



Focus Team: Infrastructure

Date and Location: Wednesday, February 16, 2022 – 443 Oak Nonprofit Center and Zoom

Estimated Attendance: 13

Guiding Questions:

- What transportation options should be considered to reduce reliance on cars and reduce impervious surfaces?
- What uses need to be provided on site to reduce reliance on cars?
- How do transportation options affect the traffic infrastructure projects that the City has identified as necessary to support growth in West Steamboat?
- What role does transportation play in:
 - Health Equity?
 - Sustainability?
 - Project Economics?
 - Urban Design?
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Key Technical Information Shared:

Traffic & Transportation Engineer Kari McDowell from McDowell Engineering presented on transportation planning documents to date that impact Brown Ranch, plus visionary ideas to consider for incorporation. See attached memo.

Additional information shared during meeting:

- What's possible?
 - Paradigm shift: design roads for community, not 1950s highway standards
 - Small, girded connections reduces amount of infrastructure and makes it easy for everyone to travel. Also helps with evacuation routes.
 - Reduce car dependency.
 - Land use and urban design – design multimodal roads: personal at human scale.
- Re streets, what must we do before the first home at BR is built?
 - Provide 2 access points: likely Gossard Parkway, Slate Creek, then Downhill Drive.
 - Onsite infrastructure.
- City is designing a project connecting Downhill Drive and Riverside Drive.
- Is it better to focus initial development on the west side at Brown Ranch to take advantage of CR 42? – yes, it's possible.

Public Input:

- Attendees voiced strong support for strategies presented by Kari: Provide everyday amenities (childcare, grocery, medical, etc.) within the site; Make walking, biking, and transit the easiest option; prioritize safety for pedestrians and cyclists; provide a transit center within the site.
- Bus frequency is important. Currently, it focuses heavily on downtown to ski area. But if bulk of traffic issues are generated by locals, not visitors, we need to bump frequency (and stops) on West side.
- Bike parking in Steamboat currently sucks. Need bike parking facilities! If we want people to bike near round: need decent bike rack and shelter.
- Thoughts re core trail: consider separation between bikes & peds and/or widening trail. Continue to plow core trail (and prioritize it on snow removal list).
- Forward thinking re traffic and transport is great. Keep it up! Community will be supportive of that direction.
- In this town you will find that bikes are not the only multimodal transport- ebikes, skateboards, XC skis, roller skis, fat bikes, running, bikes with trailers, scooters and more. Think about all these modes while designing!
- E-bike charging stations are everywhere in Europe and make this mode of transport very practical.
- Build a pedestrian bridge between Steamboat II and Heritage Park, where there are schools and parks on both sides.
- Concern that growth is being pushed vigorously to the west, but money for trails has historically been doled-out for core trail south of town....trail not keeping up with the new neighborhoods west of town.
- Be sure that transportation corridors are connected to the rest of town. People who live at Brown Ranch should be able to safely access the rest of town.
- Is there any discussion going on about another fire station at the west end of town? Reducing response time could have a benefit to the larger community.

Recommendations to Steering Committee: N/A

Next Steps and Action Items: N/A

YVHA FOLLOW-UP FOR WEEKLY REPORT

Resources needed from technical consultants for next meeting

- Check out Miller Ranch in Eagle County
- Work with fire marshal as it relates to street design.

Necessary Cross-Collaboration w/other Focus Teams:

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- Policy/Stakeholders: If we propose different street standards, will require policy change with City. Process:
 - City rights of way: community can dictate. City is re-doing roadway standards and street sections in 2022 and would like public input.
 - State: US Hwy 40 is a state highway on the federal system. 40 will continue to be vehicle-centric.
 - Regional Transportation Authority will go before voters in November.
 - Tough discussion looming: BR \$\$ contribution to Highway 40 expansion.
- Urban design:
 - grided streets create redundancy, resiliency, and are safer!
 - design multimodal roads: personal at human scale.

DRAFT Brown Ranch Infrastructure Summary – Transportation

The Brown Ranch site has the potential to either be impactful to the transportation network or largely self-contained, dependent upon the land use and urban design that are incorporated into the site design. This document summarizes transportation planning documents to date that impact Brown Ranch and give visionary ideas to consider for incorporation.

Reduce Travel and Parking Demand

- Transportation is tightly tied to land use and urban design solutions.
- Locate everyday amenities within walking and biking distance of the residential areas.
- Provide car share locations within the site.
- Provide free car share membership, transit passes, etc. to residents and businesses.
- De-couple parking from residential and commercial leases.
- Provide ample bicycle parking.
- Park residential via alley access.
- Provide ample storage for toys so that residents can park in their garages.

