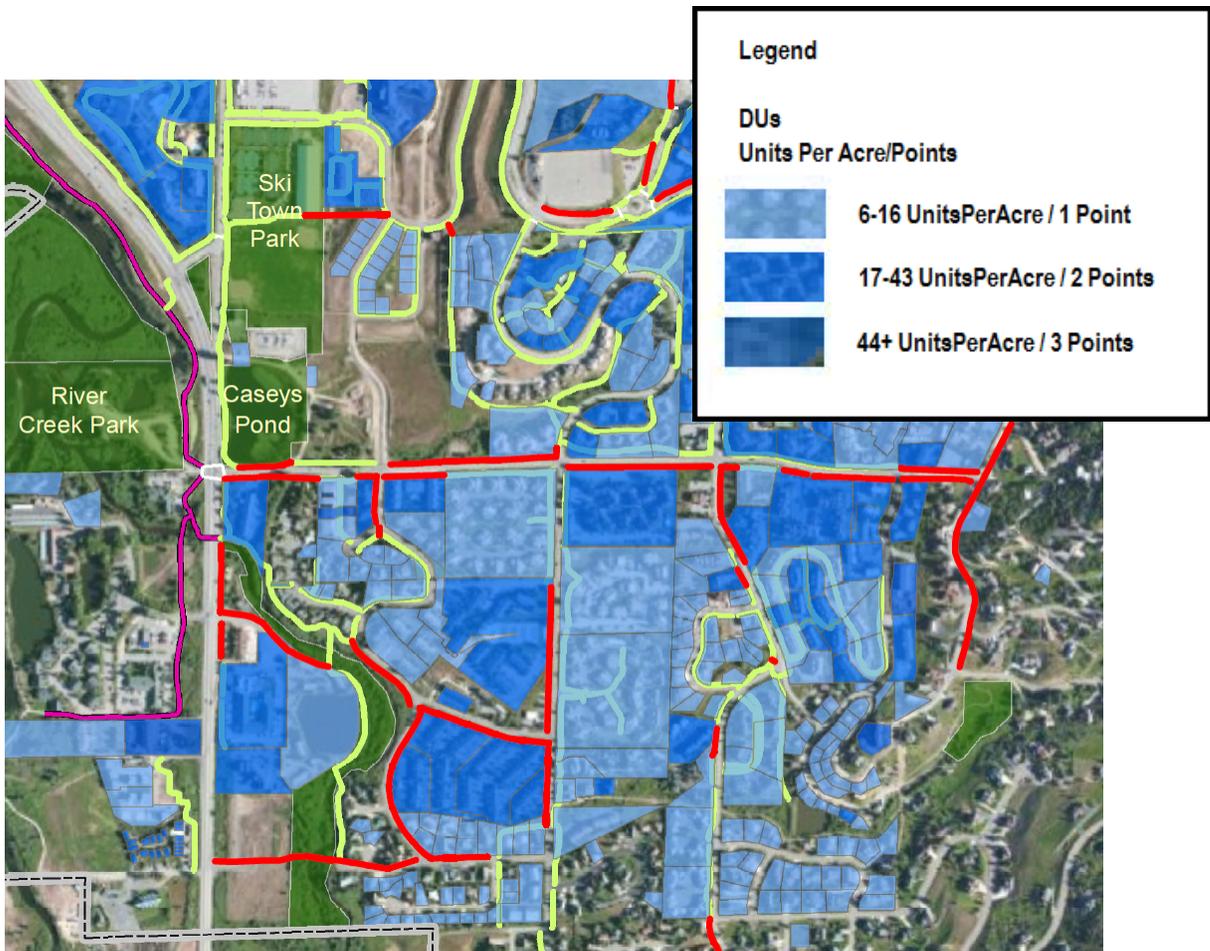
<u>Distance from Attraction</u>	<u>Points</u>
0 – 1/8 mile	3
1/8 - 1/4 mile	1



## Unit Density

Walking trips may increase with density of housing population. To reflect this existing or potential demand, points were assigned to missing links located adjacent to private development parcels based on the dwelling unit density of the property.

<u>Unit Density Range (Units/Acre)</u>	<u>Points</u>
0-5	0
6-16	1
17-43	2
44+	3



## Missing Link Prioritization

Using the city wide sidewalk inventory of missing links that are proposed for construction the above described methodology and scoring criteria were applied to each link to develop a specific scoring level for each identified missing sidewalk. The scoring serves to aggregate the various considerations determined via the plan update development to identify those missing links of most import to the community. The prioritization can serve to guide staff in the execution of capital improvement planning and grant application efforts.

The City of Steamboat Springs has currently programmed into the capital improvements plan budget an ambitious Downtown Improvement Plan along with a number of other projects that will complete missing sidewalk links located within the City. While those missing links are still shown in the Citywide Map Book (Appendix C) as missing, the prioritization of missing links shown below has removed those from scoring. It is notable that many of the sidewalk missing links that are programmed and in the process of design and construction are many of the highest priority links. For example, 27 of the top 50 sidewalk priorities are included in the Downtown Improvement Plan project scope. Staff felt that inclusion of those priorities that are already programmed would reduce the longevity of this plan update relevance.

The design and construction of each link will require site specific consideration. It is important to note that the prioritization is based on current conditions which may vary over time depending on physical assets, private development, operations modifications, and plan execution. The prioritization serves as a guide for capital planning and should not be used to determine where future sidewalks may be necessary if and when public or private development or redevelopment occurs that may change land use patterns and density.

Based on current GIS technology, the presented prioritization criteria can serve as a living scoring methodology to continually update the prioritization over time as conditions change such as hub relocation, as links are constructed, as new data is collected or refined such as transit stop usage. This plan and prioritization should be updated on a semi-frequent basis to determine effectiveness and to ensure that measured conditions are still providing valid information to decision makers.

