

BLUE RIVER PATHWAYS PROJECT MASTER PLAN

FEBRUARY 2024



TOWN OF
BRECKENRIDGE

NORRIS DESIGN

PLANNING | LANDSCAPE ARCHITECTURE | BRANDING

TABLE OF CONTENTS

ACKNOWLEDGMENTS	III
1 INTRODUCTION	
PURPOSE	2
GOALS	2
2 COMMUNITY INPUT	
INPUT TIMELINE	8
SURVEY INFOGRAPHICS	8
OUTREACH RESULTS	10
3 RIVER SEGMENTS IMPROVEMENTS	
PROJECT DESCRIPTION	14
SEGMENT 1 – FRENCH TO WATSON	18
SEGMENT 2 – WATSON TO SKI HILL ROAD	30
SEGMENT 3 – SKI HILL ROAD TO RIVERWALK CENTER	42
SEGMENT 4 – RIVERWALK CENTER TO PARK AVENUE	54
CONCLUSION	66
4. APPENDICES	
- EXHIBIT A: TBD	
- EXHIBIT B: TBD	
- EXHIBIT C: TBD	
- EXHIBIT D: TBD	

ACKNOWLEDGMENTS

TBD

1

INTRODUCTION

PURPOSE

Celebrating the Blue River through access, art and environmental enhancement is the ultimate goal of this Master Plan. The River Walk and Recreation Path (Rec Path) have partially been completed through downtown, and this effort seeks to revitalize those existing areas and connect those that have not yet been completed. The purpose of the project is to (1) improve the pedestrian and cyclist connectivity through the historic downtown area, (2) incorporate river restoration and environmental benefits to the corridor, (3) consider redesign and/or organization of parking areas and alleys, (4) identify places for activation and gathering, and (5) improve maintenance, as well as delivery and materials management operations for the Town and downtown businesses.

The Blue River Pathways project encompasses what many know as the area along the Blue River through downtown –the river, Rec Path and River Walk. This Master Plan describes ways to improve, enhance, and revitalize the River Walk corridor in downtown through multiple phases. This scope of work includes the area from French Street on the north to South Park Avenue on the south. The project is complex and has gone through preliminary engineering design for portions of improvements, and public outreach for the entirety of these segments as described in Chapter 2. Future areas for study and incorporation include the northern boundary of Town to French Street to the north and connecting to the Ice Rink to the south. These areas are not contemplated as part of this master plan, however linkages north and south are considered in the recommended improvements.

GOALS

The Town of Breckenridge and Community Goals provided guidance for the overall project goals for the Blue River Pathways Master Plan. The Town's vision is to find harmony and balance in the quality of life for residents and visitors, with economic sustainability for the community.

1. Community Goals:

- **More Boots & Bikes, Less Cars**
- **Leading Environmental Stewardship**
- **Deliver a Balanced Year-Round Economy**
- **Hometown Feel & Authentic Character**

2. Overall Project Goals:

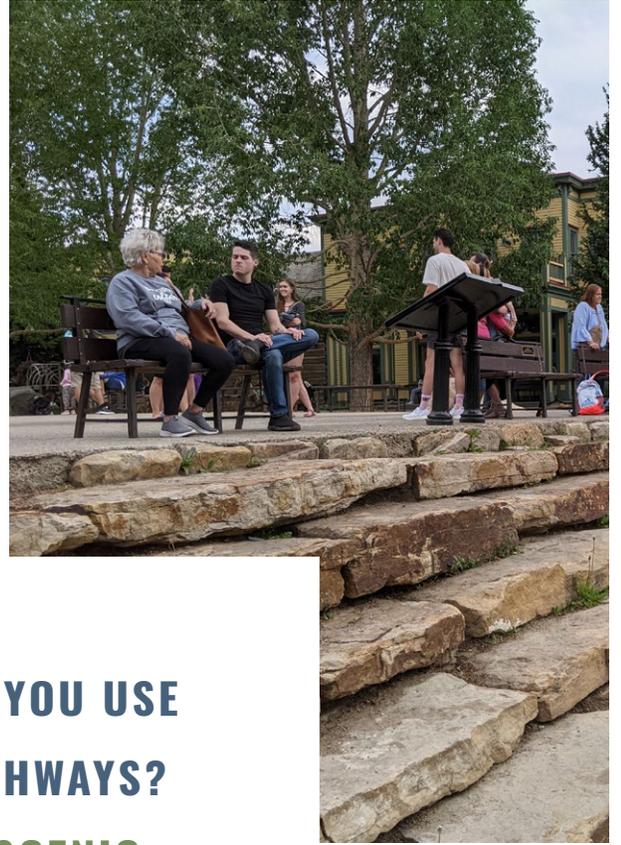
- **Safety:** Reducing, pedestrian, bike, and vehicular conflicts
- **Connectivity:** Having a way for bikes to get all the way through Town
- **Environment:** Improve the health of the river, materials management, and reducing pollution
- **Placemaking:** Enhancing the pedestrian experience along the river
- **Community Engagement:** Understanding all stakeholder needs

Safety

- » Reduce conflicts between pedestrians, bicycles and vehicles.
- » Reduce conflicts between delivery and materials management vehicles in the River Walk, alleys, and throughout downtown.
- » Develop safer street crossings.
- » Increase identification and delineation of uses.
- » Identify specific safety factors for each segment of the River Walk.

Connectivity

- » Provide a linked bikeway without dismount zones through downtown.
- » Create a secondary pathway for pedestrians that is off Main Street, with accessible routes identified.
- » Encourage people to park downtown once, leaving their cars and walking to destinations.
- » Provide clear wayfinding and connections to and around Main Street and other downtown destinations.
- » Identify specific connectivity factors for each segment of the River Walk.



**HOW DO YOU USE
THE PATHWAYS?
“AS A SCENIC
PEDESTRIAN EXPRESSWAY
OFF OF MAIN STREET”**



Goals Cont.¹

Placemaking

- » Enhance the pedestrian experience along the Blue River.
- » Capitalize on river touch points throughout the River Walk.
- » Relieve congestion from Main Street by providing an aesthetically pleasing, comfortable alternative route downtown along the River Walk.
- » Incorporate the rich history of the Town and opportunities for public art.
- » Identify specific placemaking opportunities for each segment of the River Walk.

Environment

- » Identify opportunities to improve the health of the river with increased native vegetation, maintenance, stormwater sediment removal and river flow enhancement.
- » Create moments for human interaction with the river, increasing human health benefits.
- » Create an attractive, safe and well-connected environment to promote walking and biking, reducing vehicular traffic downtown.
- » Enhance current materials management systems for trash, recycling and composting.
- » Identify specific environmental opportunities for each segment of the River Walk.

Community Engagement

- » Memorialize the authentic character and hometown feel of the River Walk through community engagement.
- » Connect with the community through a robust engagement process to involve residents, business and property owners, and visitors in the planning and design process.
- » Understand specific elements unique to each segment, seek out input from stakeholders in each segment of the River Walk for detailed experiences, opportunities, and challenges.

Trail Best Management Practices

- » All width, symbol marking, signage, surface color and alignment recommendations in this document are based on National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guidelines. Below are some examples of how these standards guided the recommendations in this document. Also see the appendix for graphic representation of Trail Best Management Practices.
- » Minimum two-way bike trail to be recommended 12' width, 8' minimum where there are constrained conditions.
- » Multiuse trails should use the desirable 12' width for bike lanes to give adequate space to cyclist and an additional 6' minimum is recommendation for two-way pedestrian lanes. You will see recommendations in the document for multi-use trails to be 18' width where possible.
- » Tubular markers are beneficial when separating two modes of transportation. For example, the Gold Pan Alley Living lab uses tubular markers to separate pedestrian lanes from vehicles.
- » Utilizing the green for bike lanes and blue for pedestrian routes is a national and global standard that we recommend adhering to for clear and consistent wayfinding.

1 additional recommendations can be found in Appendix B



HOW DO YOU USE THE PATHWAYS?
“I THINK IT IS PERFECT TO STROLL AROUND WHILE ENJOYING THE RESTAURANTS OF BRECKENRIDGE”



2

COMMUNITY INPUT

Introduction

Connecting with the community allowed the Town and consultant team to gather feedback, provide information and consider collaborative design solutions from people who use the pathways every day. Interaction with the Town, the community, and stakeholders was a critical step in identifying common concerns, needs, and priorities for River Walk and Rec Path improvements. The following graphics identify the outreach process and key themes that we heard. More detailed information can be found in Appendix A including survey results and notes from stakeholder meetings.

Timeline

March-April 2023

Community Engagement Planning
Base Mapping

June -August 2023

Stakeholder Meetings
Town Party Community Engagement Event
Survey and Interactive Map release to Public
Survey and Community Engagement data analysis and summary
Presentation of results to Town Council

September 2023 – February 2024

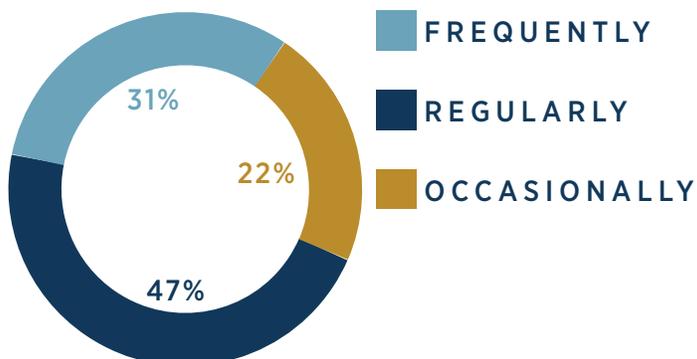
Master Plan Process
Draft Document presentation to Town Council

Survey Infographics (appendix a)