Visionary (and Historic) Ideas

- Provide everyday amenities (childcare, grocery, medical, etc.) within the site.
- Make walking, biking, and transit the easiest option.
- A transportation network that is walkable, bikeable, and at a human scale make the community stronger, more resilient, more inclusive, and healthier. This was supported in the *2021 Steamboat Springs Transportation & Mobility Plan. (T&MP)* This document also identified that 8 out of 10 residents would walk or ride a bicycle if they felt it were safer to do so.
- Separate the walking and biking facilities from the vehicles on higher classification roadways. Re-visit the City's standard street sections and incorporate Complete Streets practices per the *T&MP*. Incorporate traffic calming in the design.
- Provide a transit center within the site.

Minimum Transportation Needs

- Provide a safe network for all walkers, bikers, transit riders, and drivers.
- Design a network with grided redundancy for safety.
- Meet CDOT's requirements for US 40.

Transportation Demand Management

- The *T&MP* recommended that a TCM program is incorporated by the City in the future.
- The *T&MP* identified that 16.3% of Steamboat Springs commuters walk, bike, or take transit to work.
- Many forward-thinking municipalities are incorporating Travel Demand Management (TDM) techniques into new development. This includes incorporation of many of the following ideas:
 - Walking, biking, transit infrastructure prioritization
 - Car and bike share programs

- Commuter facilities such as showers and secured bike parking/storage
- Incentives for transit and alternate modes of travel
- Disincentives for driving, such as paid parking
- Carpool/vanpool apps
- Marketing campaigns and community education

Regional Transportation Authority

- Together, the City of Steamboat Springs, Routt County, Steamboat Ski & Resort Corporation, and the Steamboat Springs Chamber have identified the need for a Regional Transportation Authority (RTA) to address regional transportation and mobility solutions. The RTA could be used as a potential tool and funding mechanism for regional transportation projects such as increased funding Steamboat Springs Transit (SST), acquisition for a garage downtown, extending the Core Trail, and funding future transportation improvements. The team is reaching out to other regional partners to gauge their interest.

US 40

- US 40 is controlled by CDOT.
- CDOT classifies US 40 as a NR-A, non-rural principal highway with a posted speed limit of 50mph.
 - At County Road 42, US 40's current traffic volume is 1,100vph.
 - At Downhill Drive, US 40's current traffic volume is 2,100vph.
 - CDOT has identified a carrying capacity of 2,600vph on the existing two-lane US 40. At current growth rates, background traffic would require widening of US 40 in 20+ years. With Brown Ranch, this need may occur sooner.
- CDOT's *NEPA Study* identified that US 40 will need to have a 4-lane section (two per direction) with a flush painted median and 8-foot shoulders in the future. This section would incorporate a drainage ditch and detached sidewalk. CDOT does not have plans for US 40 widening near Brown Ranch at this time.
- Access onto US 40 is controlled by the 2008 *West Steamboat Springs US Highway 40 Access Study (ACP)* and *State Highway Access Code*.
- A State Highway Access Permit is required to access US 40. This permit is good for one year and renewable for an additional two years. This needs to be taken into consideration for the project timing.
- From analysis, permitting, design, and construction; CDOT access improvement projects with CDOT typically take 1-2 years for simple uncontrolled accesses and 2-3 years for traffic signals or roundabouts. ROW acquisition is typically the longest lead item.
- CDOT will consider a roundabout or a traffic signal as a viable option on US 40 connections at full movement accesses with >1/2 mile spacing from other signals. (Slate Creek/Sleeping Bear and Rifle Club)
- In Summer 2021, US 40 experience higher traffic volumes when I-70 was closed through Glenwood Canyon. This was a result of mudslides caused from vegetation loss for a wildfire in 2020. CDOT anticipates this will be a regular occurrence for the next decade.

Proposed North Connection Road

- Multiple studies recommend redundancy in the transportation network.
- CDOT's *NEPA Study* identified the need for an off-highway system roadway that connects County Road 42 to Elk River Road. In this document it is referred to as New Victoria Parkway.
- The *T&MP* and *West Steamboat Neighborhoods' Traffic Study* identified this connection further south as the New Gossard Parkway connection.

Recently Constructed Infrastructure Projects

- The traffic signal at US 40 and County Road 42 was constructed by the School District in association with the Sleeping Giant Campus. Additional Brown Ranch growth may require an extension of the eastbound left turn lane on US 40 and of the southbound auxiliary turn lanes.
- Additionally, the School District constructed a roundabout at their site access to County Road 42. This roundabout has capacity to handle additional traffic accessing County Road 42.

Planned Infrastructure Projects

- The City of Steamboat Springs is working on the following projects:
 - Core Trail Extension (Snow Bowl Plaza to Slate Creek) with Underpass of US 40. This is in alignment with the *T&MP* identifying that more local connections are needed from the Core Trail.

Required Brown Ranch Offsite Transportation Infrastructure

- With the West Steamboat Neighborhoods project, the City and applicant worked together to identify a percentage of traffic contribution to the City's identified 10 capital improvement projects (7 roadway links and 3 intersections).
 - \$53M
 - 10 Projects
- It is anticipated that a similar percent contribution cost sharing methodology will be requested again for Brown Ranch.