Mountain Pedestrian District						Missing Sidewalk Prioritization Top Tier													
Pinegrove Pedestrian District																			
Curve Pedestrian District																			
Points Ranking	Total Points	ID	GridID	Corridor	Roadside	From	To	Density Units	Local Street	Collector Street	Arterial/Major Collector	Proximity to Pedestrian Zones	Proximity to Hub	Proximity to Transit Stops	No Shoulder (<16ft from CL to EOA)	No sidewalk on opposite side of road (proposed)	Existing Sidewalk on Both sides of Link	Proximity to Schools	Length (ft)
1	32	150	G7	Lincoln Ave	East	Ski Haus	South to Existing	3	0	0	9	9	8	0	0	0	0	0	479
1	32	55	D5	Lincoln Ave	South	Stockbridge	Dream Island Plaza	1	0	0	9	1	6	9	0	3	3	0	1568
3	31	31	D4	Lincoln Ave	West	Conestoga Cir	Loggers Ln	0	0	0	9	1	6	9	0	3	3	0	1470
4	30	230	H9	Walton Creek Rd	South	Chinook Ln	East to Existing	2	0	0	9	0	7	3	3	3	0	345	
4	30	235	H9	Walton Creek Rd	North	Owl Hoot Tr	Eagleridge Dr	1	0	0	9	0	8	9	0	0	3	0	946
4	30	167	G7	Pine Grove Rd	South	Lincoln Ave	Central Park Dr	2	0	3	0	9	10	0	3	0	3	0	1455
7	29	90	E7	3rd St	NW	Oak St	NE to Alley	1	0	3	0	3	5	1	3	1	3	9	168
8	28	95	E6	8th St	SE	Oak St	NE to Alley	1	0	3	0	3	5	1	3	0	3	9	163
8	28	179	G7	Lincoln Ave	East	Walmart/Qudoba	The Pines	0	0	0	9	9	7	0	0	0	3	0	484
10	27	81	E7	3rd St	NW	Pine St	SW to Alley	0	0	3	0	3	5	1	3	0	3	9	139
10	27	89	E6	7th St	SE	Oak St	NE to Alley	1	0	3	0	3	4	1	3	0	3	9	151
10	27	120	E6	Pine St	NE	7th St	8th St	1	0	3	0	3	4	1	3	0	3	9	308
10	27	165	G8	Rollingstone Dr	East	Anglers Dr	Pine Grove Rd	1	0	3	0	9	5	0	3	3	3	0	420
14	26	85	E7	7th St	SE	Pine St	SW to Alley	0	0	3	0	3	4	1	3	0	3	9	147
14	26	107	E6	Pine St	SW	8th St	9th St	2	0	3	0	3	5	1	3	0	0	9	313
14	26	109	E7	Pine St	SW	3rd St	4th St	2	0	3	0	3	5	1	3	0	0	9	326
14	26	221	I8	Lincoln Ave	East	Ingles Ln	North to Walton Creek	2	0	0	9	0	6	9	0	0	0	0	609
14	26	237	H9	Walton Creek Rd	South	Village Dr	West to Bus Stop	2	0	0	9	0	3	9	0	0	3	0	637
14	26	160	G8	Rollingstone Dr	West	Pine Grove Rd	Anglers Dr	1	0	3	0	9	4	0	3	3	3	0	638
14	26	188	H8	Mt Werner Rd	North	Resort Dr	Pine Grove Rd	0	0	0	9	9	2	0	3	0	3	0	719
14	26	168	G7	Anglers Dr	South	Lincoln Ave	Rollingstone Dr	1	0	3	0	9	4	0	3	3	3	0	1223
22	25	225	H9	Eagleridge Dr	East	Walton Creek Rd	North to Existing	2	0	3	0	1	4	9	0	3	3	0	72
22	25	153	G7	Fish Creek Creek	South	US40 Underpass		0	0	0	9	9	4	0	0	0	3	0	148
22	25	152	G7	Lincoln Ave	East	Pine Grove Rd	North to Existing	0	0	0	9	9	4	0	0	0	3	0	149
22	25	119	E7	Pine St	SW	6th St	NW to Existing	2	0	3	0	3	4	1	3	0	0	9	151
22	25	197	H9	Mt Werner Cir	West	Knoll Lot Entrance	South Grand Entrance	1	0	0	9	9	0	0	3	0	3	0	392
22	25	156	G7	Lincoln Ave	West	Anglers Dr	Walgreens	0	0	0	9	9	4	0	0	0	3	0	446
22	25	244	H9	Village Dr	West	Walton Creek Rd	South to Existing	1	0	3	0	0	3	9	3	3	3	0	506
22	25	163	G7	Anglers Dr	North	Lincoln Ave	Rollingstone Dr	0	0	3	0	9	4	0	3	3	3	0	659
22	25	187	G8	Pine Grove Rd	East	Mt Werner Rd	Central Park Dr	0	0	3	0	9	7	0	0	3	3	0	1623
31	24	151	G7	Pine Grove Rd	South	Fetcher Park Dr	East to Existing	1	1	0	0	9	9	0	1	0	3	0	148
31	24	112	E7	Pine St	SW	5th St	6th St	1	0	3	0	3	4	1	3	0	0	9	319
31	24	43	D5	Lincoln Ave	North	Indian Trails	West to Crosswalk	0	0	0	9	0	6	9	0	0	0	0	380
31	24	52	D4	Lincoln Ave	North	Conestoga Cir	Stockbridge	0	0	0	9	0	6	9	0	0	0	0	402
31	24	249	H9	Walton Creek Rd	South	Apres Ski Way	West to Existing	2	0	3	0	0	4	9	3	3	0	0	969
31	24	105	E7	Missouri Ave	North	Laurel St	N. Park Rd	1	0	3	0	0	4	1	3	0	3	9	1289
31	24	33	D4	Lincoln Ave	East	Loggers Ln	Conestoga Cir	0	0	0	9	0	6	9	0	0	0	0	1484
31	24	24	C3	Lincoln Ave	North	Downhill Dr	Elk River Rd	0	0	0	9	9	3	3	0	0	0	0	1660
39	23	93	E7	6th St	SE	Pine St	SW to Alley	1	1	0	0	3	4	1	1	3	0	9	130
39	23	65	E6	9th St	SE	Oak St	NE to Alley	1	0	3	0	3	3	1	3	0	0	9	176
39	23	238	H9	Chinook Ln	West	Mariah Ct	Walton Creek Rd	2	0	3	0	0	6	3	3	3	0	0	267
39	23	110	E7	Aspen St	SW	7th St	8th St	0	1	0	0	0	3	1	3	3	3	9	307
39	23	166	G7	Pine Grove Rd	North	Safeway	Rollingstone Dr	0	0	3	0	9	5	0	0	3	3	0	376
39	23	203	H9	Mt Werner Cir	South	Knoll Lot Entrance	East to Round-a-bout	0	0	0	9	9	2	0	3	0	0	0	388
39	23	229	H8	Walton Creek Rd	South	Lincoln Ave	Aspen Leaf way	2	0	0	9	0	6	3	0	0	3	0	531
39	23	177	H8	Mt Werner Rd	North	Pine Grove Rd	Steamboat Blvd	0	0	0	9	3	2	3	0	3	3	0	694
39	23	204	H9	Mt Werner Rd/Cir	South	Cornice Rd	Steamboat Blvd	0	0	0	9	3	2	3	3	0	3	0	974
39	23	135	F7	Lincoln Ave	West	Hilltop Pkwy	New Pamela Ln	2	0	0	9	0	6	3	0	0	3	0	1001
39	23	50	E4	13th St	North	Captain Jack Dr	Old Stock Rd	1	0	3	0	3	9	1	3	0	0	3	3153
39	23	129	E7	Fish Creek Falls Rd	North	Lower Spring Creek Trial	Tamarack Dr	2	0	3	0	3	5	1	0	0	0	9	3216
51	22	56	E6	9th St	SE	Pine St	SW to Alley	0	0	3	0	3	3	1	3	0	0	9	134
51	22	111	E7	5th St	NW	Pine St	SW to Alley	1	0	3	0	3	5	1	3	3	0	3	142
51	22	84	E7	6th St	NW	Pine St	SW to Alley	2	1	0	0	3	5	1	1	0	0	9	152
51	22	206	H9	Mt Werner Cir	South	Burgess Creek Rd	West to Grand entry	1	0	0	9	9	0	0	3	0	0	0	287
51	22	190	H9	Eagleridge Dr	South	Cascade Dr W.	Cascade E.	1	0	3	0	1	4	9	1	0	3	0	397
51	22	185	G8	Pine Grove Rd	West	Alpine Plaza	Snap Dragon Way	0	0	3	0	9	7	0	0	3	0	0	498
51	22	155	F7	Lincoln Ave	West	New Pamela Ln	South to Existing	0	0	0	9	3	4	3	0	0	3	0	1323
51	22	130	E8	Amethyst Dr	East	Fish Creek Falls Rd	Maple St	0	0	3	0	1	6	0	3	0	0	9	1801
51	22	36	C4	Elk River Rd	West	Downhill Dr	CDOT Barn	1	0	0	9	3	0	3	3	3	0	0	2415
60	21	223	H9	Eagleridge Dr	West	Walton Creek Rd	North to Existing	1	0	3	0	1	1	9	0	3	3	0	46
60	21	234	H9	Walton Creek Rd	South	Aspen Leaf Way	Chinook Ln	2	0	0	9	0	7	3	0	0	0	0	111
60	21	94	E7	6th St	NW	Oak St	NE to Alley	1	1	0	0	3	5	1	1	0	0	9	153
60	21	132	F7	Lincoln Ave	West	Trafalgar Dr	North to Iron Horse	0	0	0	9	0	6	3	0	0	3	0	218
60	21	199	H9	Mt Werner Cir	West	Round-a-bout	North to Existing	0	0	0	9	9	0	0	0	0	3	0	223
60	21	191	H9	Eagleridge Dr	East	Cascade Dr E.	North to Existing	1	0	3	0	1	3	9	1	0	3	0	259
60	21	180	H8	Lincoln Ave	East	JD Hayes Way	Lake Rd	0	0	0	9	1	7	1	0	0	3	0	492
60	21	128	E8	Amethyst Dr	West	E. Maple St	North	0	0	3	0	0	6	0	3	0	0	9	915