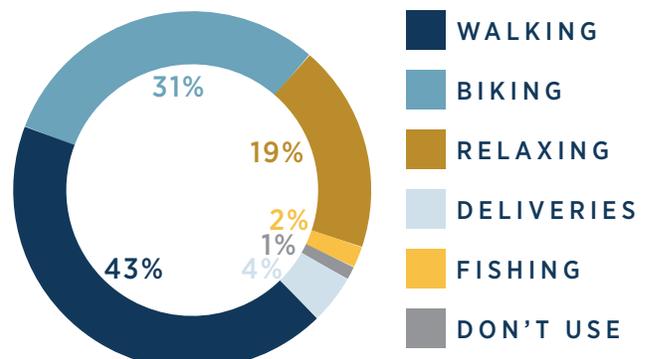
PARTICIPANT LOCALITY



PATHWAYS FREQUENCY



PATHWAYS UTILIZATION





SURVEY: PATHWAY PRIORITIES



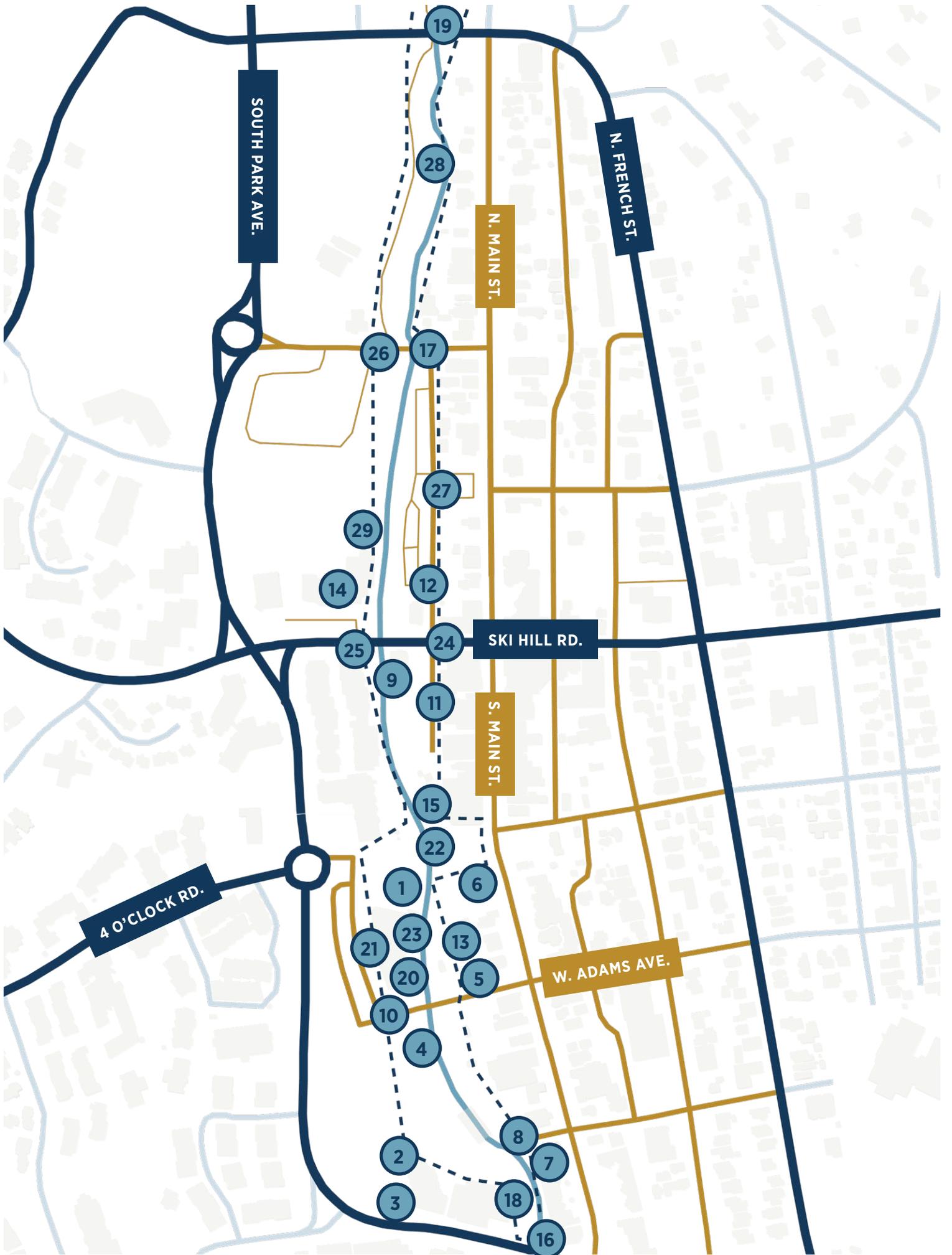
STAKEHOLDER: PATHWAY PRIORITIES



BLUE RIVER PATHWAYS

COMMUNITY OUTREACH RESULTS

- 1 More seating, potentially some shade options?
- 2 Pedestrian access must not interfere with the patio business of existing restaurants along the back of the 4 seasons plaza.
- 3 It can be tricky to get on the start of the path with the narrow side walk and lots of pedestrians.
- 4 The alpine gardens are lack luster and there is no direction to drive pedestrians there.
- 5 This delivery zone is where pedestrians get lost along the walkway- helping to make a clear path and keep people heading south would make the walkway more cohesive.
- 6 This unused green space should be more interactive for pedestrians. A park or year round interactive art feature would be really cool.
- 7 Behind cool river and luigies is usually smelly and gross.
- 8 Would be nice to have a bike path option on BOTH sides of river between icehouse lot and -jefferson ave/alpine gardens.
- 9 Widen rec path behind Bly building, make it more inviting/appealing for bikes to use. Improve rec path crossing at ski hill rd with either an underpass or a raised crosswalk (like at alta verde). Also reorient the ped bridge by icehouse/castaways from e-w to n-s orientation, so that bikes don't have to make two 90-degree turns.
- 10 Add a cross walk so cars know pedestrians have the right of way.
- 11 Delivery trucks are often parked in this area.
- 12 The alley needs to go back to a two-way street since there is now a bike path along the river.
- 13 The trash trails coming from the restaurants that use the dumpsters by the River Walk Center and the one behind Kenosha can be pretty gross.
- 14 Bicycles coming between Town Hall and Prof building is kind of chaos...I know a sign was put up trying to direct people, but I didn't notice any improvement with that.
- 15 Major pinch point for the clash of pedestrians and cyclists on the Riverwalk pathway. The pathway is too narrow and the landscaping creates a blind corner. Further, the concrete on the eastern side of the bridge here needs to be re-worked.
- 16 This would be a wonderful opportunity to mark the beginning of the Riverwalk with a large archway and signage. Additional matching archways could be provided at key intersections to attract pedestrians along the entire pathway.
- 17 Alley development north of Watson Ave. on the eastern side of the river.
- 18 There is no good access from the Riverwalk to South Park Street. I wish the trail could either go around the drive way, or a separate trail be created around the Der Stiermark property.
- 19 Safer crossing needed-more visible.
- 20 Could have better face of riverwalk center.
- 21 Terrible pinch point for the RecPath. RecPath should be re-routed away from the Riverwalk building.
- 22 Bike continuity.
- 23 Put in dedicated and covered bike parking for locals and guests.
- 24 Risky feeling crossing.
- 25 Need wider rec path here.
- 26 Bike underpass crossing at Watson.
- 27 Materials Management Center here?
- 28 BCA: Access point
- 29 BCA meeting: garage potential location for relocated Paley sculpture



SOUTH PARK AVE.

N. FRENCH ST.

N. MAIN ST.

SKI HILL RD.

S. MAIN ST.

W. ADAMS AVE.

4 O'CLOCK RD.

- 19
- 28
- 26
- 17
- 27
- 29
- 14
- 25
- 9
- 11
- 15
- 22
- 21
- 23
- 20
- 10
- 4
- 2
- 3
- 8
- 7
- 18
- 16

3

RIVER SEGMENT IMPROVEMENTS

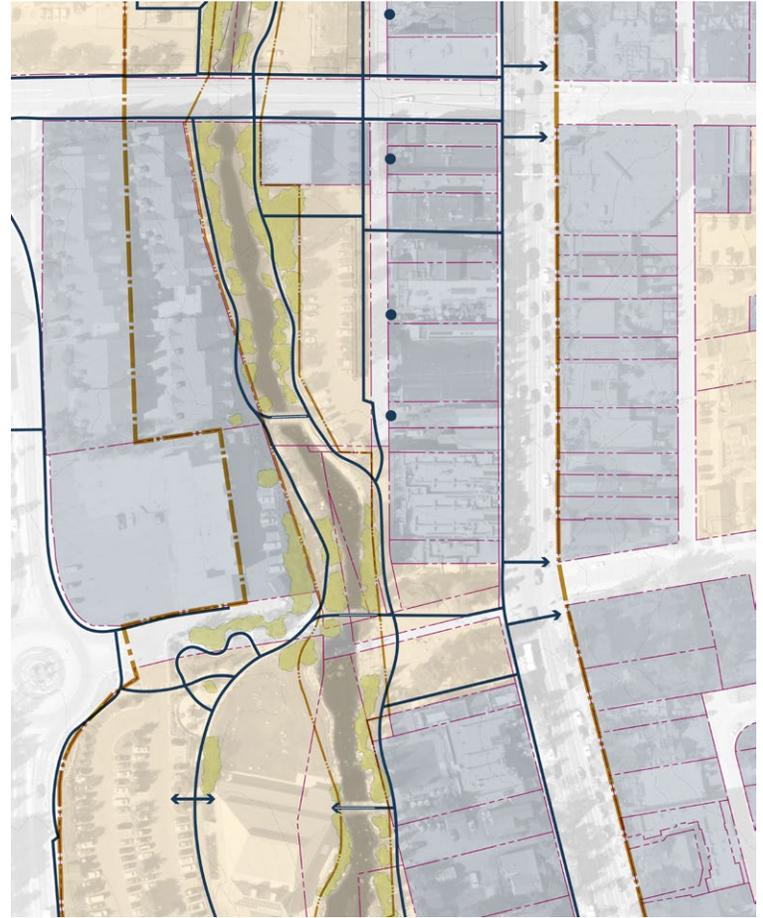
RIVER SEGMENT IMPROVEMENTS

INTRODUCTION

The Town of Breckenridge seeks to improve, enhance and revitalize the current Blue River Rec Path, the Blue River, and adjacent properties in downtown Breckenridge. The project includes four segments of the Blue River, starting at French Street on the north, extending to South Park Avenue on the south. River segments were defined by major roadway crossings or other important community facilities, as identified in the map series. There is potential for additional segments to be added in the future, with connections to the Recreation Center on the north and Ice Rink to the south. Those segments were not a part of this study.

The project is very complex and there are a variety of potential public improvements to each segment. Not all segments are alike, and this master plan describes the unique components of each through a series of maps: Existing Conditions and Ownership, Connectivity, Environment, Placemaking, Management and Operations.

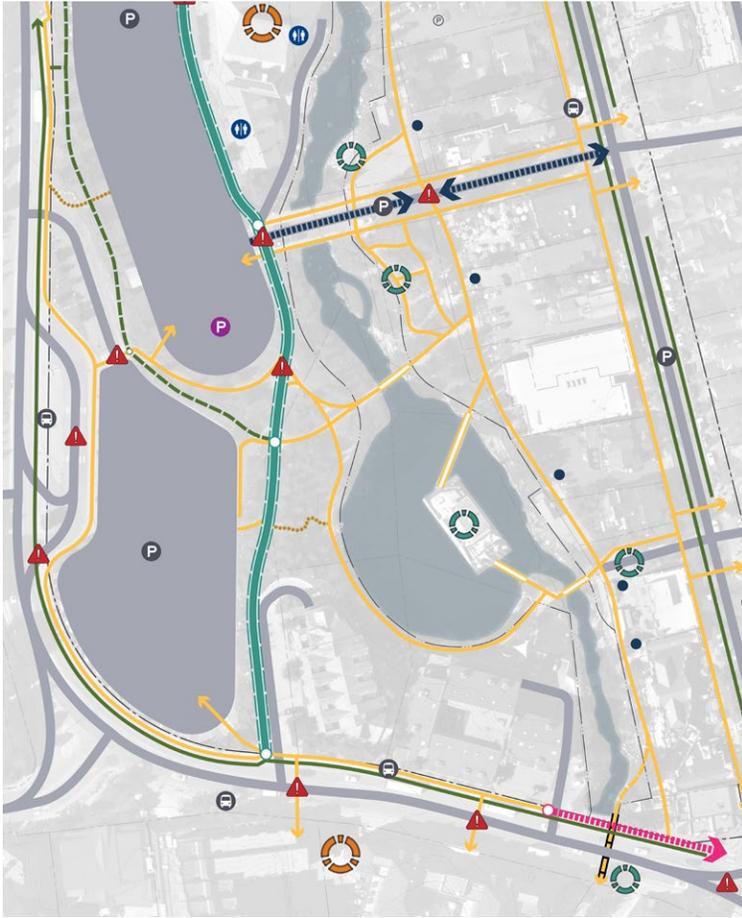
ANALYSIS & METHODOLOGY



EXISTING CONDITIONS and OWNERSHIP

This map series shows the Town's property ownership, rights of way, and private property ownership. The location of the Blue River is shown to describe how the river flows through both public and private properties. This is important to understand potential future construction projects, and partnership opportunities with other owners. Existing conditions for Rec Path and other facilities are also shown in these maps to establish baseline conditions in the project corridor.

ANALYSIS & METHODOLOGY CONT.



CONNECTIVITY

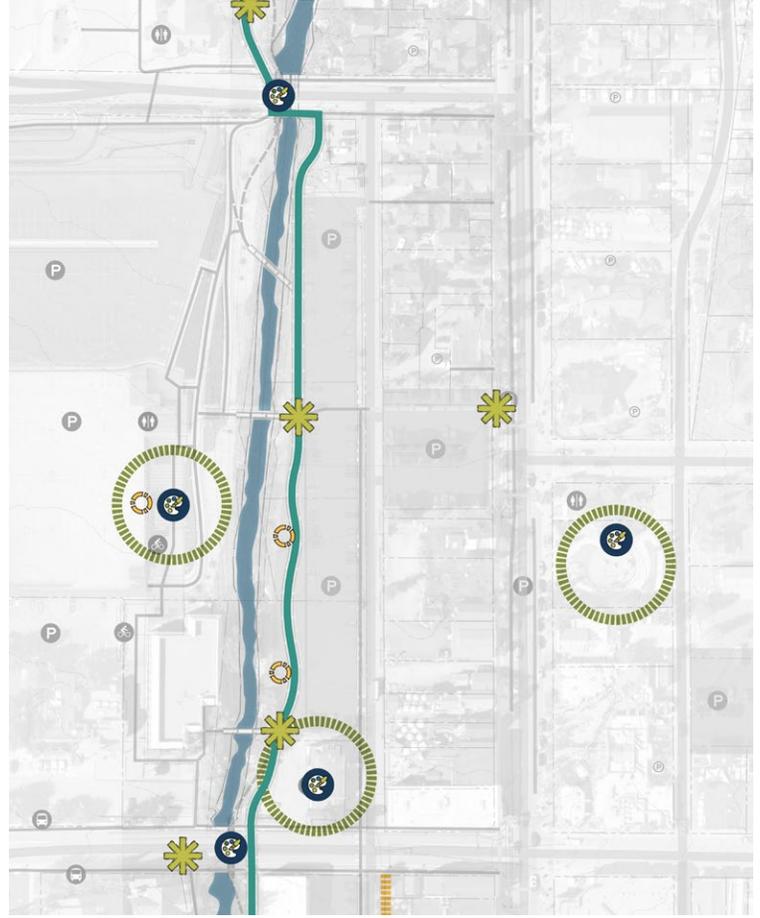
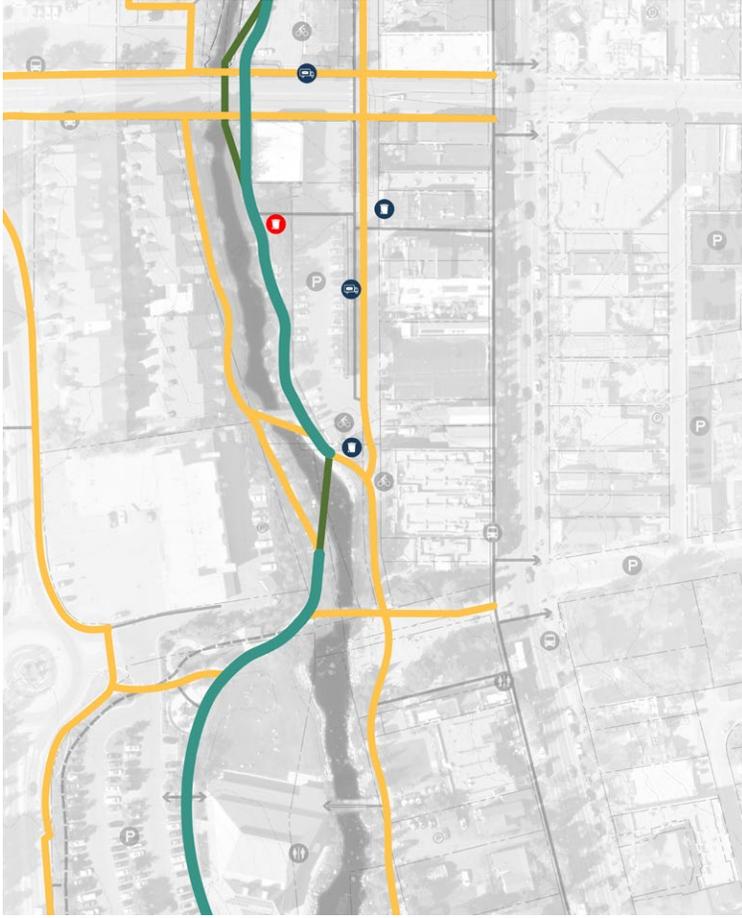
These maps display concepts to extend and improve the Rec Path in the high traffic area of downtown Breckenridge, including a fully connected bikeway through downtown create safer pedestrian and cyclist crossings. Potential locations for new potential underpasses at major roadways and bridges to connect across the river are shown. Conflicts are identified at road crossings and where multiple modes of travel come together. Primary downtown destinations are indicated to understand connections necessary to facilitate movement downtown.



ENVIRONMENT

This map series shows the Blue River corridor's environmental factors, including vegetative cover, wetlands, steep slopes, erosion and drainage patterns, and considerations for environmental preservation and river health improvements to each segment of the Blue River corridor are studied.

ANALYSIS & METHODOLOGY CONT.



