



B. Preferred Alternative

The Preferred Alternative would best meet the project Purpose and Need by providing adequate capacity for projected travel demand needs; providing effective access to address needs identified in previous studies, including the *West Steamboat Springs US 40 Access Plan* (2008); and by accommodating alternative modes of transportation in western Steamboat Springs, including bus transit, bicycling, and walking.

The transportation improvements proposed under the Preferred Alternative vary throughout the study area based on projected travel demand, corridor character, environmental constraints, and other criteria related to the project needs and goals. The project corridor was divided into four segments (see **Figure 3**) based on similar travel needs and corridor character:

- ▶ Segment 1 – UGB to proposed 360 Village Access Point.
- ▶ Segment 2 – Proposed 360 Village Access Point to Routt County Rifle Club Access.
- ▶ Segment 3 – Routt County Rifle Club Access to Downhill Drive.
- ▶ Segment 4 – Downhill Drive to 13th Street.

The project team identified a set of improvements for each segment that best meet transportation needs while minimizing environmental impacts. Proposed improvements are summarized in **Table 1** and described in greater detail below. **Figure 3** and **Figure 4** show the improvements, with more detailed maps provided in **Appendix A**.

Table 1: Roadway Improvements by Segment

Segment	Travel Lanes	Median Treatment	Shoulder Treatment	Multiuse Sidewalk**
Segment 1	2 lanes (one per direction)	No median	8-foot shoulders with ditch	Detached sidewalk on one side
Segment 2	4 lanes (two per direction)	Flush (painted) median	8-foot shoulders with ditch	Detached sidewalk on one or both sides
Segment 3	4 lanes (two per direction)	Raised median*	8-foot shoulders with ditch	Detached sidewalk on one or both sides
Segment 4	4 lanes (two per direction)	Raised median*	4-foot shoulder with outside curb and gutter	Detached/attached sidewalk on one or both sides

* Landscaping and/or urban design elements (such as paving materials and street lighting) for raised medians to be determined during final design.

** The placement of the multiuse sidewalk in all segments depends upon existing and projected land use in the area, as well as environmental, topographic, and geometric constraints. Refer to **Appendix A** for sidewalk locations.



- ▶ **Roadway widening:** Segment 1 would include two lanes (one in each direction), but the roadway would be widened to accommodate extension of an existing auxiliary lane beginning 700 feet east of the western UGB to 1,500 east of the western UGB. In Segments 2, 3, and 4, the roadway would be widened to four lanes (two lanes in each direction). The location where the roadway widens to two lanes in each direction differs slightly between eastbound and westbound movements. For eastbound movement, two through lanes would begin approximately 1,500 feet east of the western UGB and continue to 13th Street. For westbound movement, two through lanes would extend from the Steamboat Golf Club access to 13th Street. Roadway improvements also would include appropriate median treatments (painted or raised). Raised median landscaping and/or urban design elements, such as paving materials and street lighting, will be determined during final design.
- ▶ **Intersection improvements:** The Preferred Alternative would add necessary auxiliary left- and right-turn lanes at access points where warranted (refer to **Appendix A** for specific locations), as well as traffic signals at the following intersections:
 - Proposed 360 Village Access Point
 - Heritage Park/Brandon Circle
 - County Road (CR) 42
 - Slate Creek Connector
 - Downhill Drive

Elk River Road and 13th Street, which are currently signalized, would have the signals rebuilt and geometry improved. The existing signal at the Community Center/Stockbridge Multimodal Center access would be relocated according to the City's Access Control Plan. Double left-turn lanes also would be provided at the intersections of Elk River Road (from southbound Elk River Road to eastbound US 40 leg) and 13th Street (from westbound US 40 to southbound 13th Street leg) to address high-volume turn movements at these locations.

- ▶ **Access control improvements:** The Preferred Alternative would maintain access to all businesses and residences along the study area, although several accesses would be modified or relocated consistent with the *West Steamboat Springs US 40 Access Plan*. **Appendix A** illustrates the access changes proposed under the Preferred Alternative.