Total Length 44,284  
Total Cost (\$200/ft) \$8,856,800

Mountain Pedestrian District						Missing Sidewalk Prioritization Middle Tier													
Pinegrove Pedestrian District																			
Curve Pedestrian District																			
Points Ranking	Total Points	ID	GridID	Corridor	Roadside	From	To	Density Units	Local Street	Collector Street	Arterial/Major Collector	Proximity to Pedestrian Zones	Proximity to Hub	Proximity to Transit Stops	No Shoulder (-1ft from CL to EDA)	No sidewalk on opposite side of road (proposed)	Existing Sidewalk on Both sides of Link	Proximity to Schools	Length (ft)
68	20	212	H9	Village Dr	West	Apres Ski Way	North to Existing	2	0	3	0	9	0	0	0	3	3	0	197
68	20	108	E7	Pine St	SW	4th St	5th St	1	0	3	0	3	6	1	3	0	0	3	293
68	20	202	H9	Apres Ski Way	North	Village Dr	West to Round-a-bout	2	0	3	0	9	0	0	3	0	3	0	333
68	20	182	H8	Pine Grove Rd	South	Resort Dr	Mt Werner Rd	0	0	3	0	9	2	0	0	3	3	0	565
68	20	60	E6	Crawford Ave	South	12th St	Yahmonite St	1	1	0	0	3	4	1	1	0	0	9	1076
73	19	83	E7	5th St	SE	Pine St	SW to Alley	1	0	3	0	3	5	1	3	0	0	3	151
73	19	92	E7	4th St	NW	Pine St	SW to Alley	2	1	0	0	3	5	1	1	3	0	3	158
73	19	123	E7	5th St	SE	Oak St	NE to Alley	1	0	3	0	3	5	1	3	0	0	3	164
73	19	211	H10	Ski Time Sq	South	Torian Plum	Tee Bar	3	1	0	0	9	0	0	3	0	3	0	203
73	19	127	E8	Mckinley	East	E. Maple St	Hanover St	0	1	0	0	0	6	0	0	0	3	9	321
73	19	252	H10	Walton Creek Rd	North	Apres Ski Way	West to Existing	2	0	3	0	0	2	9	3	0	0	0	419
73	19	54	E5	13th St	South	Evans St	Gilpin St	1	0	3	0	1	7	1	0	0	0	3	716
73	19	224	I8	Stone Ln	South	Whistler Rd	West to cul-de-sac	1	0	3	0	0	3	3	3	3	3	0	1102
73	19	58	E6	Merritt St	South	The Boulevard	Yahmonite St	1	1	0	0	3	3	1	1	0	0	9	1264
82	18	253	I9	Village Dr	West	Alpine Vista Ct	South to Existing	2	0	3	0	0	1	3	3	3	3	0	102
82	18	149	G7	Anglers Dr	South	Lincoln Ave	West to Existing	0	1	0	0	9	4	0	1	0	3	0	268
82	18	217	I8	Lincoln Ave	West	Majestic Cir	North to Core Trail	2	0	0	9	0	4	3	0	0	0	0	286
82	18	47	E5	13th St	South	Lithia Springs Rd	Evans St	0	0	3	0	0	5	1	3	3	0	3	319
82	18	232	I9	Skyview Ln	South	Chinook Ln	Whistler Rd	2	0	3	0	0	4	3	3	3	0	0	620
82	18	219	I8	Lincoln Ave	East	Stone Ln	North to Existing	2	0	0	9	0	4	3	0	0	0	0	749
82	18	226	H9	Chinook Ln	East	Walton Creek Rd	Athens Plaza	2	0	3	0	0	7	3	3	0	0	0	629
82	18	37	C4	Elk River Rd	East	Copper Ridge Dr	Elk River Plaza	0	0	0	9	0	0	3	3	3	0	0	1211
82	18	227	I9	Chinook Ln	East	Athens Plaza	Whistler Rd	1	0	3	0	0	5	3	3	3	0	0	1725
91	17	209	H9	Village Dr	East	Apres Ski Way	North to Existing	2	0	0	0	9	0	0	0	3	3	0	82
91	17	131	E8	Spring Creek Rd	South	Amethyst Dr	East	0	1	0	0	0	6	0	1	0	0	9	187
91	17	183	H8	Snap Dragon Way	South	Central Park Dr	Pine Grove Rd	0	1	0	0	9	3	0	1	3	0	0	190
91	17	18	D3	Lincoln Ave	South	Whitehaven Ct	Lagoon Ct	1	0	0	9	0	4	3	0	0	0	0	272
91	17	207	H9	Apres Ski Way	South	Village Dr	ID_208	2	0	3	0	9	0	0	0	0	3	0	292
91	17	19	D3	Lincoln Ave	South	Riverside Dr	Whitehaven Ct	1	0	0	9	0	4	3	0	0	0	0	315
91	17	256	H10	Apres Ski Way	East	Walton Creek Rd	Alpenglow Way	1	0	3	0	0	1	9	3	0	0	0	334
91	17	97	E6	9th St	SE	Aspen St	Pine St	1	1	0	0	3	1	1	1	0	0	9	351
91	17	184	H8	Snap Dragon Way	North	Central Park Dr	Pine Grove Rd	0	1	0	0	9	3	0	1	3	0	0	420
91	17	240	I9	Chinook Ln	East	Core Trail	Skyview Ln	0	0	3	0	0	5	3	3	3	0	0	502
91	17	137	F7	Old Fish Creek Rd	North	Lincoln Ave	Willet Ridge Greenbelt	1	0	0	0	3	6	0	1	0	3	3	615
91	17	21	C3	Downhill Dr	West	Lincoln Ave	North to Existing	0	0	3	0	1	1	3	3	3	3	0	735
91	17	233	I9	Whistler Rd	West	Athens Plaza	Skyview Ln	2	0	3	0	0	3	3	3	0	3	0	802
91	17	157	G8	Central Park Dr	South	Pine Grove Rd	Trollhaugen Ct	0	0	3	0	3	7	1	0	0	0	3	1088
91	17	3	C3	Downhill Dr	East	W. Acres Dr	Lincoln Ave	1	0	3	0	1	3	3	3	3	0	0	1499
91	17	136	F7	River Rd	East	Core Trail	South Brooklyn	1	0	3	0	3	6	1	3	0	0	0	2297
107	16	239	I9	Mariah Ct	South	Mariah/Chinook Corner	Ramp	1	0	3	0	0	6	3	3	0	0	0	22
107	16	29	D4	Shield Dr	West	Curve Ct/Shield Dr	SW corner Connection	0	0	0	0	3	4	3	3	0	3	0	353
107	16	98	E6	Aspen St	NE	8th St	9th St	0	1	0	0	3	1	1	1	0	0	9	375
107	16	213	H10	Apres Ski Way	East	Longthong Rd	Alpenglow Way	1	0	3	0	0	0	9	3	0	0	0	563
107	16	23	D4	13th St	South	Shield Dr	East to Existing	0	0	3	0	0	6	1	3	3	0	0	689
107	16	32	D4	Shield Dr	East	James Brown Bridge	North to Existing	1	0	3	0	0	6	3	0	0	3	0	702
107	16	34	D4	Shield Dr	South	Curve Ct	Court House Driveway	0	0	3	0	3	4	3	0	0	3	0	738
107	16	17	C3	Lincoln Ave	South	Riverside Plaza	Riverside Dr	0	0	0	9	0	1	3	0	3	0	0	753
107	16	25	D3	Shield Dr	W	Lincoln Ave	S. on Shield to Existing	0	0	3	0	3	4	3	0	0	3	0	771
107	16	27	D4	Shield Dr	West	Core Trail/James B. Bridge	North to Existing	0	0	3	0	1	6	3	0	0	3	0	807
107	16	126	E7	CO Rd 36	South	Nob St	Stawberry Park School	0	0	3	0	0	1	0	3	0	0	9	916
107	16	133	E6	Howelson Pkwy	South	Parks & Rec	Tennis Courts	0	0	3	0	3	3	1	3	0	0	3	1276
107	16	22	C3	Lincoln Ave	North	Downhill Dr	Riverside Plaza W	0	0	0	9	0	1	3	0	3	0	0	1318
107	16	38	D4	13th St	North	Shield Dr	Captain Jack Dr	1	0	3	0	0	6	3	3	0	0	0	2068
107	16	16	C1	Lincoln Ave	South	Snowbowl Plaza	West to City Limit	1	0	0	9	0	3	3	0	0	0	0	3276
122	15	254	H9	Walton Creek Rd	South	Village Dr	East to Existing	0	0	3	0	0	3	3	3	0	3	0	85
122	15	181	H8	Pine Grove Rd	West	Snapdragon Way	South to Existing	0	0	0	0	9	2	1	0	3	0	0	232
122	15	147	G7	Fish Creek Creek	South	Lincoln Ave	West to RR Tracks	0	0	0	0	9	6	0	0	0	0	0	427
122	15	13	C4	Elk River Rd	West	Downhill Dr	Copper Ridge Cir	0	0	0	9	0	0	0	3	0	3	0	616
122	15	222	I9	Whistler Rd	east	Whistler Rd	Meadow Ln	0	0	3	0	0	3	3	3	0	3	0	633
122	15	257	H10	Apres Ski Way	East	Walton Creek Rd	Val d'Isere Cir	1	1	0	0	0	3	9	1	0	0	0	1050
122	15	255	I9	Meadow Ln	North	Bear Dr	Whistler Rd	0	0	3	0	0	3	3	3	0	3	0	1122
129	14	103	E7	Logan Ave	North	Grand St	West to Existing	1	1	0	0	0	1	1	1	0	0	9	129
129	14	57	E6	11th St	NW	Crawford Ave	Pine St	1	1	0	0	3	4	1	1	0	0	3	139
129	14	250	I9	Meadow Ln	West	Sunburst Ct	South to Existing	2	0	3	0	0	0	3	3	0	3	0	157
129	14	104	E7	Grand St	West	Logan Ave	Missouri Ave	1	1	0	0	0	0	1	1	1	0	9	287
129	14	228	I9	Whistler Rd	West	Stone Ln	Park Ct	1	0	3	0	0	4	3	3	0	0	0	355
129	14	231	I9	Stone Ln	North	Chinook Ln	Whistler Rd	1	0	3	0	0	4	3	3	0	0	0	554
129	14	193	H9	Burgess Creek Rd	East	Mt Werner Cir	North to Ped Zone	2	0	3	0	9	0	0	0	0	0	0	691
129	14	208	H9	Apres Ski Way	South	Medicine Springs Dr	West to Pedestrian Dist.	2	0	3	0	3	0	3	0	0	0	3	841
129	14	215	H10	Apres Ski Way	East	Ski Trail Ln	Longthong Rd	2	0	3	0	3	0	3	3	0	0	0	862
129	14	146	F7	Highpoint Dr	West	Lincoln Ave	Parkview Dr	0	1	0	0	3	3	3	1	0	3	0	1424
129	14	142	E8	Tamarack Dr	South	Fish Creek Falls Rd	Rocky Peak Subdivision	2	0	3	0	1	4	1	3	0	0	0	2844