MAINTENANCE and OPERATIONS

This map series shows key considerations for Town maintenance and operational needs, such as materials management (trash, recycling, compost), deliveries and snow removal and plowing. The river and Rec Path have provided back-of-house operations for Main Street businesses, with functions such as deliveries, materials management, snow removal and private parking. The Rec Path is plowed through this entire downtown corridor.

PLACEMAKING AND RIVER ACCESS

This map series identifies areas for creativity, arts, moments of wonder and gathering. Placemaking is all of the elements that make up the identity and experience of a space. The placemaking maps show aesthetic enhancements, places to connect to the river, and public art features. There are unique opportunities for people to connect with the river and the arts in downtown, and to create better connections to key town facilities, such as the Creative District campus, and to privately owned improvements, such as patios outdoor dining along the river and alleys.



FRENCH STREET TO WATSON AVENUE

Segment Introduction

This segment of the Blue River and Rec Path runs from French Street on the north to Watson Avenue on the south, traversing along the east side of the North Gondola parking lot, Breck Connect Gondola, and Breckenridge Transit Station with North Main Street businesses on the east side of the river. The river has more curvature and wetlands through this segment than other areas, and the Rec Path through this segment is narrow and disconnected from the river by topography and dense wetland vegetation. This segment of path is adjacent to a large surface parking lot and snow storage can separate the Rec Path from the rest of the site during the winter months.

The town controls the western bank of the river through this segment and owns the corner of Main Street and French Street. This is a key corner connecting Main Street to the Blue River Path. There is a variety of property ownership on the east side, with some segments further into the river corridor. The town owns a parcel adjacent to the river on the east side where the historic Gaymon Cabin is located.

The Transit Center, Breck Connect Gondola, and North Gondola Lot are the major destinations within this section for vehicles, buses, pedestrians and cyclists. The overall congestion and modes of travel creates conflicts along Watson Ave. where different modes of transit meet. Due to the number of destinations and modes of travel, this segment of the Rec Path is heavily used and there are opportunities to enhance safety through better delineation of use, separation of circulation modes, and improved connectivity across the river with a proposed pedestrian bridge and under Watson Avenue as an underpass. There are a lot of opportunities for improved connectivity and gathering on this segment with more room to accommodate these features than some of the other more heavily developed segments through town.



FRENCH ST

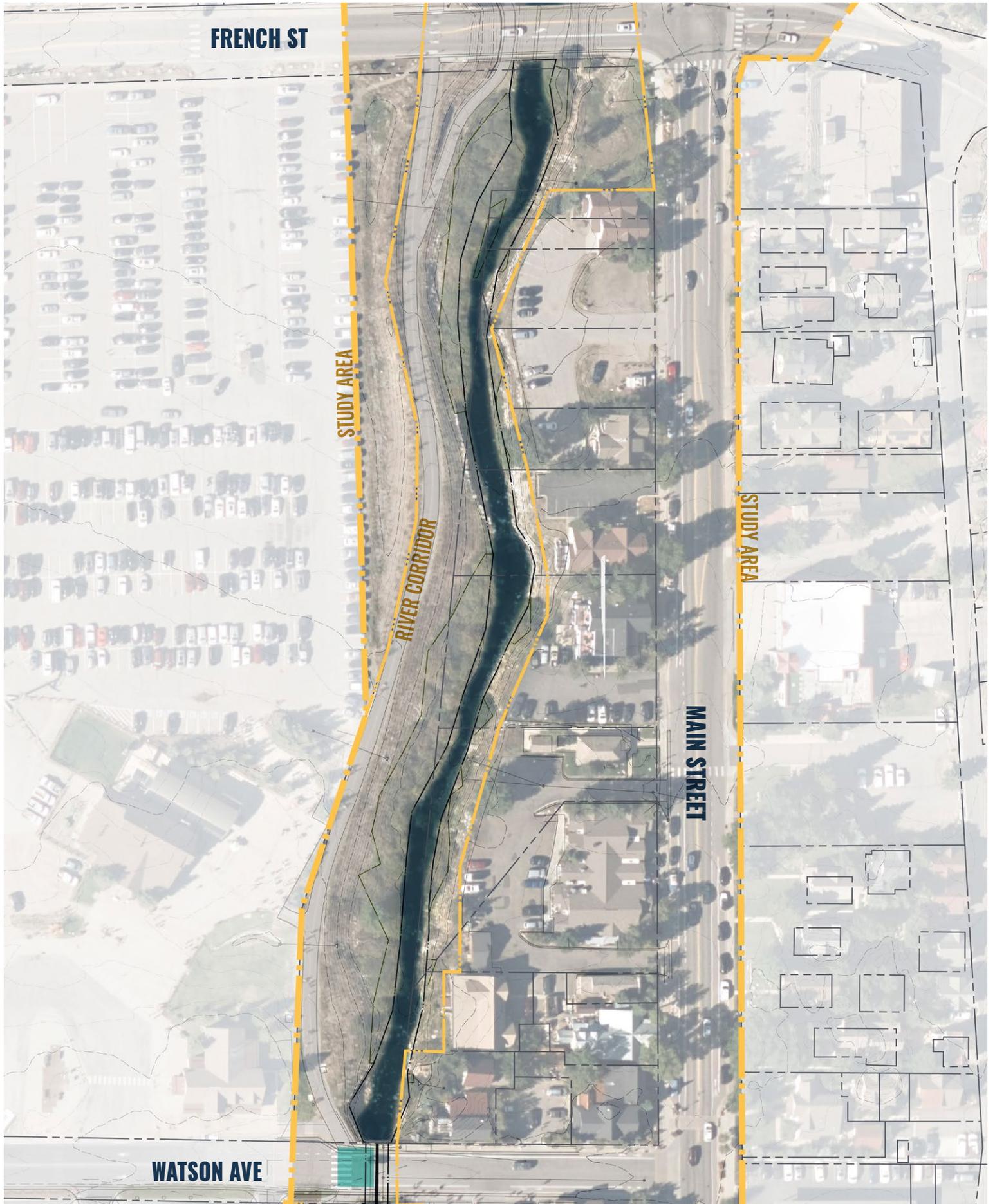
STUDY AREA

RIVER CORRIDOR

STUDY AREA

MAIN STREET

WATSON AVE



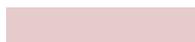
FRENCH STREET TO WATSON AVENUE

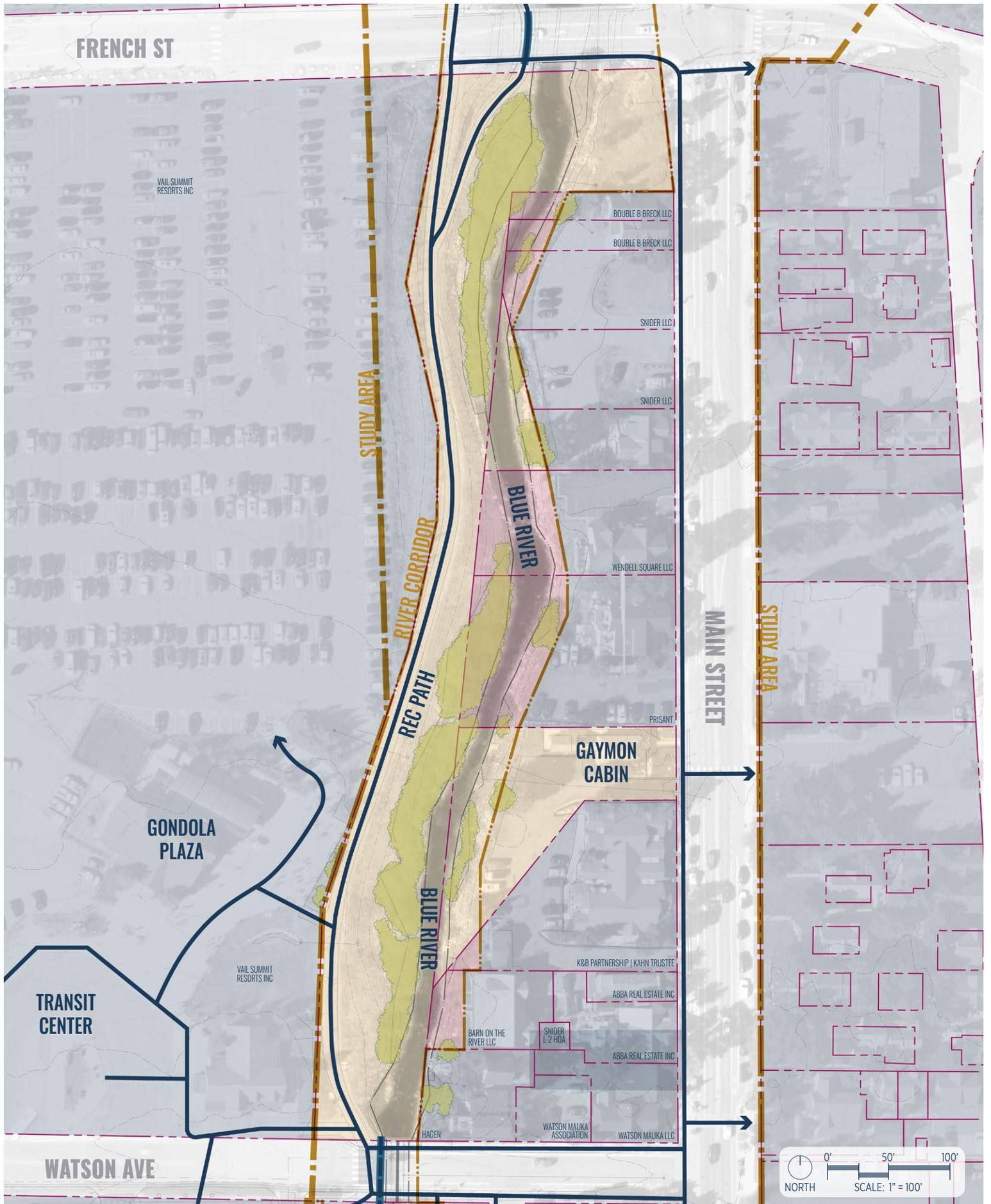
Existing Conditions & Ownership

Findings

- » The Town's property ownership is constrained at Watson Avenue on the east side of the river.
- » The Town has an existing lease for the transit center at the North Gondola Lot.
- » The Town owns property on the east side of the river at the Gaymon Cabin site, that includes the historic structure, access and parking.
- » The existing shared use path is too narrow to handle the amount of existing pedestrian and bicycle traffic. The trail width creates safety issues for pedestrian and bicycle shared use. There is property available for expansion of the Rec Path.
- » The French Street underpass has steep grades, sharp curves, and no lighting. Widening the Rec Path through this section does not require additional property, however will require changes to the walls and/or structure.
- » There are conflicts between vehicles, buses, pedestrians, and bicycles at the Watson Avenue crossing.
- » Path-River Disconnect - The existing shared use path is elevated above the river and does not provide places for people to engage with the river. Flat areas adjacent to the river provide placemaking opportunities to create touch points with the river as shown on the Placemaking map.
- » Congestion & Conflicting Uses – There are conflicts between Gondola queuing and Rec Path users on busy days.
- » Environmental Constraints – There are significant wetlands along the river within this segment. The French Street underpass also has erosion issues at river banks and storm drains that need to be addressed.

LEGEND

	Property Line
	Existing Connections
	Social Trails
	Study Area
	River Corridor
	Town Owned Land
	Privately Owned River Corridor
	Privately Owned Land
	Existing Vegetation
	Private Alley Access



FRENCH STREET TO WATSON AVENUE

Connectivity

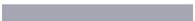
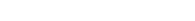
Findings

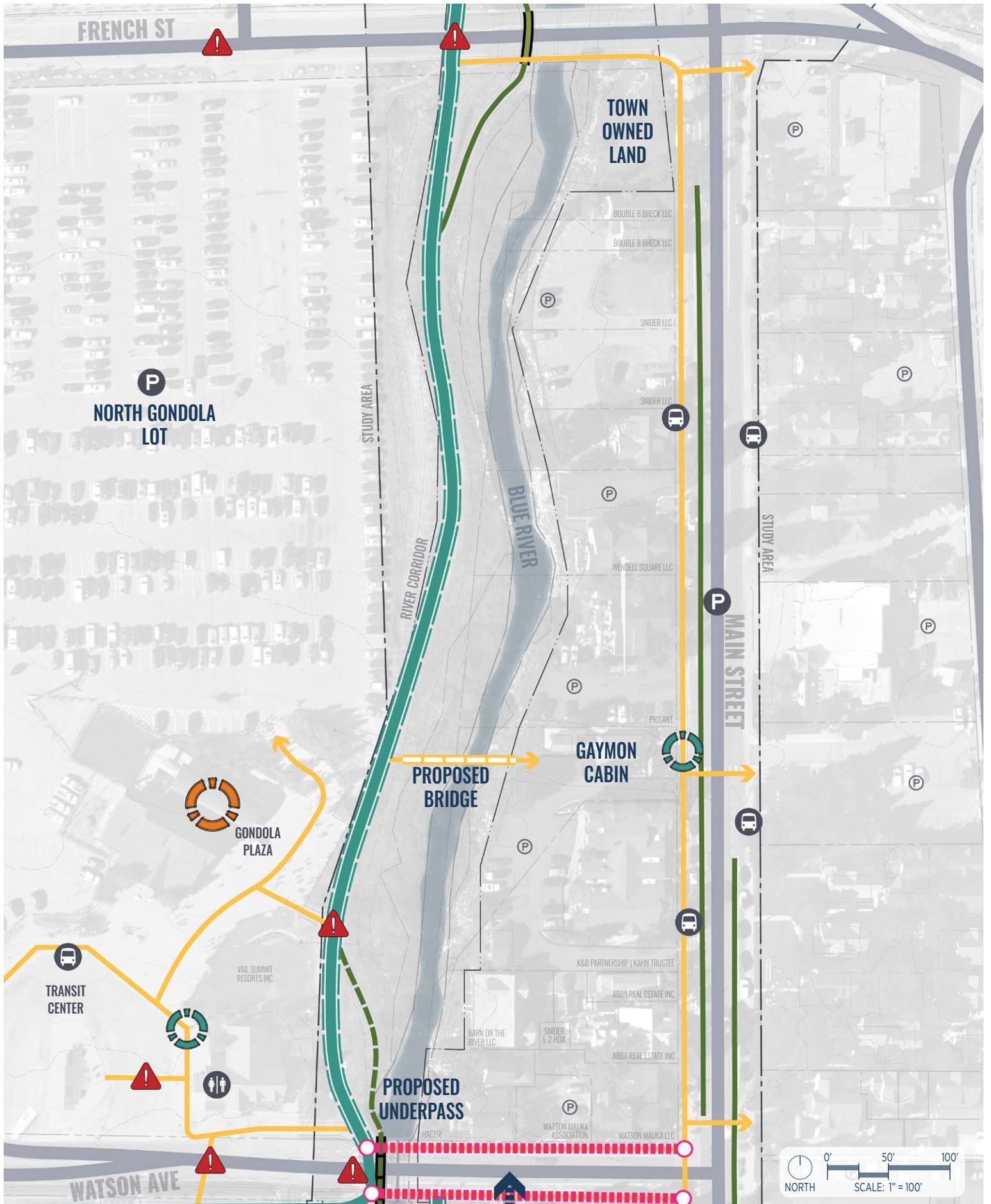
- » The existing shared use path is too narrow to handle the amount of pedestrian and bicycle traffic. The trail width creates safety issues for pedestrian and bicycle shared use.
- » The French Street underpass has steep grades, sharp curves, and no lighting.
- » There are conflicts between vehicles, pedestrians, buses and bicycles at the Watson Avenue crossing.
- » The existing shared use path is elevated above the river and does not provide places for people to engage with the river. Flat areas adjacent to the river provide placemaking opportunities to create touch points with the river.
- » There are conflicts between Gondola queuing and Rec Path users on busy days. This congestion adds to the already conflicting uses and modes of travel in this segment.
- » There is no east to west pedestrian or bicycle connection across the Blue River in this segment.
- » The North Gondola lot is a large surface parking reservoir in this segment, totaling over 6 acres. The lot is privately owned.
- » The Town has a lease for the transit center at Watson.