WEST OF STEAMBOAT SPRINGS

US HIGHWAY 40 - NEPA STUDY

Figure 3: Preferred Alternative Segments

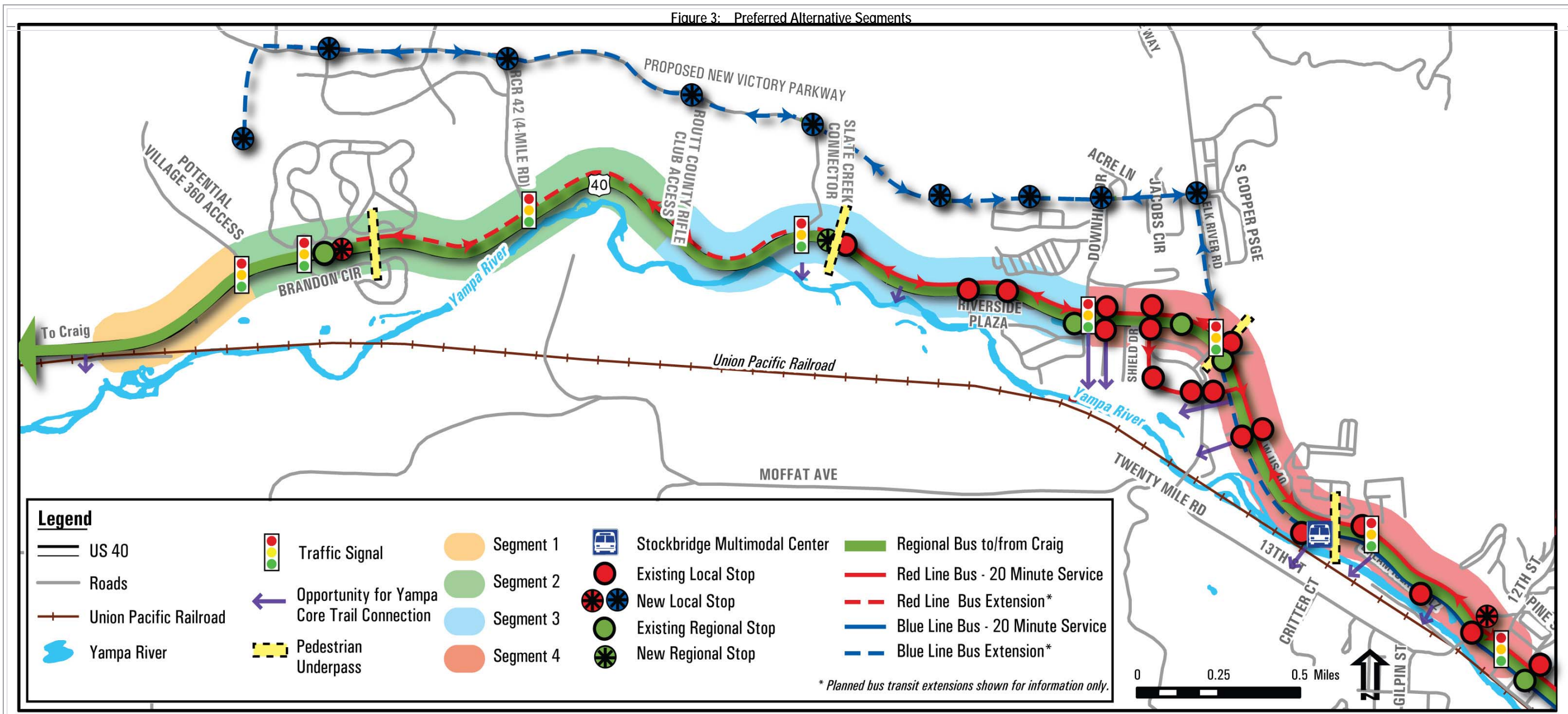
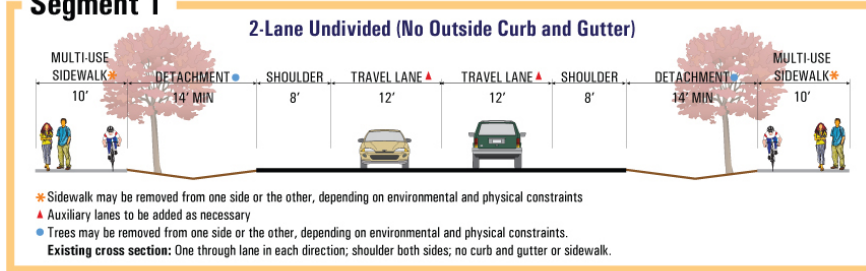
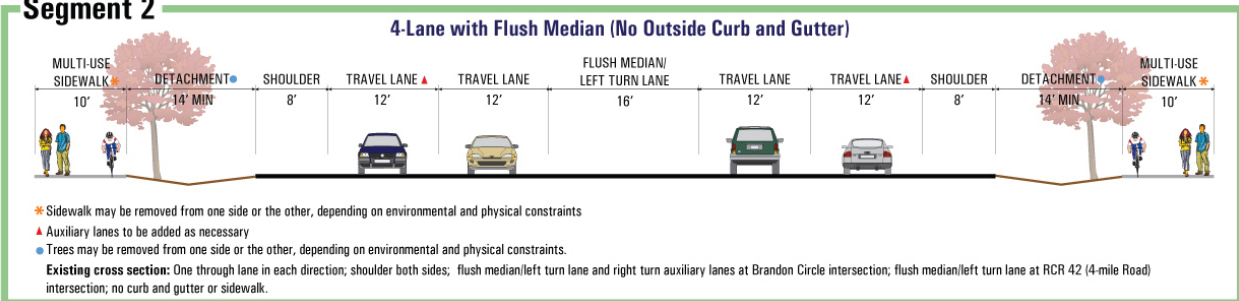