Total Length 49,927  
Total Cost (\$200/ft) \$9,985,400

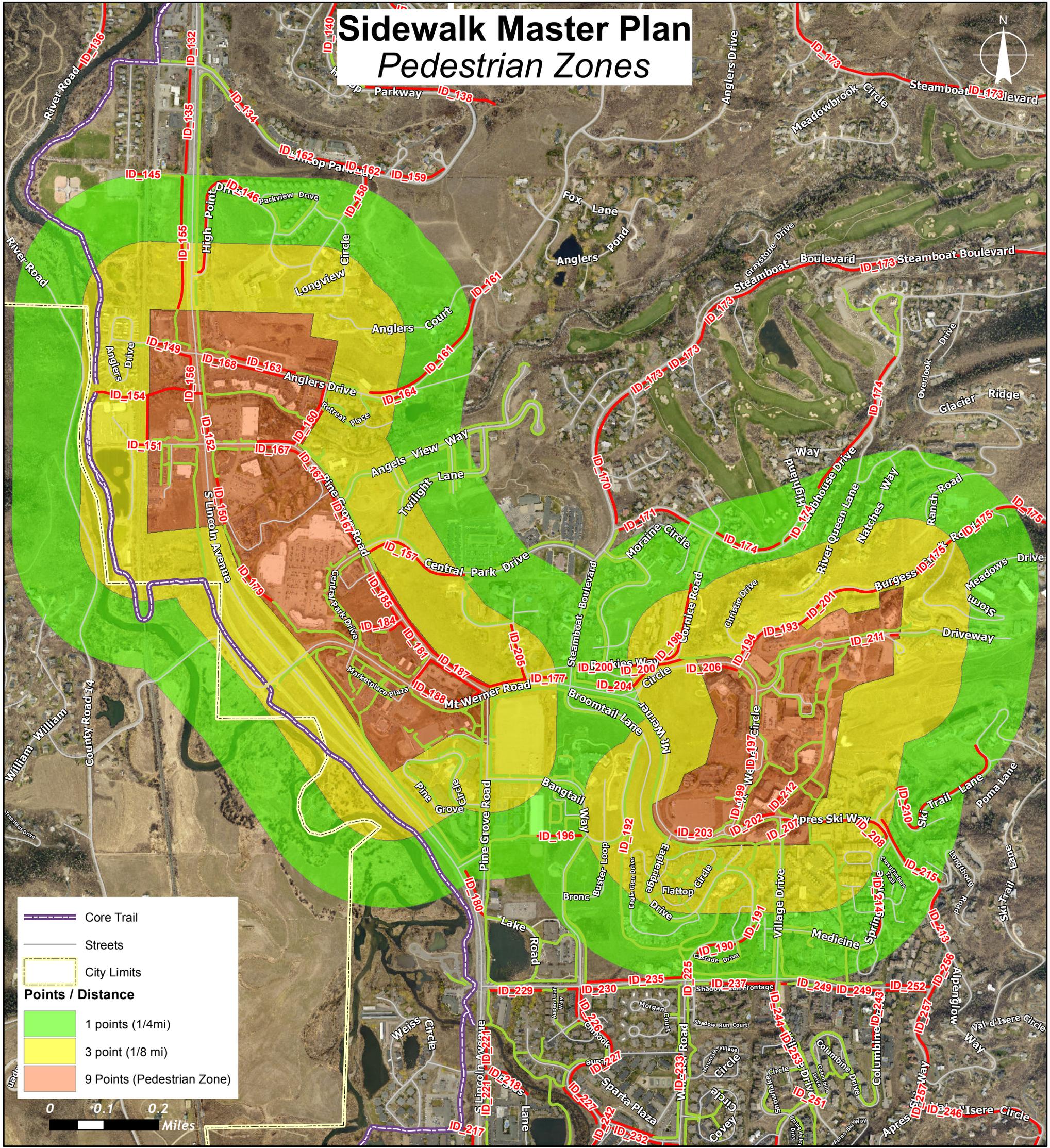
Mountain Pedestrian District						Missing Sidewalk Prioritization Bottom Tier													
Pinegrove Pedestrian District																			
Curve Pedestrian District																			
Points Ranking	Total Points	ID	GridID	Corridor	Roadside	From	To	Density Units	Local Street	Collector Street	Arterial/Major Collector	Proximity to Pedestrian Zones	Proximity to Hub	Proximity to Transit Stops	No Shoulder (<16ft from CL to EOA)	No sidewalk on opposite side of road (proposed)	Existing Sidewalk on Both sides of Link	Proximity to Schools	Length (ft)
140	13	91	E7	4th St	SE	Oak St	NE to Alley	2	1	0	0	0	0	2	1	0	0	0	165
140	13	194	H9	Burgess Creek Rd	West	Mt Werner Cir	Christie Dr	0	1	0	0	9	0	0	0	3	0	0	175
140	13	189	H8	Resort Dr	East	Pine Grove Rd	Mt Werner Rd	0	1	0	0	9	2	0	1	0	0	0	278
140	13	67	E6	11th St	NW	Soda Ridge Way	Oak St	0	1	0	0	3	4	1	1	0	0	3	413
140	13	148	G7	Pine Grove Rd	North	End	to North	0	0	0	0	3	9	1	0	0	0	0	418
140	13	241	I9	Whistler Rd	West	Stone Ln	Skyview Ln	2	0	3	0	0	2	3	3	0	0	0	645
140	13	100	E6	Merritt St	South	Yahmonite St	Pahwintah St	1	1	0	0	0	0	1	1	0	0	9	799
147	12	101	E7	Pahwintah St	East	Merritt St	Deerfoot Arts Park	0	1	0	0	0	0	1	1	0	0	9	226
147	12	154	G7	Fish Creek Creek	South	Core Trail	East to Proposed	1	0	0	0	3	7	1	0	0	0	0	514
147	12	26	D4	Curve Ct	North	Shield Dr	West to cul-de-sac	0	1	0	0	3	4	3	1	0	0	0	548
147	12	171	G9	Clubhouse Dr	South	Steamboat Blvd	Moraine Ct	3	1	0	0	1	3	1	0	0	3	0	773
147	12	46	E5	Evans St	East	13th St	Saratoga Ave	2	1	0	0	0	7	1	1	0	0	0	908
147	12	236	I8	Stone Ln	North	Chinook Ln	Lincoln Ave	0	0	3	0	0	3	3	3	0	0	0	1081
147	12	198	G9	Cornice Rd	West	Existing to North	Existing on Rockies Way	2	1	0	0	3	1	1	1	0	3	0	1099
147	12	201	G9	Burgess Creek Rd	South	Storm Meadows Dr	Pedestrian Zone	3	0	3	0	3	0	0	3	0	0	0	1151
147	12	161	G8	Anglers Dr	North	Rita Valentine	South to Existing	0	1	0	0	3	7	0	1	0	0	0	1667
147	12	10	B4	Elk River Rd	East	Copper Ridge Cir	Duckels Ct	0	0	9	0	0	0	0	3	0	0	0	1868
147	12	11	B3	Elk River Rd	West	Airport Cir	South to Existing	0	0	9	0	0	0	0	3	0	0	0	2840
158	11	220	I8	Majestic Cir	South	Lincoln Ave	West to Existing	2	1	0	0	0	4	3	1	0	0	0	205
158	11	44	E5	Saratoga Ave	North	Gilpin St	Routt St	1	1	0	0	1	7	1	0	0	0	0	322
158	11	4	C3	Downhill Dr	West	West End Ave	West Acres Dr	0	0	3	0	0	1	1	3	3	0	0	326
158	11	134	F7	Hilltop Parkway	North	Lincoln Ave	East to Existing	0	0	3	0	0	2	3	0	0	3	0	459
158	11	218	I8	Ingles Ln	North	Lincoln Ave	East	2	1	0	0	0	4	3	1	0	0	0	461
158	11	196	H8	Wildhorse Meadows	NA	Tennis Bubble	Bangtail/Bronc Buster	2	1	0	0	1	4	0	0	0	3	0	471
158	11	205	H8	Montview Ln	West	Trollhaugen Ct	Mt Werner Rd	0	1	0	0	3	3	3	1	0	0	0	543
158	11	45	E5	Saratoga Ave	North	Evans St	Gilpin St	1	1	0	0	1	7	1	0	0	0	0	568
158	11	138	F8	Hilltop Parkway	North	Clermont Cir	East to Existing	1	0	3	0	0	3	1	0	0	3	0	1299
167	10	164	G8	Anglers Dr	South	Fish Creek Ln	West to Existing	0	1	0	0	3	5	0	1	0	0	0	272
167	10	2	C3	Downhill Dr	West	Gossard Pkwy	W. Acres Dr	0	0	3	0	0	1	0	3	3	0	0	284
167	10	63	E6	Howelson Pkwy	South	West Parking lot		0	0	3	0	3	3	1	0	0	0	0	459
167	10	243	H10	Columbine Dr	West	Walton Creek Rd	South to Existing	2	1	0	0	0	2	1	1	0	3	0	564
167	10	15	C4	Downhill Dr	South	Jacobs Circle W.	Elk River Rd	1	0	3	0	0	0	0	3	3	0	0	608
167	10	214	H10	Medicine Springs	West	Cimarron Cir	Kitzbuhel Ct	1	0	0	0	1	1	3	1	0	3	0	639
167	10	200	H9	Rockies Way	South	Steamboat Blvd	Mt Werner Cir	0	1	0	0	3	2	3	1	0	0	0	789
167	10	99	E6	Yahmonite Stq	East	Merritt St	9th St Bridge	1	1	0	0	1	2	1	1	0	0	3	912
167	10	242	I9	Chinook Ln	East	Skyview Ln	Stone Ln	2	1	0	0	0	3	3	1	0	0	0	985
167	10	62	E6	Howelson Pkwy	South	Olympian Hall	Volleyball Courts	0	0	3	0	3	3	1	0	0	0	0	1021
167	10	170	G9	Steamboat Blvd	East	Clubhouse Dr	Delta Queen Ct	1	0	3	0	0	3	0	3	0	0	0	1393
178	9	82	E7	4th St	SE	Pine St	SW to Alley	1	1	0	0	3	2	1	1	0	0	0	139
178	9	145	F7	New Pamela Ln	South	Pamela Ln	East to Existing	2	0	0	0	0	4	3	0	0	0	0	273
178	9	30	D3	Curve Ct	South	Curve Ct	Core Trail	0	0	0	0	0	6	3	0	0	0	0	559
178	9	141	E8	Lupine Dr	West	Tamarack Dr	Existing Trail	0	1	0	0	0	3	1	1	0	0	3	620
178	9	6	C3	Downhill Dr	South	West Acres Dr	Jacobs Cir W.	0	0	3	0	0	0	0	3	3	0	0	818
178	9	140	F7	Hilltop Parkway	East	Tamarack	Eaglepoint Ct	1	0	3	0	0	1	1	3	0	0	0	1153
178	9	14	C3	Downhill Dr	North	Elk River Rd	Uphill Cir	0	0	3	0	0	0	0	3	3	0	0	1246
178	9	247	I9	Bear Dr	North	Meadow Ln	Val d'Iserre Cir	1	1	0	0	0	3	3	1	0	0	0	5076
186	8	245	I9	Meadow Ln	East	Village Dr	Hunters Ct	1	0	0	0	0	1	3	0	0	3	0	241
186	8	102	E7	Nob St	South	Broad St	N. Park Rd	1	1	0	0	0	1	1	1	0	0	3	311
186	8	158	F8	Longview Cir	East	Hilltop Pkwy	Longview Cir	1	1	0	0	1	3	1	1	0	0	0	454
186	8	162	F8	Hilltop Parkway	North	Mill Run Ct	West to Existing	1	0	3	0	0	3	1	0	0	0	0	791
186	8	210	H10	Ski Trail Ln	North	Apres Ski Way	Edgmont	2	1	0	0	1	0	3	1	0	0	0	1760
186	8	144	E8	Fish Creek Falls Rd	South	Tamarack	Boulder Ridge Rd	1	0	3	0	0	3	1	0	0	0	0	3715
186	8	173	F9	Steamboat Blvd	East	Fish Creek Falls Rd	Delta Queen Ct	1	0	3	0	0	1	0	3	0	0	0	14147
193	7	192	H9	Bangtail Way	East	Exiting	Existing	1	1	0	0	3	2	0	0	0	0	0	547
193	7	159	F8	Hilltop Parkway	North	Mill Run Ct	Falling Water Ln	0	0	3	0	0	3	1	0	0	0	0	252
193	7	20	D3	West Core Trail	NA	Riverside Ct	Lagoon Ct	0	0	0	0	0	6	1	0	0	0	0	1383
193	7	143	E8	Blue Sage Dr	North	Fish Creek Falls Rd	to East	1	1	0	0	0	3	1	1	0	0	0	2708
197	6	251	I9	Village Dr	West	NW Village/Meadow	Ramp	0	1	0	0	0	2	3	0	0	0	0	19
197	6	53	E5	Routt St	East	Saratoga Ave	Fairview Ln	1	1	0	0	1	2	1	0	0	0	0	611
197	6	246	I10	Val d'Iserre Cir	South	Apres Ski Way	Melrose Ln	0	1	0	0	0	3	1	1	0	0	0	1305
197	6	139	F7	Tamarack Dr	North	Hilltop Pkwy	Hillside Dr	1	0	0	0	0	3	1	1	0	0	0	1648
197	6	175	G10	Burgess Creek Rd	South	Storm Meadows Dr	East to End	1	1	0	0	3	0	0	1	0	0	0	6969
202	5	174	G9	Clubhouse Dr	West	Cornice Ct	Graystone Subdivision	1	1	0	0	1	1	1	0	0	0	0	2406
203	4	8	C4	Copper Ridge Cir	West	Copper Ridge Dr	South to Elk River Rd	1	1	0	0	0	0	1	1	0	0	0	1654
204	3	9	C4	Copper Ridge Cir	West	Copper Ridge Dr	North to Elk River Rd	1	1	0	0	0	0	0	1	0	0	0	3179
205	2	7	C4	Copper Ridge Dr	South	Elk River Rd	Copper Ridge Cir	0	1	0	0	0	0	0	1	0	0	0	322
205	2	12	C3	Jacob Cir	South	Downhill Dr	Downhill Dr	1	1	0	0	0	0	0	0	0	0	0	1762
207	1	5	C3	West Acres Dr	South	Downhill Dr	West Acre Park Subdivision	0	0	0	0	0	1	0	0	0	0	0	494