Opportunities for Improvement

- » Widen the Rec Path to accommodate pedestrians and cyclists from 11' to 14' (minimum), 18' preferred. This segment is a high traffic area and has a convergence of transportation modes, recommending the 18' width for this segment.
- » Designate areas for cyclists and pedestrians to circulate safely through changes in pavement type and vertical indicators.
- » Develop a new underpass at Watson Ave to reduce conflicts between pedestrians, cyclist, and motor vehicles.
- » Widen sidewalks along Watson Ave from 5' to 8' (minimum) on at least one side of the street, preferably the north side if only one side is feasible, to facilitate the volume of pedestrians connecting between Main Street, the parking garage, and the Gondola Plaza Area.
- » Proposed bridge across the Blue River connecting to the Gaymon Cabin Site to reduce the pressure on Watson Ave and create additional linkage to north Main Street businesses.
- » Increase visibility of the French Street crossing to decrease car and pedestrian conflicts.
- » Consider changes to the adjacent Gondola Plaza, increasing the paved queuing area and minimizing the lawn area. This may require changes to detention, including vault structures.
- » If future development is proposed on the North Gondola Lot, create separation and queuing areas alongside the Rec Path with direct connections to the path at designated locations.
- » Relocate the existing Transit Center to enhance connectivity from the S. Gondola Lot.

LEGEND

	Property Line
	Study Area
	River Corridor
	Road
	Directional Roads
	Widened Paths
	Shared Rec Path
	Bike Route
	Walking Path
	Social Trail
	Proposed Bridge (white - var. trails color by use)
	Existing Bridge (white - var. trails color by use)
	Existing Tunnel (black - var. trails color by use)
	Proposed Tunnel (black - var. trails color by use)
	Expanded Sidewalk
	*proposed connections dashed
	Blue River
	Major Destination
	Destination
	Conflict
	Private Alley Access
	Bus Stop
	Parking / Permit Parking
	Existing Bike Parking
	Proposed Bike Parking
	Bathroom
	Private Parking



FRENCH STREET TO WATSON AVENUE

Environment

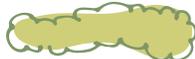
Findings

- » Storm drain inlets and steep banks are at risk or currently experiencing erosion impacting the health of the river.
- » Surface parking lots in this segment run-off directly into the stream on the east bank.
- » Numerous storm drains outflow into this segment, which will greatly impact the volume of water through this segment during storm conditions and increase sediments loading to the river.
- » Established wetlands are located along the west bank of the river in the flatter areas of the corridor.
- » Existing river structure in this segment includes steep channel slope (3% or greater), high stream power, areas of instability and shear stresses.
- » The river's lack of bedform diversity limits the river's health and function.
- » There is grade change in the existing culvert below Watson Avenue, with approximately 2' of fall at the north side outfall.

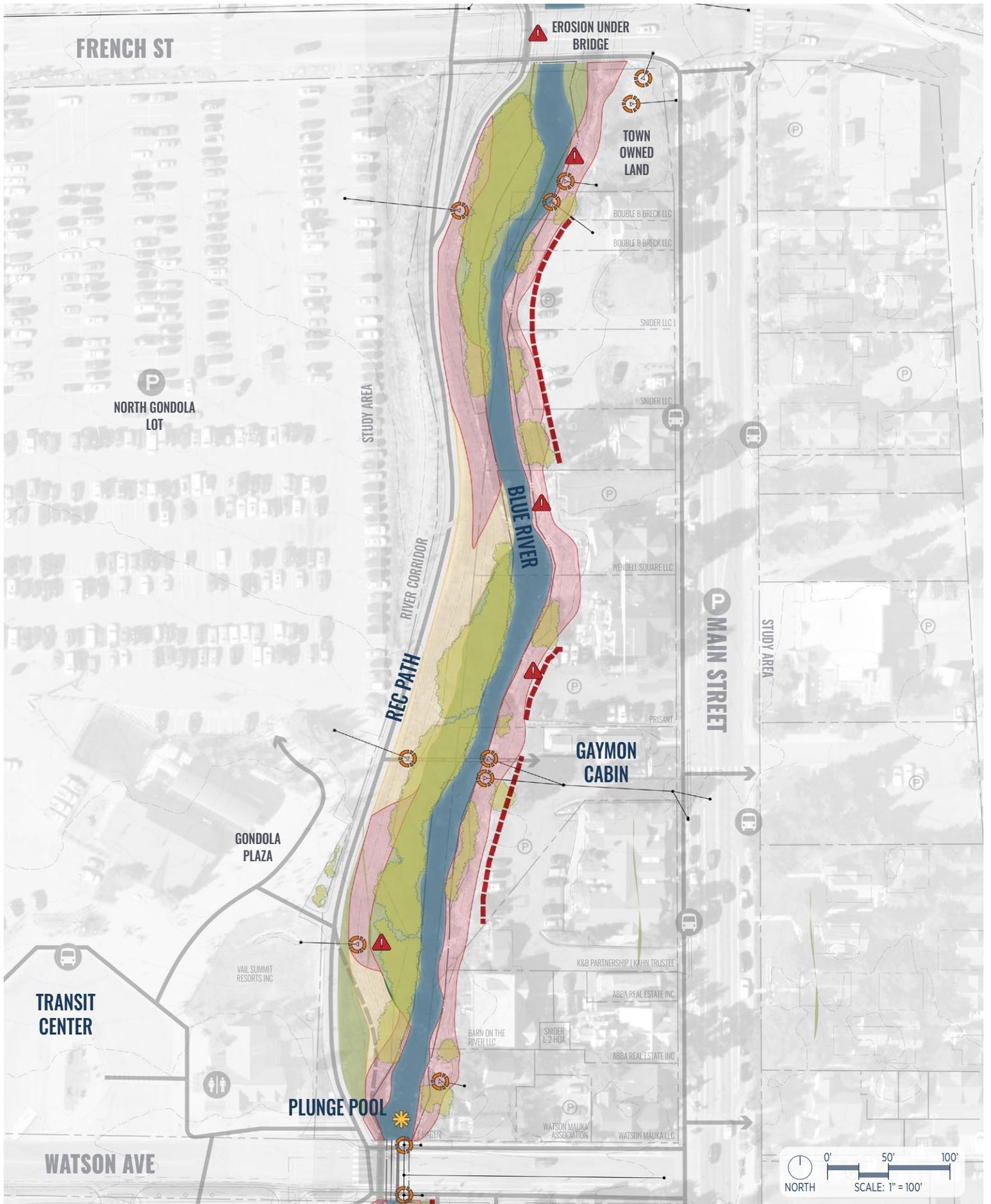
Opportunities for Improvement

- » Increase vegetative cover on eastern slopes to reduce surface-runoff pollution and river sedimentation.
- » Create a maintenance plan for existing wetland vegetation.
- » Add more trees and other vegetation to increase shade over river for habitat creation, especially in the areas designated for pedestrian access.
- » Improve stormwater outfalls.
- » Enhance river functionality at existing French Street underpass.
- » Where there is sufficient space, creating a terraced channel within the Blue River corridor can reduce the stream power and water surface elevations during flood events, especially in areas where the banks have been over-steepened due to historical grading.
- » Provide additional floodplain conveyance, in-stream structure, and enhancing vegetation along the river to help restore proper river functions.
- » Where space allows, stream realignment could restore some of the river's sinuosity along with in stream structures such as riffles and step-pools.

LEGEND

	Property Line
	Study Area
	River Corridor
	Potential Surface Run-off
	Pollution Source
	Walled or Armored Bank
	Blue River
	Unstable Steep Bank Slope
	Moderately Steep Bank Slope
	Stable Bank Slope
	Established Vegetative Cover
	Storm Drain Outfall
	River Feature
	Erosion
	Bus Stop
	Parking / Permit Parking
	Bathroom
	Private Parking

Note: Water quality and detention on privately owned land is not part of this analysis.



FRENCH STREET TO WATSON AVENUE

Maintenance and Operations

Findings

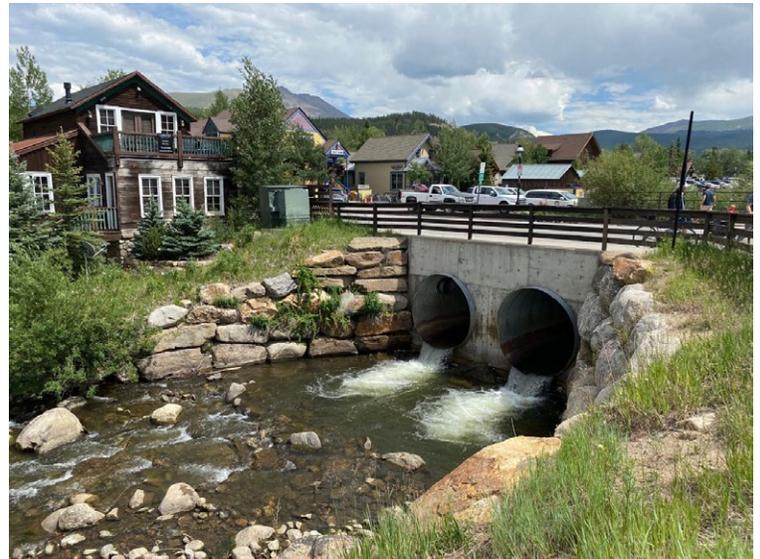
- » Maintenance and service access supporting the businesses in this segment are not in conflict with the existing Rec Path. The proposed changes to connectivity will help facilitate better function of the Rec Path and Blue River as a whole.
- » There are no existing materials management facilities in this segment.
- » This segment is plowed during the winter months.
- » Service and delivery vehicles do not currently access Main Street business from the River Walk in this segment.

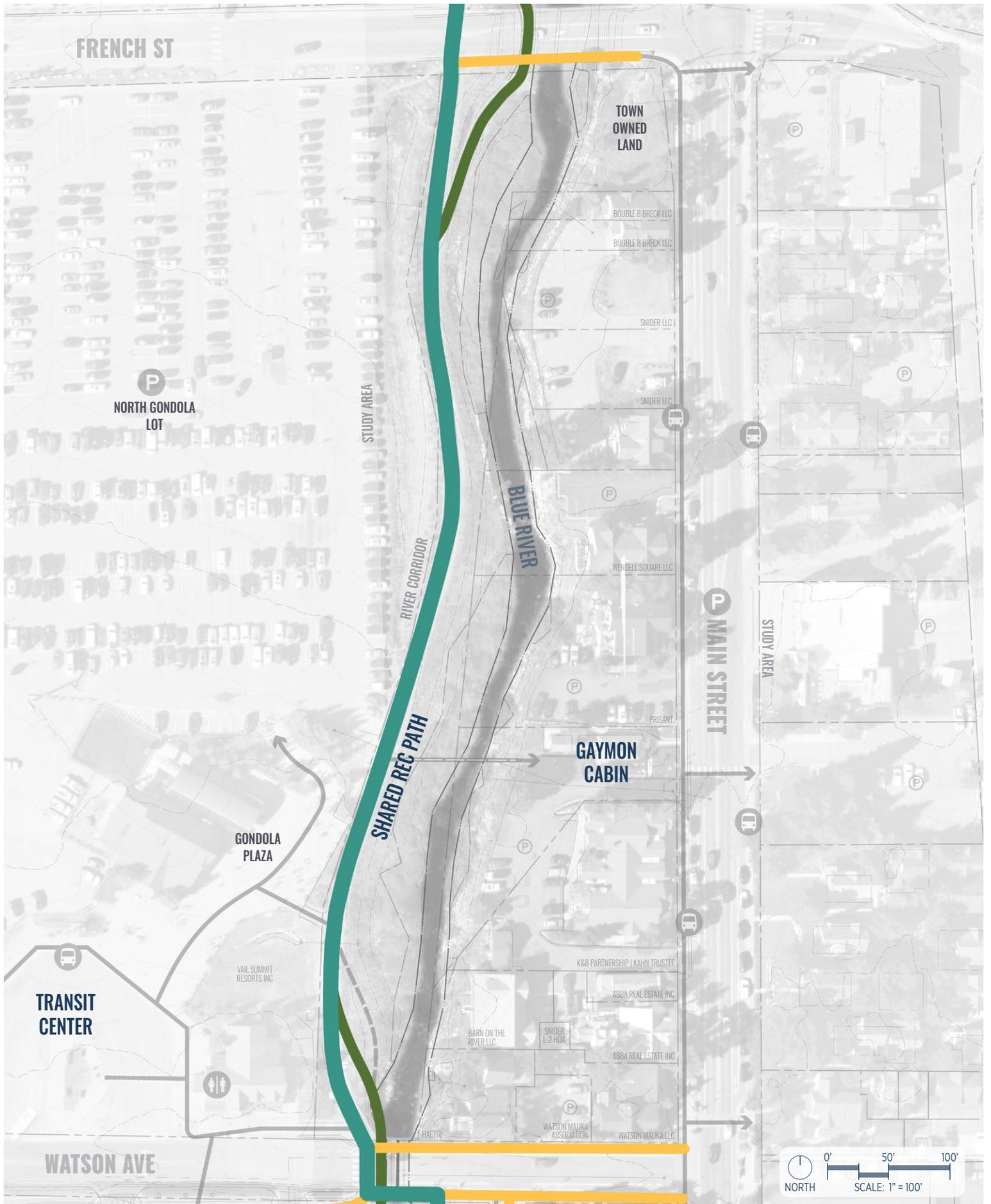
Opportunities for Improvement

- » Rec path widening in this segment and the proposed pedestrian bridge should be wide enough to accommodate both maintenance vehicles and select service vendor.
- » A new bridge to north Main Street businesses should be able to accommodate small vehicles for materials management operations.
- » Stream realignment and improvements along with continued maintenance of the river corridor, grades and in stream structure to help reduce high flows, wash outs, vegetation loss and stress on river bank.
- » Create maintenance plan for wetland vegetation to maintain its health and improve aesthetics.