Figure 4: Preferred Alternative Cross Sections

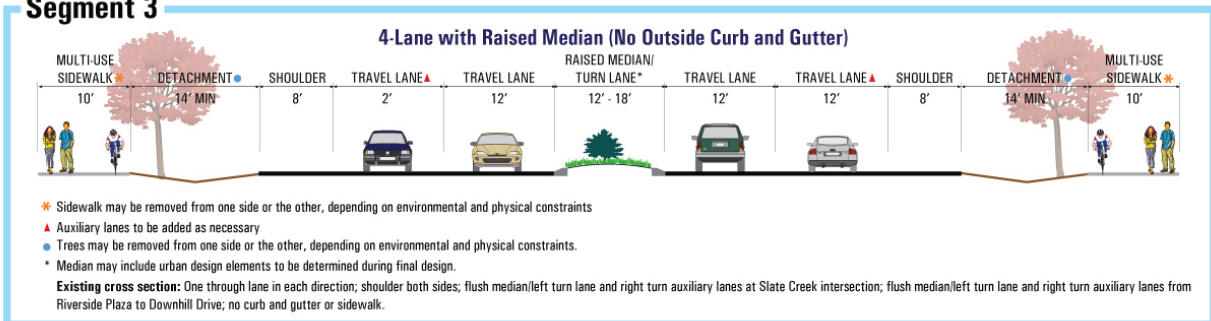
Segment 1



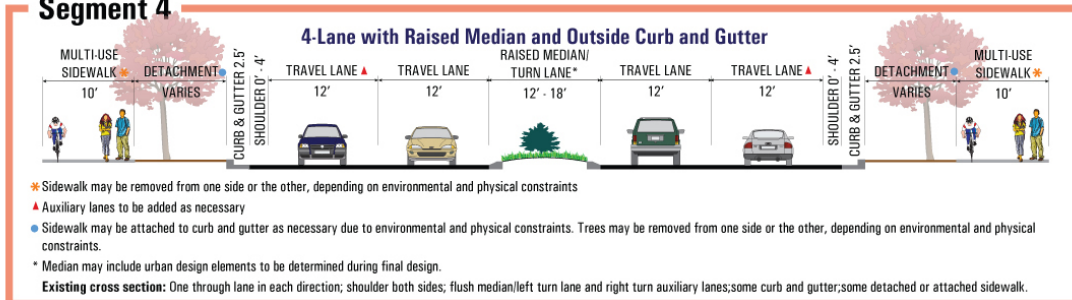
Segment 2



Segment 3



Segment 4





- ▶ **New bicycle and pedestrian facilities:** The Preferred Alternative would provide multiuse sidewalks on one or both sides for the length of the study area, depending on existing and projected land uses, as well as environmental, topographic, and geometric constraints. Sidewalks included in the Preferred Alternative would accommodate connections to the existing and planned Yampa River Core Trail at various locations in the study area, but construction of those connections would not be provided. The Preferred Alternative also would provide pedestrian underpasses of US 40 near the following intersections:
 - Heritage Park/Brandon Circle
 - Slate Creek Connector
 - Elk River Road
 - Community Center / Stockbridge Multimodal Center Access

Appendix A shows the locations of proposed sidewalks and pedestrian underpasses.

- ▶ **Bus stop amenities:** Sidewalks proposed under the Preferred Alternative would allow connections to bus stops. Provision of bus stop amenities along US 40, such as shelters and benches, will be considered during the final design process.

During development of the Preferred Alternative, the Study Team identified several transit improvements in the study area. These included extending the Red Line along US 40 to Heritage Park; and extending the Blue Line along US 40 to Elk River Road, up to the proposed New Victory Parkway and along New Victory Parkway through existing and new developments to the proposed 360 Village development. While these transit extensions would require separate action by the City, existing and proposed bus transit services are shown on **Figure 3** for information purposes.

In addition to the main roadway improvements, the Preferred Alternative includes the following Transportation System Management (TSM) and Travel Demand Management (TDM) elements:

- ▶ TSM
 - Traffic signal optimization and coordination.
 - Improved signing and wayfinding.
 - Intersection reconfiguration.
- ▶ TDM
 - Transit queue jumps phased into the corridor as congestion increases at intersections along the project corridor.

For greater detail on the proposed roadway improvements, see **Appendix A**.



Project Funding

The estimated cost for design, property acquisition, and construction of the Preferred Alternative ranges from \$86 million to \$114 million (in 2010 dollars). This project is included in the fiscal year (FY) 2008-2013 Colorado STIP as a locally-funded project.

Also, CDOT has identified \$2,817,000 for the US 40 Corridor for System Quality improvements in the Fiscally Constrained 2035 Regional Transportation Plan.

The City of Steamboat Springs has identified funding in its current budget for US 40 corridor improvements (\$1,700,000 in 2010). The five-mile corridor will be constructed in phases, with priority given to the section from CR 129 to 13th Street, as identified in this document. The City also has reserve funds from developers for intersection improvements at Elk River Road, and is in the development review process with approximately five developers within the study area boundaries.

Current identified funding may accommodate design for the first phase of improvements. The City, CDOT, and Routt County will continue to work together to identify full project funding, and several revenue sources have been identified. The City is currently considering impact fees to fund needed public improvements. Also, the County and City, in cooperation with the Steamboat Springs Chamber of Commerce, have been discussing the creation of a Regional Transportation Authority to help fund identified US 40 corridor improvements.