Total Length 84,545  
Total Cost (\$200/ft) \$16,909,000

# Appendix A: Defined Pedestrian Zones



# Sidewalk Master Plan Pedestrian Zones

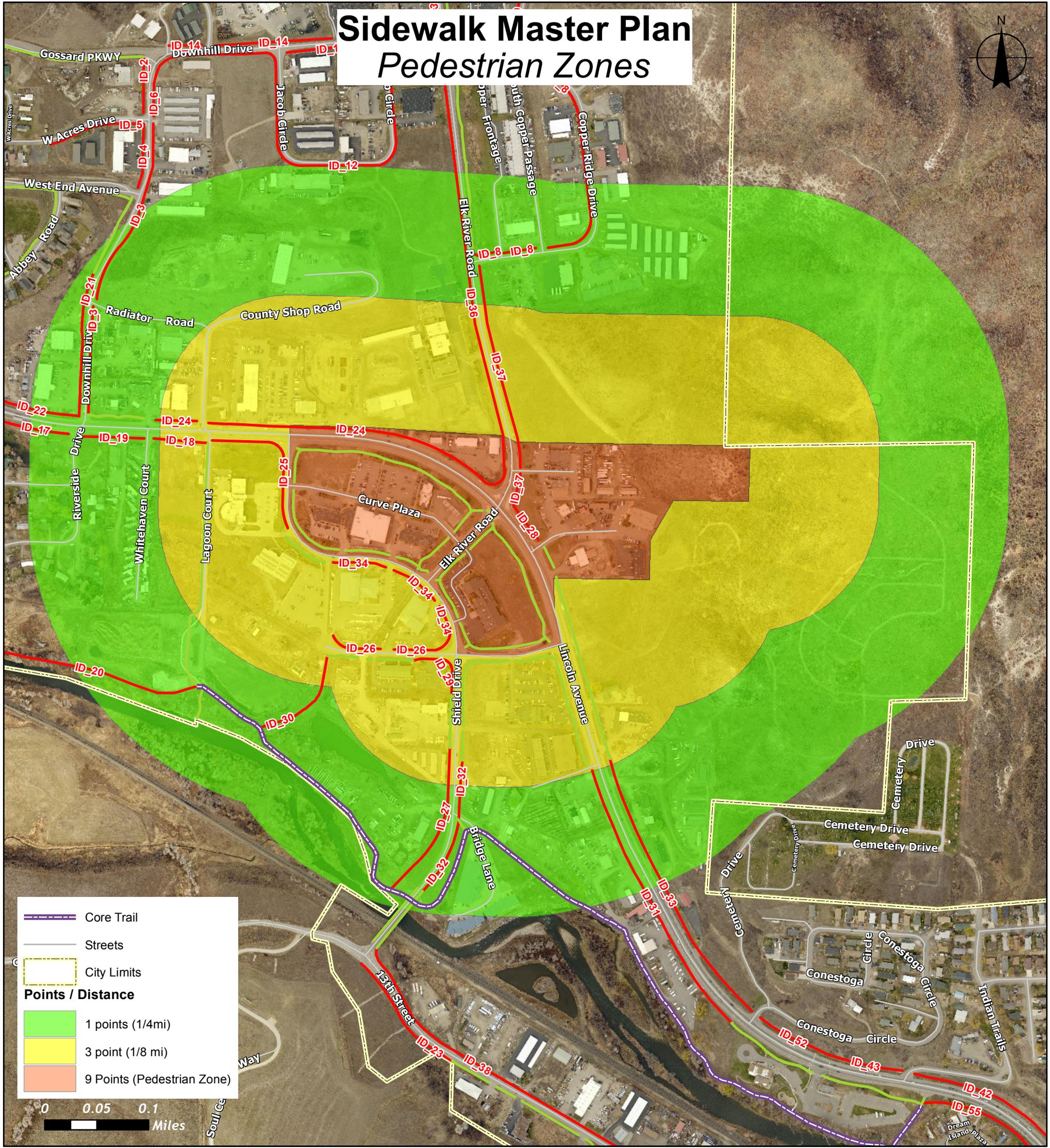


Core Trail  
 Streets  
 City Limits  
**Points / Distance**  
 1 points (1/4mi)  
 3 point (1/8 mi)  
 9 Points (Pedestrian Zone)