LEGEND

	Property Line
	Study Area
	River Corridor
	Shared Path
	Bike Route
	Primary Walking Access
	Existing Town Materials Management Facilities
	Proposed Trash Enclosure
	Loading Zone
	Bus Stop
	Parking
	Bathroom





FRENCH STREET TO WATSON AVENUE

PLACEMAKING

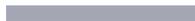
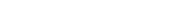
Findings

- » The French to Watson segment has significant opportunities for placemaking enhancements due to its overall width and location, and adjacency to key Town facilities and potential for better connection to north Main Street businesses. This segment of the river corridor serves as a transition point downtown and primary location for multi-modal transportation access.
- » The flat benched areas along the river have excellent potential for pedestrian access and creation of a river touch point.
- » The Gondola Plaza is an established area that lacks connection to the river.
- » The existing lawn / detention area between the Gondola Plaza and the transit center is underutilized space.
- » There is landscape buffer area and existing detention along the existing Rec Path, between the path and North Gondola Lot.
- » The intersection of French Street and Main is Town owned. This corner has significant potential for improvement as a gateway opportunity.

Opportunities for Improvement

- » Public Art: Rotating or permanent art installations along the corridor in a variety of ways, including within the existing underpass at French Street and as part of a future underpass at Watson Ave. Functional art is another alternative – bike racks, seating, lighting, etc.
- » A river access for pedestrians to gather and enjoy the environment should be created in this segment. This area should be large enough to accommodate groups and be separated from the Rec Path and trails for safety. This location could also include art in form of sculpture, function or education.
- » The Gondola Plaza and transit center, existing lawn and detention area should be redesigned to allow for bicycle parking, public art and other uses with detention vaulted or redirected.
- » The proposed pedestrian bridge connecting to north Main Street businesses should be iconic and guide people towards destinations (“to gondola and transit center”, “to Main Street”). The bridge design should provide connection to the river from the Gondola Plaza.
- » There is opportunity to include education in this segment with the existing wetlands and vegetation.

LEGEND

	Property Line
	Study Area
	River Corridor
	Road
	Bike Route
	Walking Path
	Social Trail
	Rec Path
	Activation Area
	Engage Businesses
	Creative District Connection
	Liner Art
	Blue River
	Potential for Improved River Access
	Pull-Off or Rest Area
	Opportunity for Better Signage or Gateways
	Potential Art Installation / Destination
	Bus Stop
	Parking
	Bathroom

WATSON AVENUE TO SKI HILL ROAD

Segment Introduction

This segment of the Blue River and Rec Path runs from Watson Avenue to the north and Ski Hill Road on the south. The Blue River is tightly channelized in this segment due to large parking reservoirs on both sides. The South Gondola Parking Garage (“Garage”) and surface lot is located to the west, and the Sawmill Lot, an employee parking lot, on the east adjacent to Main Street businesses. Development of the South Gondola Parking Garage created amenities and pathways along the west side of the river, including a plaza space, restrooms, bicycle parking, enhanced signage, landscaping, lighting and wide paved trails that connect from Town Hall to Watson Avenue. An existing pedestrian bridge facilitates movement across the Blue River at the Garage, connecting to Main Street through the Sawmill and Wellington Parking lots. The Town owns most of the property along this segment, which will allow for flexibility and creativity in future improvements.

The Garage is the starting off point for many visitors and residents that arrive in downtown Breckenridge with their vehicle, with primary destinations being the Gondola, Riverwalk Center and Main Street. The amenity and pedestrian scale improvements made with the Garage have significantly improved connectivity in this segment, but there are many opportunities to further enhance the experience. This area is a pivotal point for the Rec Path to direct pass-through bicyclist movement through downtown at Ski Hill Road.

The Town completed a “Living Lab” in this segment in 2022 to test bicycle, pedestrian and vehicular circulation. The improvements created new connections that did not previously exist in this segment. Improvements included an asphalt shared use path along the east side of the river, a blue striped pedestrian lane in the Gold Pan Alley with removable bollards connecting from Ski Hill Road to the pedestrian bridge, one-way vehicular traffic from Ski Hill Road to the Wellington Lot, changes to the Sawmill Lot to facilitate safe movement across the river towards the east, changes to delivery and bus locations, and enhanced green bicycle striping on Watson and Ski Hill Roads. The “Living Lab” was considered a success and continued in 2023.

A second phase of the Living Lab will be implemented in 2024 and includes a bicycle arrival plaza that includes bike racks, a water bottle filling stations, and temporary restrooms.

WHAT IS A LIVING LAB?

A Living Lab is a way to test improvements with low-cost solutions that aim to meet the project goals -- such as safety and connectivity. Living Lab improvements are focused on the user and provide the Town with real-time information on how the improvements are being used. Seeing how people use the Living Lab will inform future improvements to this segment of the river, and similar tactics may be implemented in other segments.





WATSON AVE

STUDY AREA

STUDY AREA

MAIN STREET

LIVING LAB

SKI HILL RD

WATSON AVENUE TO SKI HILL ROAD

Existing Conditions and Ownership

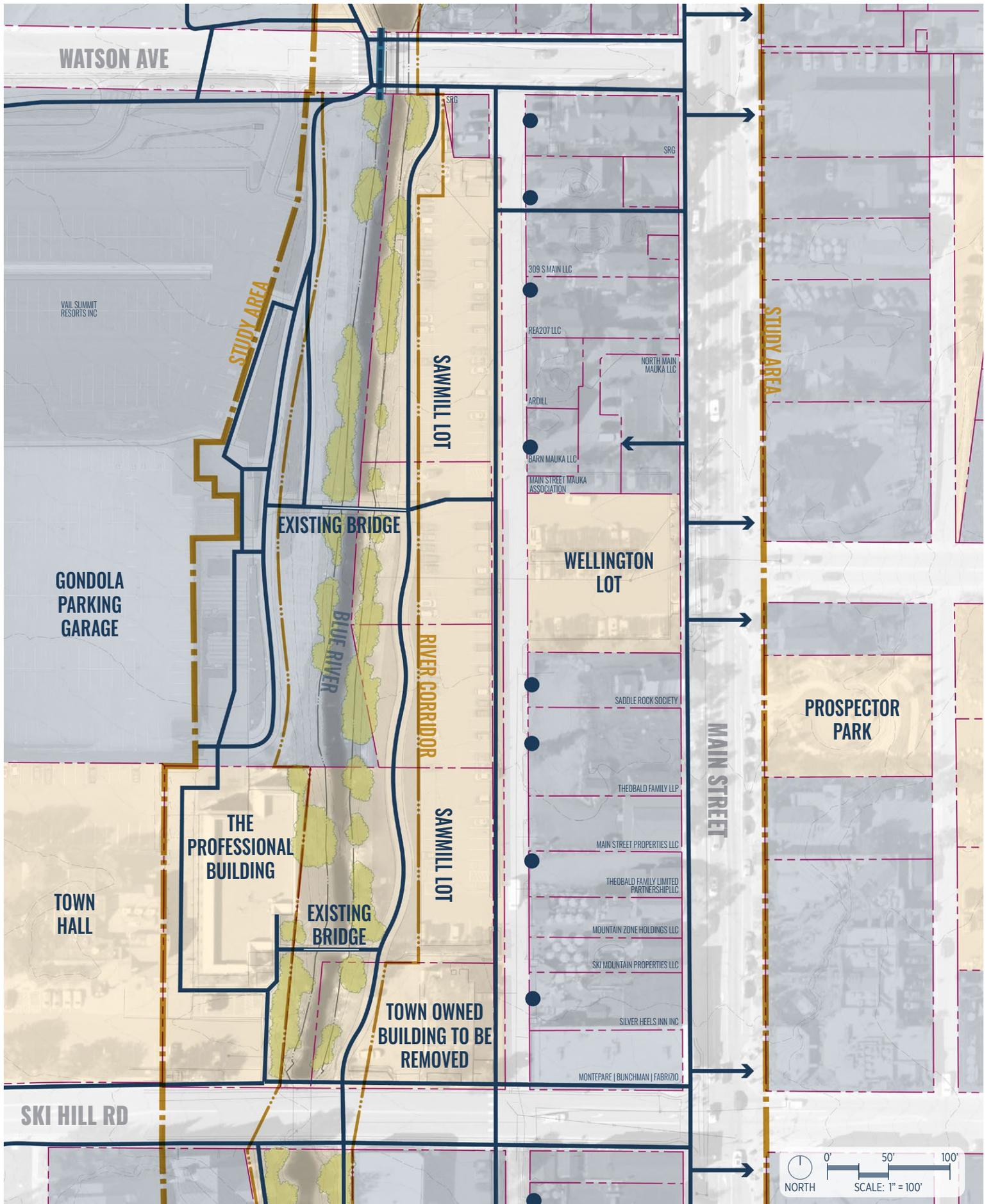
Findings

- » The Town has majority ownership in this area, which will allow for more flexibility and creativity in future improvements.
- » The Town owns the Schoonover Building adjacent to Ski Hill Road, which is an opportunity area for pedestrian and bicycle needs (restrooms, bike racks, gathering areas, etc.) and will be incorporated into Phase II of the Living Lab.
- » This segment must strive to achieve a balance between (1) the need for parking, (2) the need for enhanced pedestrian and bicycle movement and (3) the opportunities for improved stream habitat and environment.
- » Private back-of-house access to Main Street buildings must be maintained.
- » Watson and Ski Hill Roads are both high vehicular traffic areas. There are no underpasses at Watson or Ski Hill Roads, which results in conflicts with vehicles at both street crossing locations.
- » There are placemaking opportunities along the river and pathway, especially near the existing river bridge and at Ski Hill Road (Schoonover Building)
- » The pedestrian lane in the alley and one-way traffic circulation has improved safety and reduced conflicts between people and cars.
- » The alley has significant placemaking opportunities and can function as more than a “back-of-house” area.
- » Main Street property and business owners in this segment have opportunity to improve the rear of their buildings with alley / Blue River / mountain facing patio spaces.

LEGEND

- · · — Property Line
- Existing Connections
- - - - Social Trails
- ■ — Study Area
- · — · · River Corridor
- Town Owned Land
- Privately Owned River Corridor
- Privately Owned Land
- Existing Vegetation
- Private Alley Access





WATSON AVENUE TO SKI HILL ROAD

Connectivity Findings

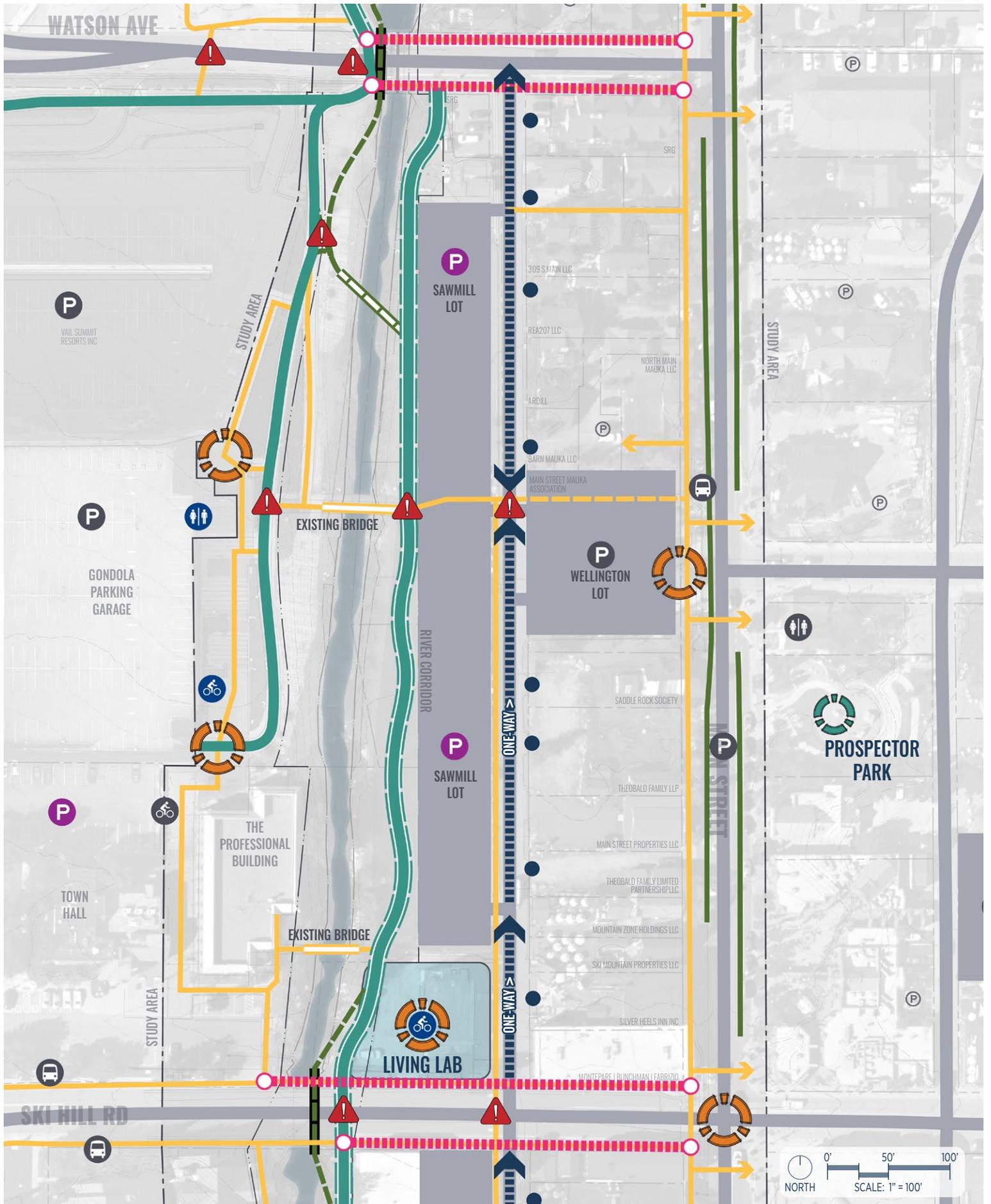
- » The Gondola Parking Garage is the starting off point for many visitors and residents arriving by car, with primary destinations being the Gondola and Main Street.
- » The pedestrian scale amenity improvements made with the Garage have significantly improved connectivity in this segment, but there are many opportunities to further enhance the experience, including the addition of bike parking which is lacking.
- » This area is a pivotal point for the Rec Path to direct pass-through bicyclist movement through downtown at Ski Hill Road.
- » Pedestrians are using the “Living Lab” blue painted lane in the alley and there have been fewer conflicts with vehicles. The lane includes both painted surfacing and removable bollards to identify the lane vertically and horizontally.
- » Pedestrians and bicyclists are using the “Living Lab” 14’ paved Rec Path. This pathway should be considered shared use moving forward.
- » Connection to Main Street at the Wellington Lot could be strengthened.
- » Bicycles are staying on the Rec Path as they cross Watson heading south.
- » There are two existing bridges crossing the river in this segment. The north bridge serves pedestrians circulating from the parking garage to Main Street. The south bridge primarily serves employees parking in the Sawmill Lot. The north bridge is wide enough for pedestrians only and alignment is not optimal for bicycles.

Opportunities for Improvement

- » Widen the Rec Path on the East side of the river from 14’ to 18’ to accommodate shared use. This may require reconfiguration of parking lots and loss of parking spaces.
- » Designate areas for cyclists and pedestrians to circulate safely through changes in pavement type and vertical indicators.
- » Develop a new underpass at Ski Hill Road to reduce conflicts between pedestrians, cyclists, and motor vehicles. Enhanced crosswalk at if underpass is not feasible.
- » Widen sidewalks along Ski Hill Road to 8’ (minimum) to facilitate the volume of pedestrians between Main Street, the Rec Path and Town Hall.
- » Propose a new bridge, in conjunction with the underpass at Watson Avenue, directing bikes to the Rec Path on the East side of the Blue River, negate need for cyclist to dismount, reduce pedestrian/cyclist conflict, decrease pressure on Ski Hill Road and Watson Ave, create additional linkage to Main Street businesses and parking lots.
- » Re-imagine the Wellington lot to create a direct pedestrian connection to Main Street from the South Gondola Parking Garage.
- » Continue connection from parking garage adjacent to the Professional Building and Town Hall to enhance circulation to Ski Hill Road.
- » Additional wayfinding signage is needed to guide visitors from parking lots to Main Street and other primary destinations.
- » Memorialize the Living Lab improvements in the Gold Pan Alley with drainage improvements and formalized pedestrian walkway using permanent surface materials.

LEGEND

	Property Line
	Study Area
	River Corridor
	Road
	Directional Roads
	Widened Paths
	Shared Rec Path
	Bike Route
	Walking Path
	Social Trail
	Proposed Bridge (white - var. trails color by use)
	Existing Bridge (white - var. trails color by use)
	Existing Tunnel (black - var. trails color by use)
	Proposed Tunnel (black - var. trails color by use)
	Expanded Sidewalk
	*proposed connections dashed
	Blue River
	Major Destination
	Destination
	Conflict
	Private Alley Access
	Bus Stop
	Parking / Permit Parking
	Existing Bike Parking
	Proposed Bike Parking
	Bathroom
	Private Parking



WATSON AVENUE TO SKI HILL ROAD

Environment¹

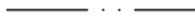
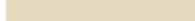
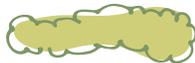
Findings

- » Historic dredging operations have transformed the Blue River through this segment into an artificially straitened reach within a confined corridor.
- » There are steep banks on either side and a steep channel slope of roughly 3%.
- » Lack of sinuosity limits the river's health and function to provide habitat and naturally reduce forces associated with flooding.
- » There is limited shade and vegetative coverage in this segment of the Blue River.
- » Wetlands are located only along the water's edge, with limited opportunity to expand. Wetland plants have not been maintained and block views to the water in some locations.
- » The floodway and floodplain are one in the same for the majority of this segment.
- » A CLOMR/LOMR process with FEMA may be required for future, creative improvements in this area.
- » Little opportunity to change river alignment unless parking areas are removed (Sawmill Lot)
- » Steep slopes adjacent to structures present challenges to enhancing the riverbanks in some locations.
- » This segment must strive to achieve a balance between (1) the need for parking, (2) the need for enhanced pedestrian and bicycle movement and (3) and the opportunities for improved stream habitat environment.

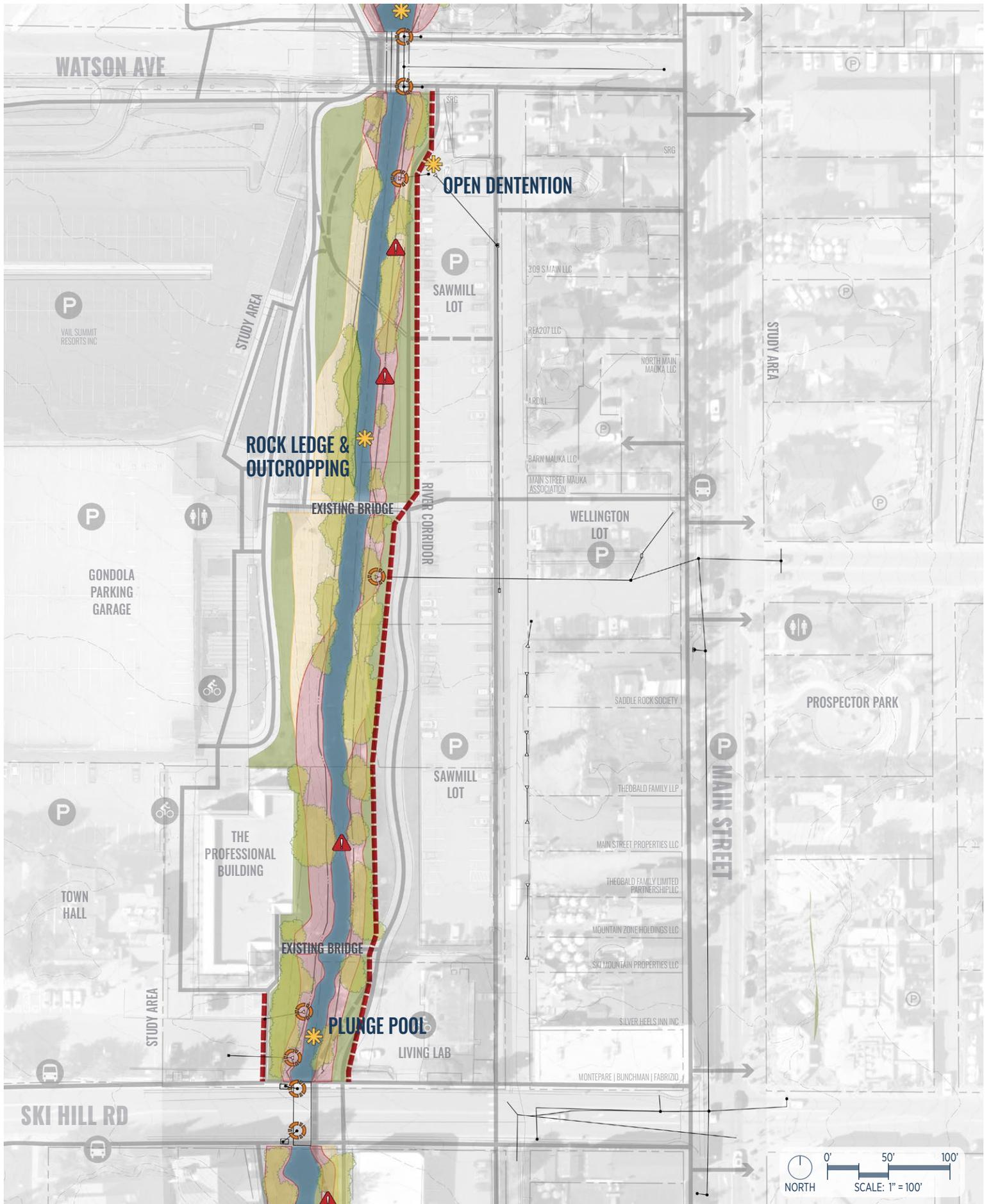
Opportunities for Improvement

- » Where there is sufficient space, creating a terraced channel within the corridor can reduce the stream power and water surface elevations during flood events.
- » Establish a floodplain bench that would allow floodwaters to disperse across a wider section and create an area for vegetation to establish cover along the river. This area could also be used as formalized access, however this would require significant reconfiguration of the Sawmill Lot.
- » Consider the addition of instream structures such as riffles and step-pools.
- » Revegetate the riverbanks with landscape materials supporting habitat and shading.
- » Manage existing wetland and riparian vegetation.
- » With any redevelopment, incorporate drainage features to reduce sedimentation and pollutants from entering the river.

LEGEND

	Property Line
	Study Area
	River Corridor
	Potential Surface Run-off
	Pollution Source
	Walled or Armored Bank
	Blue River
	Unstable Steep Bank Slope
	Moderately Steep Bank Slope
	Stable Bank Slope
	Established Vegetative Cover
	Storm Drain Outfall
	River Feature
	Erosion
	Bus Stop
	Parking / Permit Parking
	Bathroom
	Private Parking

¹ Please note that some recommendations in this segment were provided by Wright Water Engineering.



WATSON AVENUE TO SKI HILL ROAD

Maintenance and Operations

Findings

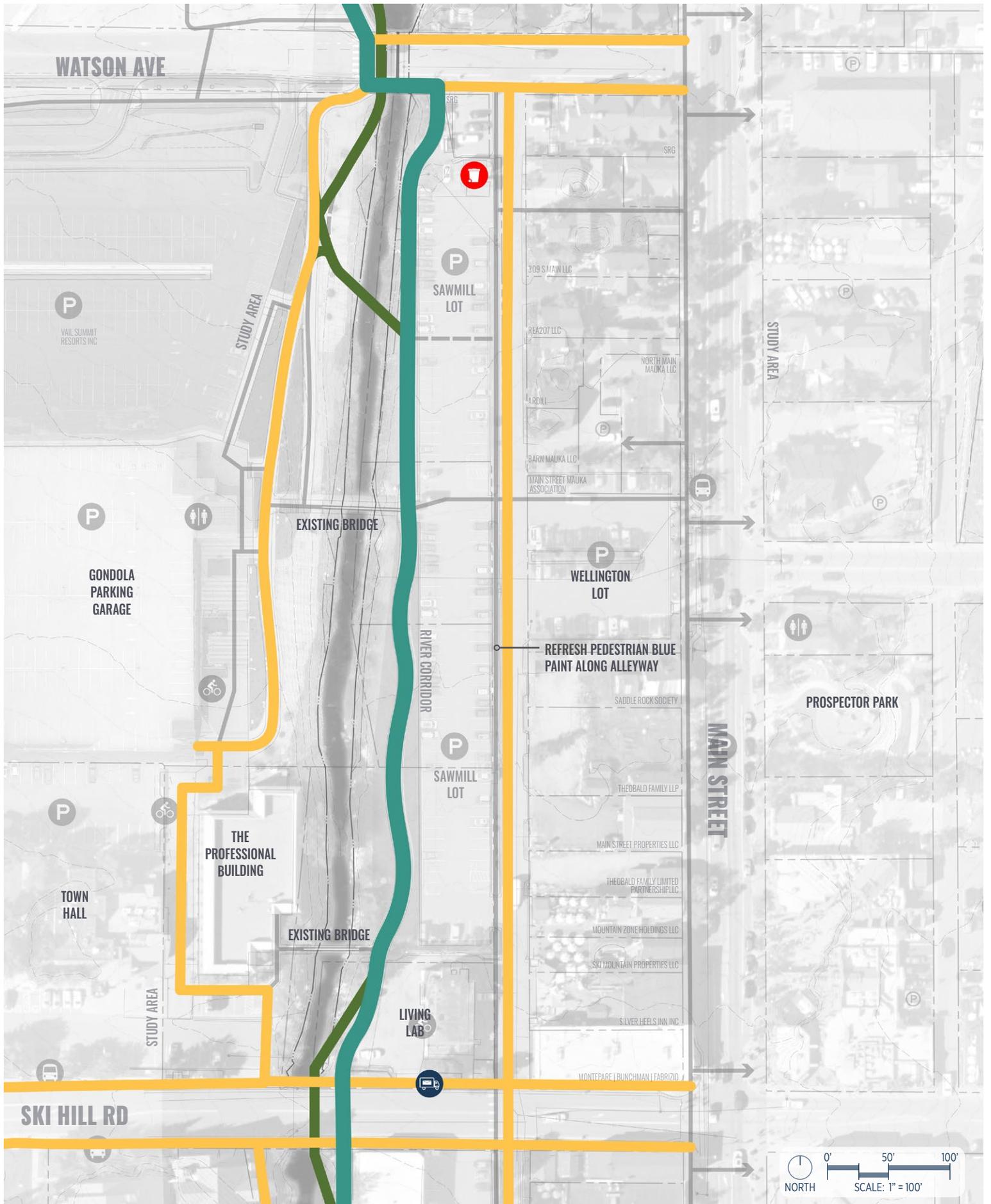
- » While the Town owns and maintains shared enclosures in the downtown core, this segment does not have an enclosure.
- » Many businesses have their own back-of-house trash, recycling, grease waste and composting due to the lack of shared enclosure in this area.
- » The Town owns and operates three parking lots in this area, with both the employee parking program in the Sawmill Lot, Wellington Lot and South Gondola Garage (summer season).
- » Due to the quantity of surface parking in this area, there is a significant amount of required snow storage, even for temporary use before it is hauled away by public works.
- » Deliveries and materials management pick-up occur throughout the Gold Pan alley. The Living Lab relocated deliveries to a designated distribution point adjacent to the Schoonover site.
- » Lighting is particularly low for this segment of the Rec Path, parking lots and along alley, creating a safety concern for pedestrians and cyclists at night.
- » Public restrooms are located at the new Gondola Parking Garage.