# Sidewalk Master Plan

## Pedestrian Zones



——— Core Trail  
——— Streets  
 City Limits

**Points / Distance**

	1 points (1/4mi)
	3 point (1/8 mi)
	9 Points (Pedestrian Zone)



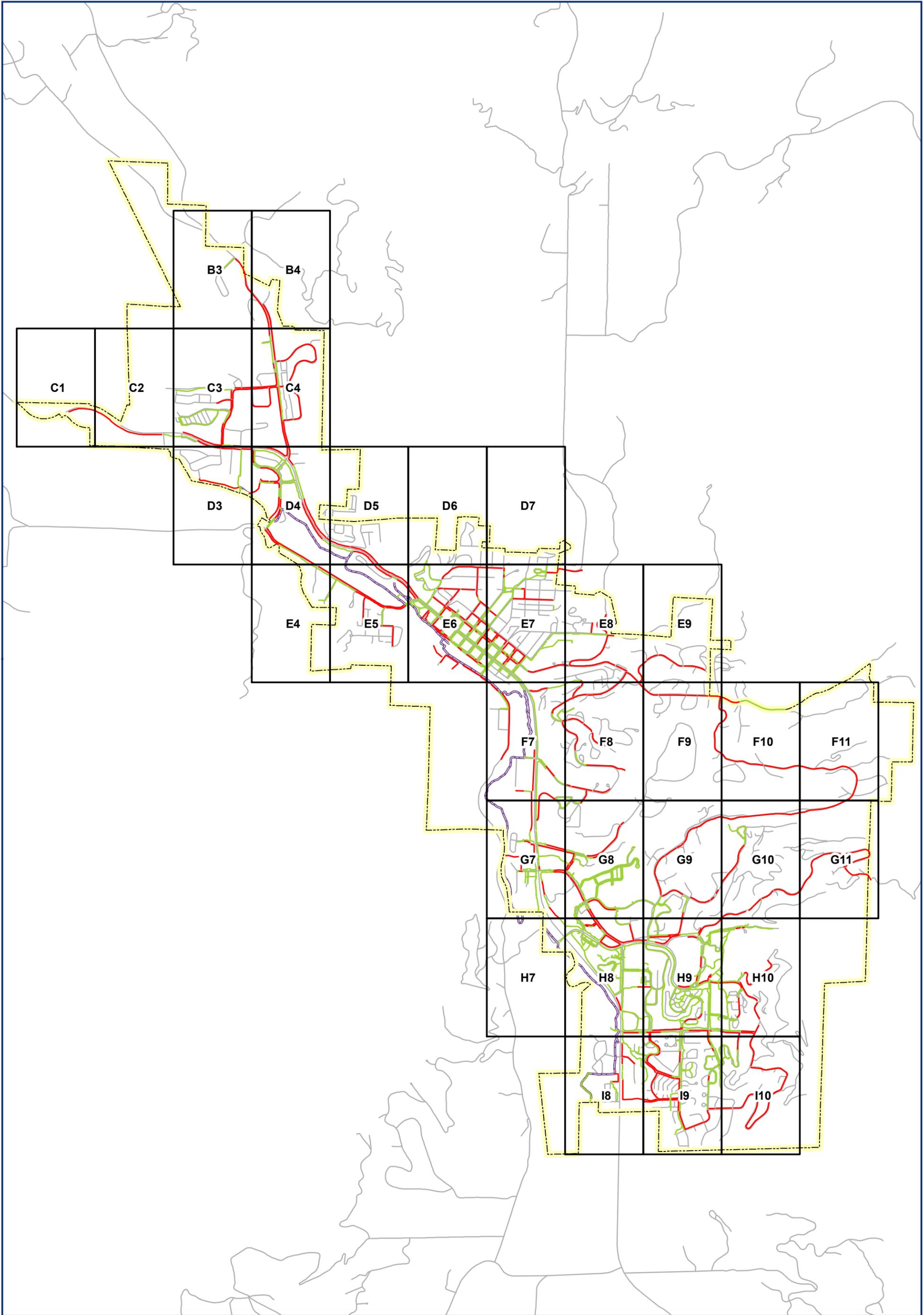
# Appendix B: Transit Stop Usage Data

Yearlong Stop Usage			
Transit Stop	Total 2013	%	ADT
Shadow Run	65,049	3.49%	178
Walton Pond	55,336	2.97%	152
Stockbridge	50,629	2.72%	139
Herbage	31,211	1.68%	86
The Park	26,607	1.43%	73
Dream Island MB	21,151	1.14%	58
Whistler Village	19,753	1.06%	54
Riverside Drive	19,472	1.05%	53
Lift up	18,796	1.01%	51
Steamboat Square	18,548	1.00%	51
Iron Horse Inn	18,468	0.99%	51
Old Town Hot Springs	16,311	0.88%	45
Steamboat Campground	15,861	0.85%	43
Trappeur's Crossing	15,316	0.82%	42
YVMC	14,303	0.77%	39
Steamboat Hotel	13,880	0.75%	38
Mustang Run	13,295	0.71%	36
Meadowlark	13,077	0.70%	36
Highmark	11,992	0.64%	33
Hillsider - Sunrise	11,219	0.60%	31
Dream Island WB	11,156	0.60%	31
Bear Drive	10,396	0.56%	28
Meadow Lane	9,677	0.52%	27
Downhill Drive	9,445	0.51%	26
Creekside	9,354	0.50%	26
7-11	9,264	0.50%	25
Highpoint Drive	8,803	0.47%	24
The Pines Condos TB	8,705	0.47%	24
Justice Center	8,282	0.44%	23
Quality Inn	7,859	0.42%	22
La Quinta Inn	7,851	0.42%	22
Meadows Parking	7,048	0.38%	19
La Casa	7,043	0.38%	19
Sunburst	7,042	0.38%	19
Walton Creek	6,992	0.38%	19
Highway House	6,960	0.37%	19
Steamboat Boulevard	6,832	0.37%	19
Steamboat Motors	6,297	0.34%	17
Hampton Inn	5,979	0.32%	16
Copper Mountain	5,817	0.31%	16
Chinook Townhomes	5,528	0.30%	15
Fairfield Inn	5,409	0.29%	15
Walton Village	4,576	0.25%	13
Routt 66	4,109	0.22%	11
Riverside Plaza	2,953	0.16%	8
Timothy Drive	2,784	0.15%	8
Snow Bowl	2,567	0.14%	7
Cook Chevrolet	1,826	0.10%	5
Shield Drive	1,807	0.10%	5
Taylor Building	1,306	0.07%	4
Selbe Apartments	915	0.05%	3
Mt. Werner & US 40	0	0.00%	0

Winter Stop Usage			
Transit Stop	Total December through April	%	ADT
Walton Pond	44,507	4.34%	295
Shadow Run	31,053	3.03%	206
Herbage	22,246	2.17%	147
Stockbridge	16,804	1.64%	111
Whistler Village	13,368	1.30%	89
Iron Horse Inn	9,039	0.88%	60
Steamboat Square	8,744	0.85%	58
Dream Island MB	8,282	0.81%	55
Trappeur's Crossing	7,927	0.77%	52
Quality Inn	7,561	0.74%	50
The Pines Condos TB	7,492	0.73%	50
Bear Drive	7,319	0.71%	48
Riverside Drive	7,199	0.70%	48
Highmark	7,085	0.69%	47
Steamboat Hotel	6,966	0.68%	46
Mustang Run	6,601	0.64%	44
Dream Island WB	6,535	0.64%	43
Sunburst	6,435	0.63%	43
Lift up	6,434	0.63%	43
Meadowlark	6,339	0.62%	42
Steamboat Campground	6,190	0.60%	41
Meadow Lane	6,049	0.59%	40
La Quinta Inn	5,734	0.56%	38
Creekside	5,703	0.56%	38
Meadows Parking	5,515	0.54%	37
Hillsider - Sunrise	5,165	0.50%	34
Chinook Townhomes	4,612	0.45%	31
Walton Creek	4,543	0.44%	30
Walton Village	4,267	0.42%	28
Downhill Drive	4,206	0.41%	28
Justice Center	4,047	0.39%	27
7-11	4,025	0.39%	27
The Park	3,383	0.33%	22
Copper Mountain	3,369	0.33%	22
Fairfield Inn	2,983	0.29%	20
Riverside Plaza	2,953	0.29%	20
Steamboat Boulevard	2,664	0.26%	18
Hampton Inn	2,582	0.25%	17
Timothy Drive	2,486	0.24%	16
Highway House	2,097	0.20%	14
Routt 66	2,025	0.20%	13
Steamboat Motors	1,698	0.17%	11
Snow Bowl	1,663	0.16%	11
La Casa	1,331	0.13%	9
Highpoint Drive	1,293	0.13%	9
Taylor Building	997	0.10%	7
Cook Chevrolet	933	0.09%	6
Shield Drive	318	0.03%	2
Mt. Werner & US 40	0	0.00%	0

Summer Stop Usage			
Transit Stop	Total May through November	%	ADT
Shadow Run	33,996	3.91%	159
Stockbridge	33,824	3.89%	158
The Park	30,368	3.49%	142
Old Town Hot Springs	16,311	1.87%	76
YVMC	14,303	1.64%	67
Dream Island MB	12,868	1.48%	60
Lift up	12,362	1.42%	58
Riverside Drive	12,273	1.41%	57
Walton Pond	10,829	1.24%	51
Steamboat Square	9,804	1.13%	46
Steamboat Campground	9,671	1.11%	45
Iron Horse Inn	9,429	1.08%	44
Herbage	8,965	1.03%	42
The Park	8,338	0.96%	39
Highpoint Drive	7,509	0.86%	35
Trappeur's Crossing	7,389	0.85%	35
Steamboat Hotel	6,914	0.79%	32
Meadowlark	6,738	0.77%	31
Mustang Run	6,694	0.77%	31
Whistler Village	6,385	0.73%	30
5th MB	6,176	0.71%	29
Hillsider - Sunrise	6,054	0.70%	28
La Casa	5,712	0.66%	27
7-11	5,238	0.60%	24
Downhill Drive	5,238	0.60%	24
Highmark	4,908	0.56%	23
Highway House	4,863	0.56%	23
Dream Island WB	4,621	0.53%	22
Steamboat Motors	4,599	0.53%	21
Justice Center	4,235	0.49%	20
Steamboat Boulevard	4,168	0.48%	19
Creekside	3,650	0.42%	17
Meadow Lane	3,628	0.42%	17
Hampton Inn	3,397	0.39%	16
Bear Drive	3,077	0.35%	14
Copper Mountain	2,448	0.28%	11
Walton Creek	2,448	0.28%	11
Fairfield Inn	2,426	0.28%	11
La Quinta Inn	2,117	0.24%	10
Routt 66	2,084	0.24%	10
Meadows Parking	1,533	0.18%	7
Shield Drive	1,489	0.17%	7
The Pines Condos TB	1,213	0.14%	6
Chinook Townhomes	915	0.11%	4
Selbe Apartments	915	0.11%	4
Snow Bowl	904	0.10%	4
Cook Chevrolet	893	0.10%	4
Sunburst	607	0.07%	3
Taylor Building	309	0.04%	1
Walton Village	309	0.04%	1
Quality Inn	298	0.03%	1
Timothy Drive	298	0.03%	1
Riverside Plaza	0	0.00%	0

# Appendix C: Citywide Map Book



- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- Streets
- City Limits

# SIDEWALK MASTER PLAN

June 2016





C2 C3 C4

	Sidewalks Existing	Creeks & Streams	Bus Stops
	Sidewalks Proposed	City Limits	Hospitals
	Core Trail	Parks/Open Space	Senior Housing
	Off Street Trails	CoreTrailAccess	Schools

1 inch = 250 feet  
Imagery Date: 2015

**Sidewalk Master Plan**  
City of Steamboat Springs  
June 2016

**MAP # B3**



- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- - Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- △ CoreTrailAccess
- Bus Stops
- ⊕ Hospitals
- ⊠ Senior Housing
- ⊠ Schools





- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- - Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- △ CoreTrailAccess
- Bus Stops
- ⊕ Hospitals
- ⊠ Senior Housing
- ⊠ Schools



0 100 200 400 Feet  
 1 inch = 250 feet  
 Imagery Date: 2015

Sidewalk Master Plan  
 City of Steamboat Springs  
 June 2016

MAP # C1





- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- - Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- △ CoreTrailAccess
- 🚌 Bus Stops
- 🏥 Hospitals
- 🏠 Senior Housing
- 🎓 Schools















- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- △ Core Trail Access
- Bus Stops
- ⊕ Hospitals
- Ⓜ Senior Housing
- 🎓 Schools







- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- - Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- △ CoreTrailAccess
- 🚌 Bus Stops
- 🏥 Hospitals
- 🏠 Senior Housing
- 🎓 Schools



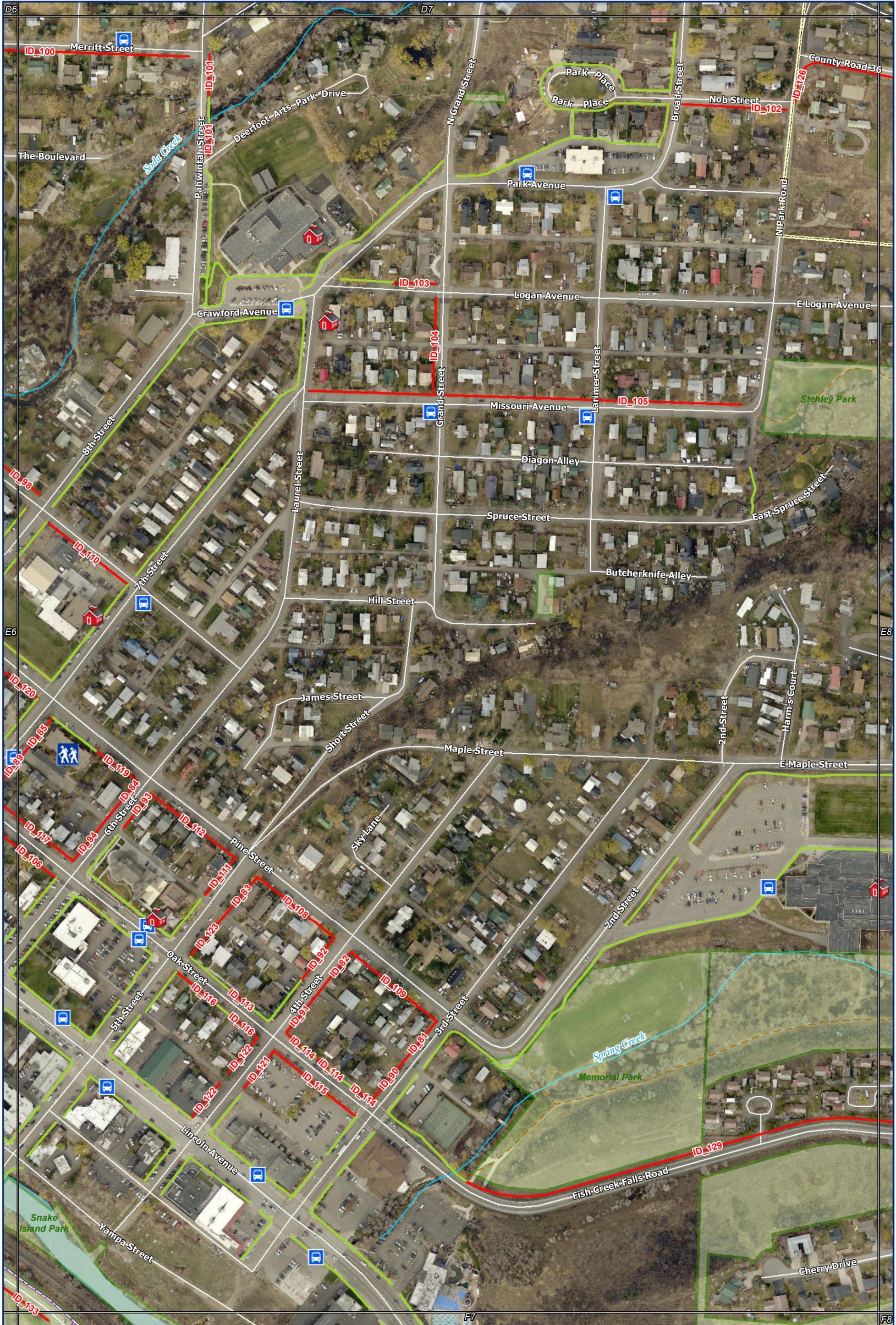


- Sidewalks Existing
- Sidewalks Proposed
- City Limits
- Parks/Open Space
- Core Trail
- Off Street Trails
- Creeks & Streams
- CoreTrailAccess
- Bus Stops
- Hospitals
- Senior Housing
- Schools