Opportunities for Improvement

- » Develop a Materials Management Center that accommodates trash, recycling, grease waste and compost for downtown businesses. Reconfiguration of the Sawmill parking lot and a loss of parking spaces will be required to locate a center in this segment.
- » Develop a centralized Food and Beverage Delivery Center, delivering to one location downtown rather than traveling door-to-door to downtown businesses. This is not recommended in this segment of the River Walk due to the amount of existing congestion with proximity to the Gondola and parking reservoirs.
- » Improve exterior lighting highlighting pedestrian and bicycle travel ways, improving safety and promoting alternative methods of transportation.

LEGEND

	Property Line
	Study Area
	River Corridor
	Shared Path
	Bike Route
	Primary Walking Access
	Existing Town Materials Management Facilities
	Proposed Trash Enclosure
	Loading Zone
	Bus Stop
	Parking
	Bathroom



WATSON AVENUE TO SKI HILL ROAD

Placemaking Findings

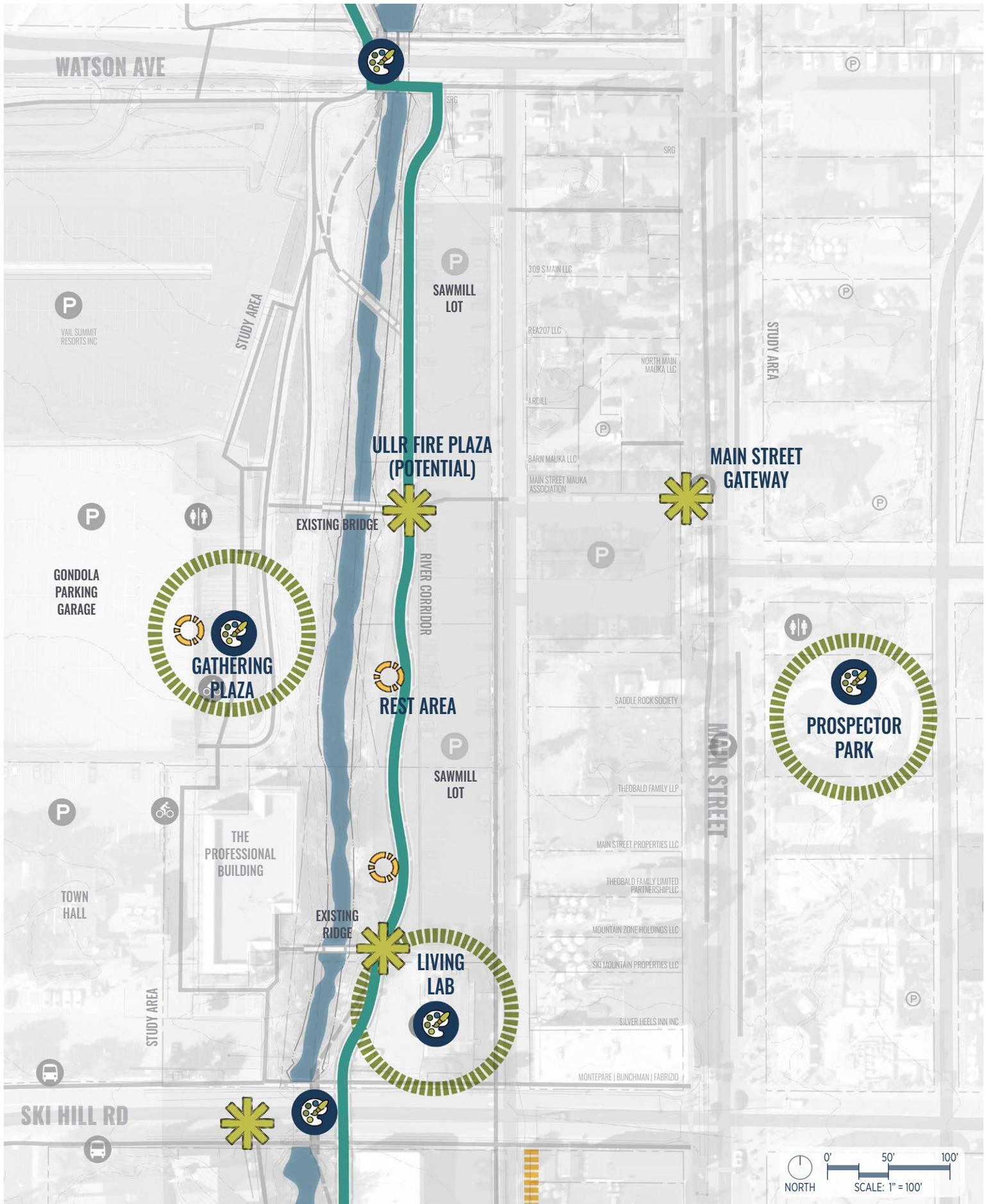
- » Parking dominates this segment, with both the South Gondola Parking Garage, Sawmill and Wellington Lots.
- » Most Main Street businesses treat this area as back-of-house. There are a few businesses that have taken advantage of the Ten Mile Range views and pedestrian access, but that is typically coupled with operational needs and private parking.
- » There is no existing public art in this segment, however there are several opportunities to incorporate art into the Rec Path, pathways, bridges, river and plazas spaces.
- » Except for the Garage, this area lacks wayfinding and directional signage to direct towards Main Street, the Gondola, Riverwalk Center, Information Center and other key destinations.
- » The Schoonover building is planned for removal and creates an opportunity for enhancements, including visitor needs (restrooms, water fountains, bicycle parking and charging, etc.), public art, gathering space and wayfinding.
- » The Polluck House and Chinese Laundry Building (est. 1862) and Gold Pan Saloon (est. 1879), are some of the oldest buildings in Breckenridge and are located along this segment. Highlighting the significance of these structures and Breck's history should be considered with any improvements.

Opportunities for Improvement

- » The Town's Ullr Fest has been a local tradition for decades and hosts multiple events annually. One of the traditions is an Ullr Bonfire. Creating a plaza honoring the god of winter for the Ullr Bonfire can be achieved in this segment, located between the Garage and Wellington lots, building upon the Town's traditions.
- » With any river improvements, consider locating a pedestrian access that is out of conflict with bicycles and vehicles.
- » The Living Lab Phase II at Schoonover Plaza will implement temporary improvements such as restrooms, water fountains, bicycle parking and charging, public art, gathering space and wayfinding.
- » The plaza adjacent to the Garage includes multiple spaces for potential public art. Public art should be located in conjunction with Creative District and maintain operational and connectivity needs.
- » Consider permanent treatments for the Gold Pan Alley pedestrian lane, one-way vehicular pattern, lighting, vertical elements and functional art to delineate pedestrian needs.
- » Develop a plan to encourage businesses to improve the alley-facing frontage, including patio spaces, bicycle parking, and landscaping. The plan should consider incentives for businesses to enhance the alley facing entrances.
- » Development of underpasses should integrate art elements and pedestrian access to the river. Use of lighting, integrated wall enhancements and functional art (benches, bike racks, lighting, etc.) should be encouraged with development.

LEGEND

	Property Line
	Study Area
	River Corridor
	Road
	Bike Route
	Walking Path
	Social Trail
	Rec Path
	Activation Area
	Engage Businesses
	Creative District Connection
	Liner Art
	Blue River
	Potential for Improved River Access
	Pull-Off or Rest Area
	Opportunity for Better Signage or Gateways
	Potential Art Instillation / Destination
	Bus Stop
	Parking
	Bathroom



SKI HILL ROAD TO RIVER WALKCENTER

Segment Introduction

This segment begins the transition from auto-dominated to a pedestrian focused space, with Ski Hill Road on the north and the Blue River Plaza on the south. The Blue River Plaza is a primary downtown destination, with connections to Creative District amenities, information center and public restrooms. The buildings are closer to the river in this segment, changing the perceived pedestrian scale, limiting available area for all the uses needed, and increasing shade on the river in some areas. Commonly referred to as the “Ice House Alley”, the built environment includes a multi-story residential structure on the west side, both private and publicly available paid parking, an alley space that provides access to the rear of businesses, and 2-story historic Main Street buildings.

There are a variety of existing pathways and pedestrian river access locations, some better than others in terms of location, slope, and solar access. These are described in detail under “Placemaking” below. Businesses have attempted to enliven the façade facing the River Walk pathways with window graphics, while others use this frontage for storage and operational needs. This segment has significant existing vegetation – both evergreen and deciduous trees - and is well maintained without overgrown wetlands plants. The landscape improves the sense of place and scale with the adjacent large structures.

In this segment, there are physical limitations for expanding of uses without eliminating others, changing the access patterns or elevating and/or burying connections. The Living lab created a dedicated pedestrian walkway along the alley, moving deliveries to Ski Hill Road to free up the area. Bicycle traffic was directed to the west of the Bly Building to eliminate conflicts with pedestrians at the alley. This segment may propose the most significant improvements but also has the potential to be the premier section of the River Walk, making it a primary destination along with the Blue River Plaza and the Riverwalk Center. Opportunities for improving this connection heading south area described below.





SKI HILL RD

STUDY AREA

RIVER CORRIDOR

MAIN STREET

STUDY AREA

WASHINGTON AVE

BLUE RIVER PLAZA

SOUTH PARK AVE

MAIN STREET

SKI HILL ROAD TO RIVERWALK CENTER

Existing Conditions and Ownership

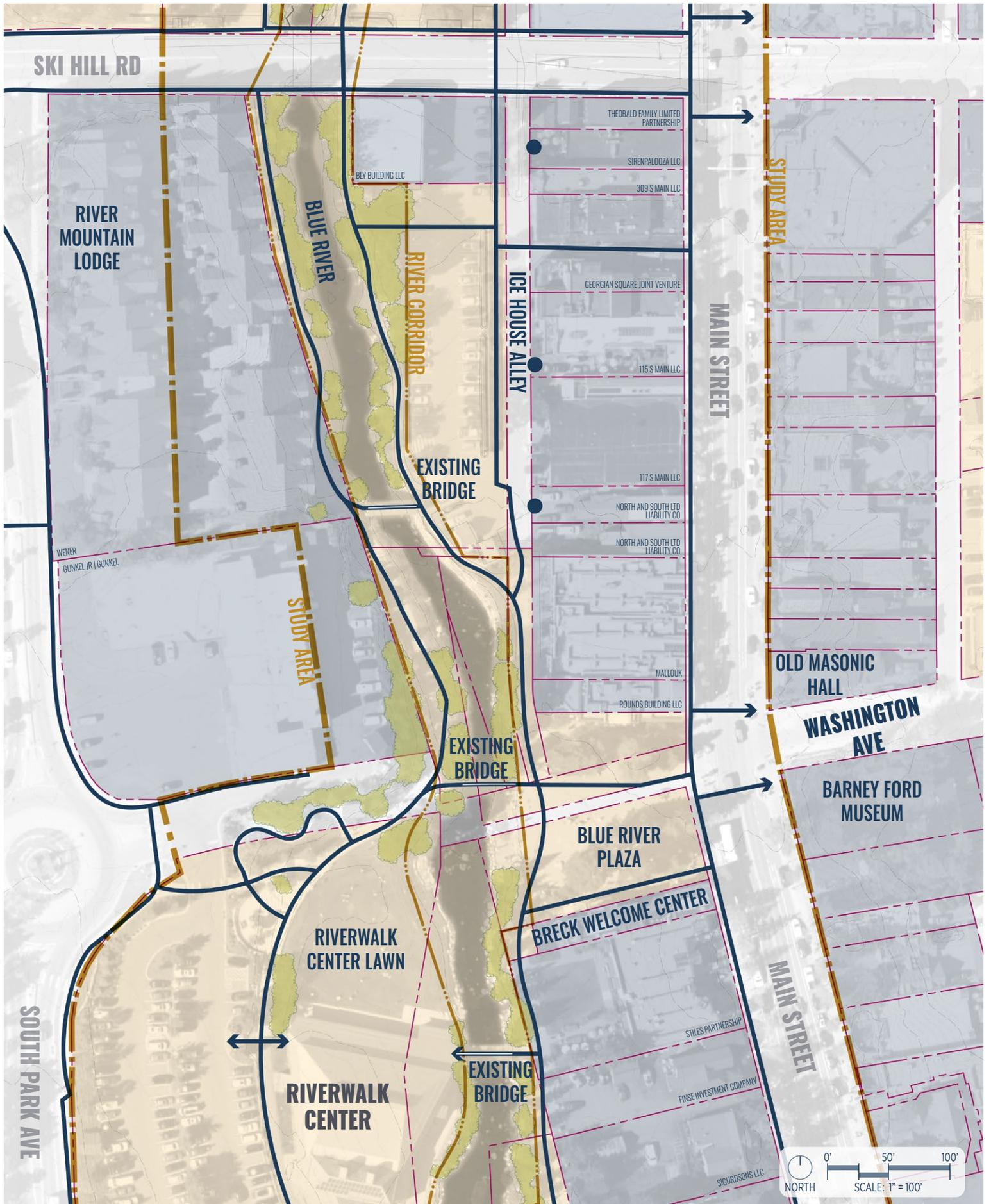
Findings

- » This segment of the Blue River has two different pathways on the east and west sides of the river, and the Living Lab created new connections for pedestrians as described above to test circulation patterns with the new Garage. The findings from the Living Lab indicate increased safety and the opportunity to formalize these improvements.
- » The Town has significant property ownership north of Ski Hill Road, but the south side is limited by the River Mountain Lodge and Bly Buildings.
- » Buildings are located very close to the river in this segment, with a variety of uses and limited area for expansion without changing of uses and patterns.
- » Town property ownership extends from Main Street to the Riverwalk Center at the south end of this segment.
- » Back-of-house access to Main Street buildings must be maintained with their current uses. Should uses change at the garages, consider alternative improvements in this location with the extension of the River Walk pathway.
- » The existing parking lot has a private exit onto Ski Hill Road and the alley access onto Ski Hill Road which is a challenge for keeping vehicles in a designated entry/exit points and adds conflicts for pedestrians and bicyclists.
- » There are two Town owned parking lots – Icehouse Lot and Tiger Dredge Lot. Both lots are open to the public with paid parking.