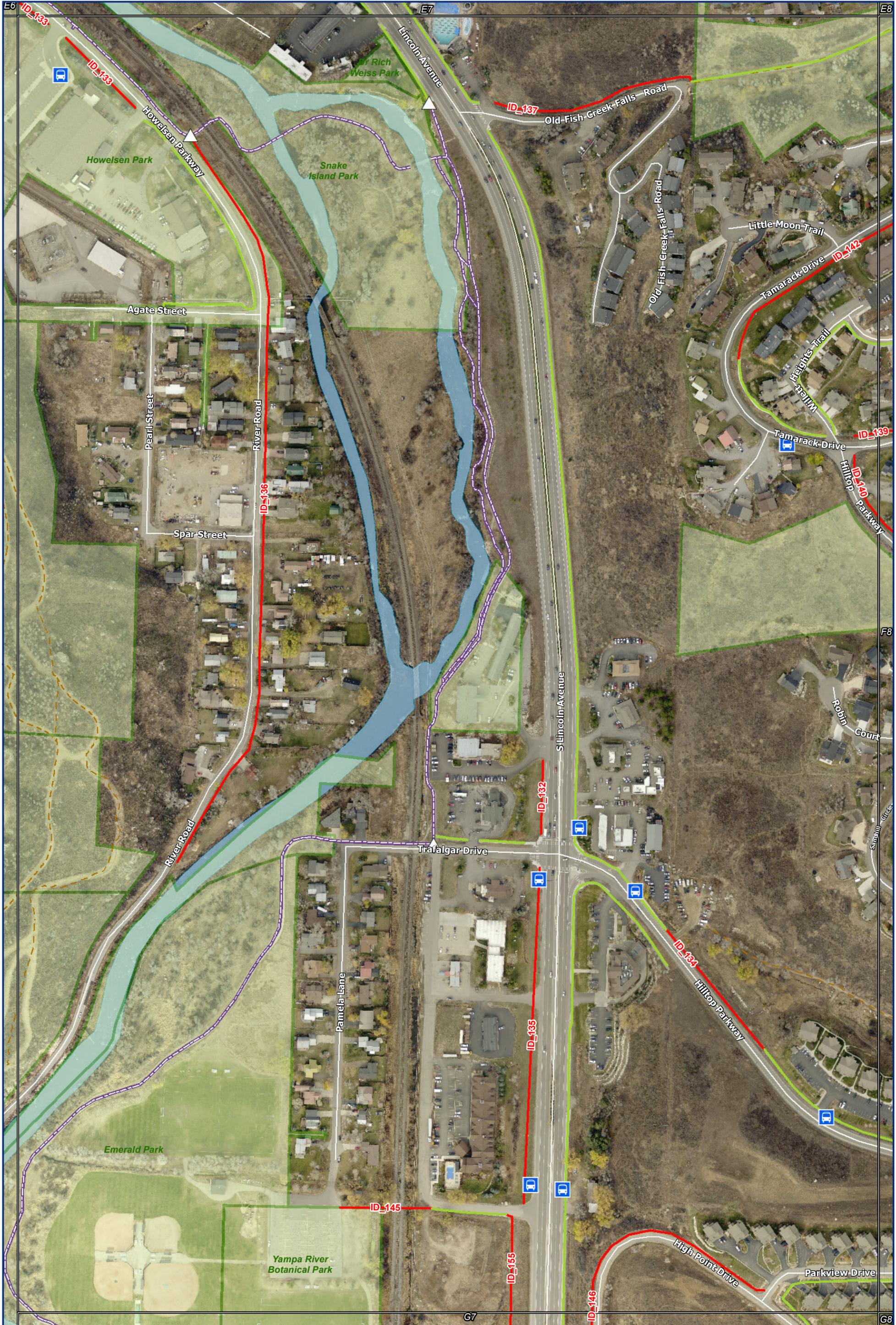
**Sidewalk Master Plan**  
 City of Steamboat Springs  
 June 2016

**MAP # E6**









- Sidewalks Existing
- Sidewalks Proposed
- - - Core Trail
- - - Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- △ CoreTrailAccess
- Bus Stops
- + Hospitals
- Senior Housing
- Schools

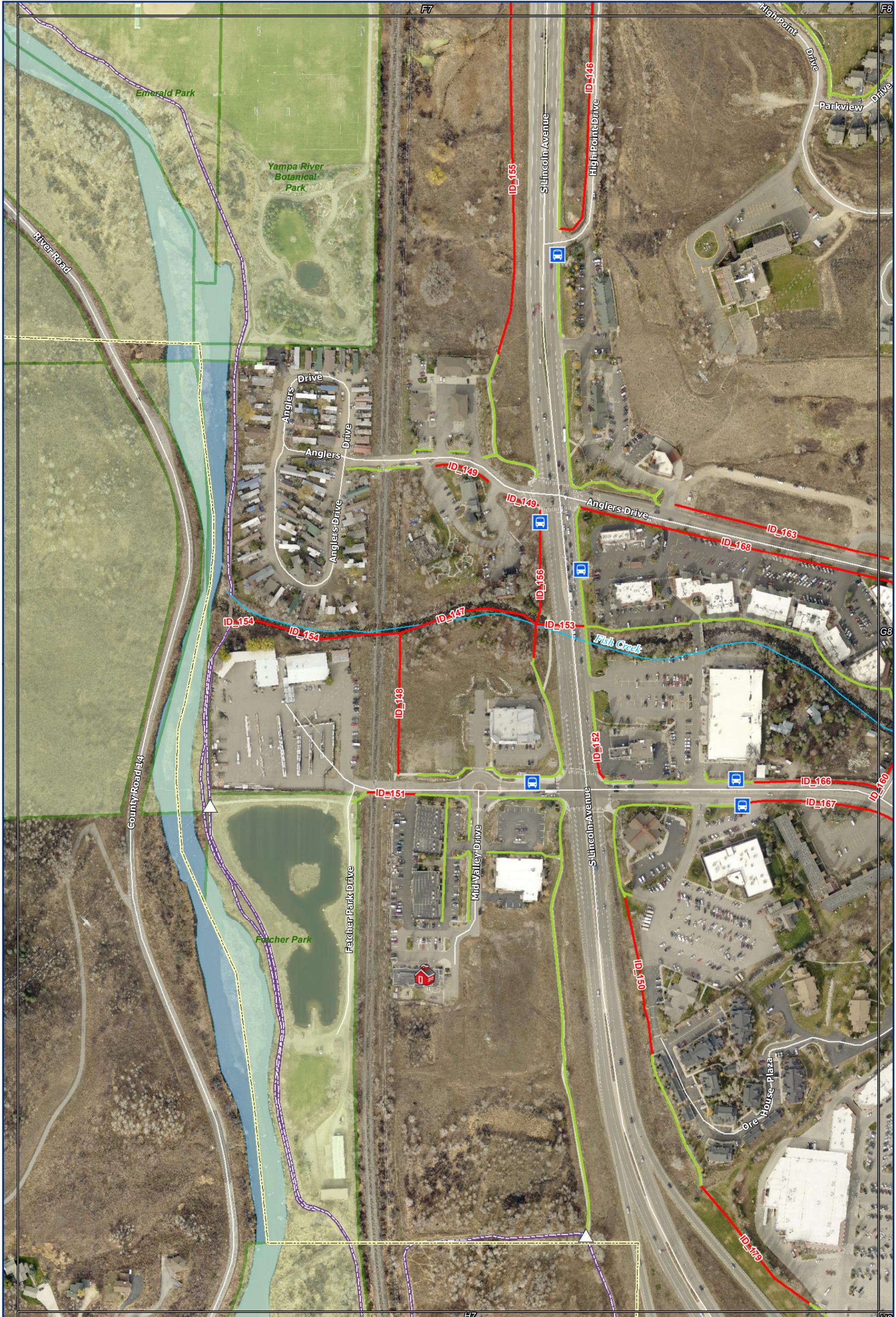












- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- - Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- △ CoreTrailAccess
- Bus Stops
- ⊕ Hospitals
- ⊕ Senior Housing
- ⊕ Schools





- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- - Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- △ CoreTrailAccess
- Bus Stops
- ⊕ Hospitals
- ⊕ Senior Housing
- ⊕ Schools









F10  
G10  
H10

F11





- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- △ CoreTrailAccess
- Bus Stops
- Hospitals
- Senior Housing
- Schools





- Sidewalks Existing
- Sidewalks Proposed
- Core Trail
- Off Street Trails
- Creeks & Streams
- City Limits
- Parks/Open Space
- Core Trail Access
- Bus Stops
- + Hospitals
- Senior Housing
- Schools



**Sidewalk Master Plan**  
 City of Steamboat Springs  
 June 2016

**MAP # H8**









- Sidewalks Existing
- Sidewalks Proposed
- City Limits
- Core Trail
- Off Street Trails
- Creeks & Streams
- Parks/Open Space
- △ CoreTrailAccess
- Bus Stops
- + Hospitals
- Senior Housing
- Ⓜ Schools





**Appendix D: Resolution 2016-36**

**CITY OF STEAMBOAT SPRINGS, COLORADO**

**RESOLUTION NO. 2016-36**

**A RESOLUTION ADOPTING THE UPDATED SIDEWALK MASTER PLAN.**

**WHEREAS**, the Area Community Plan identifies a vision statement to develop a comprehensive, integrated transportation system; and

**WHEREAS**, the Area Community Plan identifies strategy statements to develop a community-wide sidewalk and trails plan (LU-5.2(a)) and to promote the use of alternative modes of transportation (T-2.4); and

**WHEREAS**, the City Council adopted a Sidewalks Master Plan in 2006 to identify sidewalk missing links and to prioritize long-range capital project funding to provide for a more interconnected multi-modal transportation network for the City of Steamboat Springs; and

**WHEREAS**, the adopted Sidewalks Master Plan has become dated and is in need of an update; and

**WHEREAS**, the updated Sidewalk Master Plan can be used to assist decision makers and staff to evaluate and prioritize future capital improvement funding efforts; and

**WHEREAS**, the City Council considers that it is in the public interest to adopt the updated Sidewalk Master Plan attached hereto as Exhibit "A" for the City of Steamboat Springs;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STEAMBOAT SPRINGS, COLORADO:**

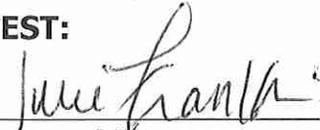
That said Plan is hereby adopted.

**PASSED, ADOPTED, AND APPROVED** this 19<sup>th</sup> day of July, 2016.



**Walter Magill, President  
Steamboat Springs City Council**

**ATTEST:**

  
**Julie Franklin, CMC  
City Clerk**