LEGEND

- Property Line
- Existing Connections
- Social Trails
- Study Area
- River Corridor
- Town Owned Land
- Privately Owned River Corridor
- Privately Owned Land
- Existing Vegetation
- Private Alley Access





SKI HILL ROAD TO RIVERWALK CENTER

Connectivity

Findings

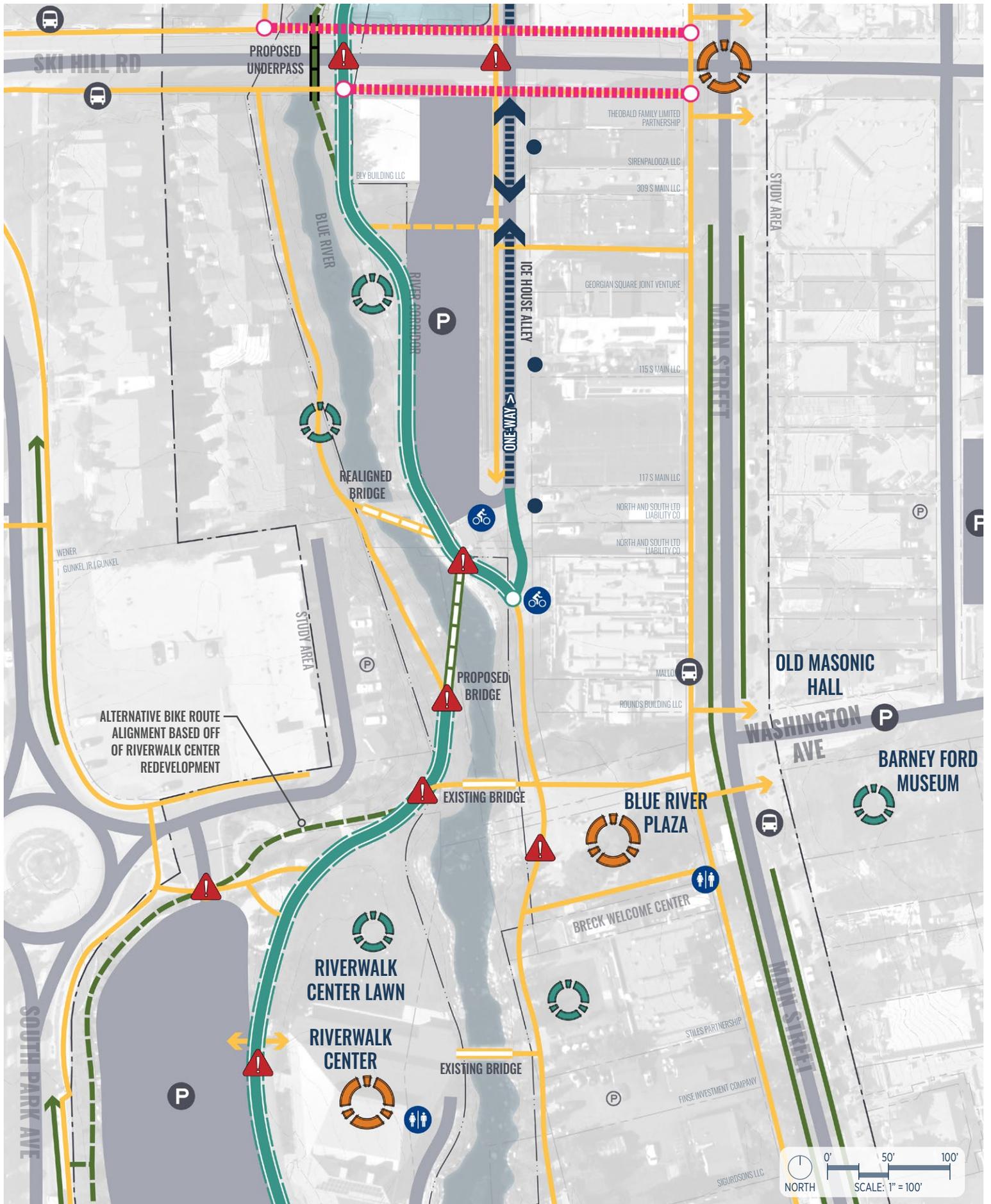
- » The Blue River Plaza is a primary downtown destination, with connections to the Creative District, information center and public restrooms. This segment transitions from the auto-dominated Ice House Alley to pedestrian dominated Blue River Plaza and Riverwalk Center, with no public vehicular access south of the alley.
- » Bicycles are currently required to dismount at the Blue River Plaza, with no identified through connection heading south. The Living Lab created the shared use path heading north, which should be made into a permanent improvement.
- » The existing narrow pathways along the Blue River have limited expansion potential unless pathways are cantilevered, undergrounded, elevated, or additional property and easements are obtained by the Town.
- » Pedestrians are using the blue painted lane in the alley at the Ski Hill Road crossing and there have been fewer conflicts with vehicles.
- » Crossing Ski Hill Road is a safety concern, and there is no underpass, overpass and limited town owned property.
- » There is not enough bicycle parking in this area.
- » There are two existing bridges crossing the river in this segment. The north bridge connects to River Mountain Lodge and the west side pathway. The south bridge connects the Blue River Plaza to the Riverwalk Center.
- » The location of the materials management building blocks visual connection.
- » Lack of a formalized bicycle and pedestrian route are challenging for circulation.
- » Ski Hill Road is the only vehicular east-west connection in this segment.
- » Signage in this area is cluttered and overwhelming.

Opportunities for Improvement

- » Widen the east side Rec Path from 8' to 14' minimum, 18' preferred Widen the Rec Path from 8' to 14' minimum, 18' preferred. Some areas of the trail will need to be cantilevered over the river to accommodate the needed width and parking lots will need to be reconfigured with a loss of parking spaces
- » Designate areas for cyclists and pedestrians to circulate safely through changes in pavement type and vertical indicators. May require redesign of existing parking lot.
- » Proposed bridge and bike route directing bicyclists to the west side of the river.
- » Designate a specific Rec Path / cyclist route from the proposed bicycle bridge and around the Riverwalk Center towards to the south.
- » Remove and relocate existing materials management building in the Ice House Alley to increase visibility and connection. Increased secure bike parking in this area.
- » Improve vehicular circulation and possible one-way circulation in the Ice House lot.
- » Continue to study underpass at Ski Hill Road.
- » Increase sidewalk widths on Ski Hill Road from 5' to 8' (minimum)
- » Improve visual connection from the Blue River Plaza to the Creative District.
- » Implement clear and consistent wayfinding signage to assist visitor circulation.

LEGEND

	Property Line
	Study Area
	River Corridor
	Road
	Directional Roads
	Widened Paths
	Shared Rec Path
	Bike Route
	Walking Path
	Social Trail
	Proposed Bridge
	(white - var. trails color by use)
	Existing Bridge
	(white - var. trails color by use)
	Existing Tunnel
	(black - var. trails color by use)
	Proposed Tunnel
	(black - var. trails color by use)
	Expanded Sidewalk
	*proposed connections dashed
	Blue River
	Major Destination
	Destination
	Conflict
	Private Alley Access
	Bus Stop
	Parking / Permit Parking
	Existing Bike Parking
	Proposed Bike Parking
	Bathroom
	Private Parking



SKI HILL ROAD TO RIVERWALK CENTER

Environment

Findings

- » The Blue River has significant tree cover and vegetation along the banks at the north end / Ski Hill Road. This area is steeper with some slight erosion on the banks, with the banks becoming flatter towards the Blue River Plaza.
- » At the plaza the river is accessible to the public and improved with boulders, bridges and lawn areas. There is existing bluegrass sod at the Riverwalk Center which is used for community events, concerts, public art displays and passive gathering.
- » Steep slopes adjacent to the river on the west side towards the plaza. Grade change is greater than 8' from the parking lot (associated with Lone Star Sports, Summit Wine and Liquor) above to the pathway.
- » Wetlands are located along the water edge, with vegetation that should continue to be maintained.
- » There are areas with walls and armored banks between Ski Hill Road and the Blue River Plaza.
- » Potential for surface runoff from the Ice Housing Parking Lot to the river.
- » Established river alignment with established in-river features.
- » Pedestrian access areas in multiple locations, some of which have steep slopes and lack solar access.

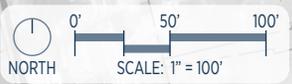
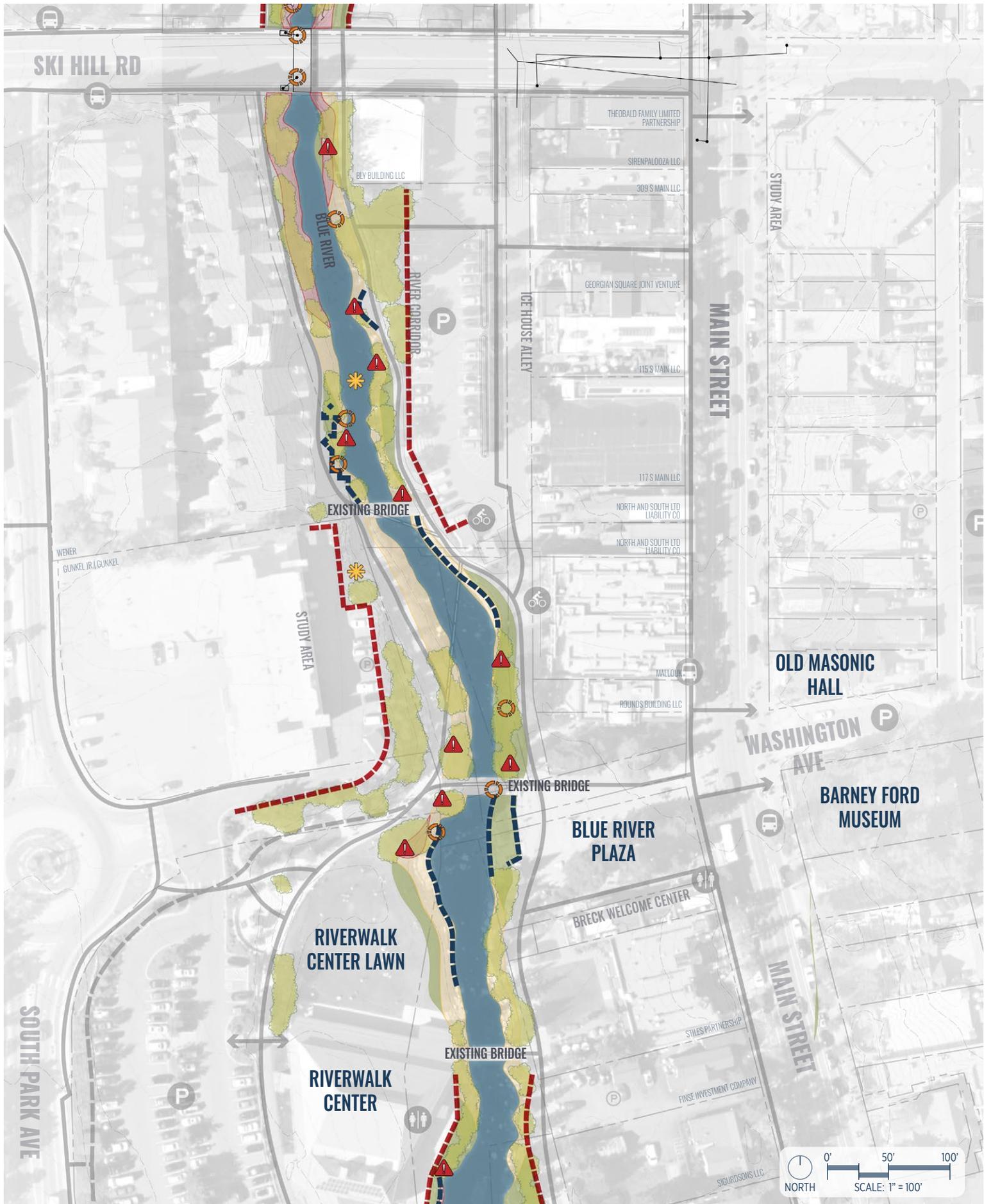
Opportunities for Improvement

- » While the Riverwalk Center Lawn is bluegrass sod and a large consumer of water, the location and use of the lawn should be maintained into the future. If alternative surfaces are considered, such as artificial turf, ensure that there is transition towards the natural river environment.
- » Enhance eroded areas with armoring and vegetation.
- » Maintain tree cover at north end, add tree cover towards the south end in areas subject to erosion and storm drainage.
- » Encourage dry wells or other detention and filtration devices before water enters the river corridor.
- » Where there is sufficient space, creating a terraced channel within the Blue River corridor can reduce the stream power and water surface elevations during flood events, especially in areas where the banks have been over-steepened due to historical grading.
- » Low flow conditions in this segment of the Blue River should be studied for options to improve water visibility in the river during low flows. ¹

LEGEND

	Property Line
	Study Area
	River Corridor
	Potential Surface Run-off Pollution Source
	Walled or Armored Bank
	Blue River
	Unstable Steep Bank Slope
	Moderately Steep Bank Slope
	Stable Bank Slope
	Established Vegetative Cover
	Storm Drain Outfall
	River Feature
	Erosion
	Bus Stop
	Parking / Permit Parking
	Bathroom
	Private Parking

¹ Please note that some recommendations in this segment were provided by Wright Water Engineering.



SKI HILL ROAD TO RIVERWALK CENTER

Maintenance and Operations

Findings

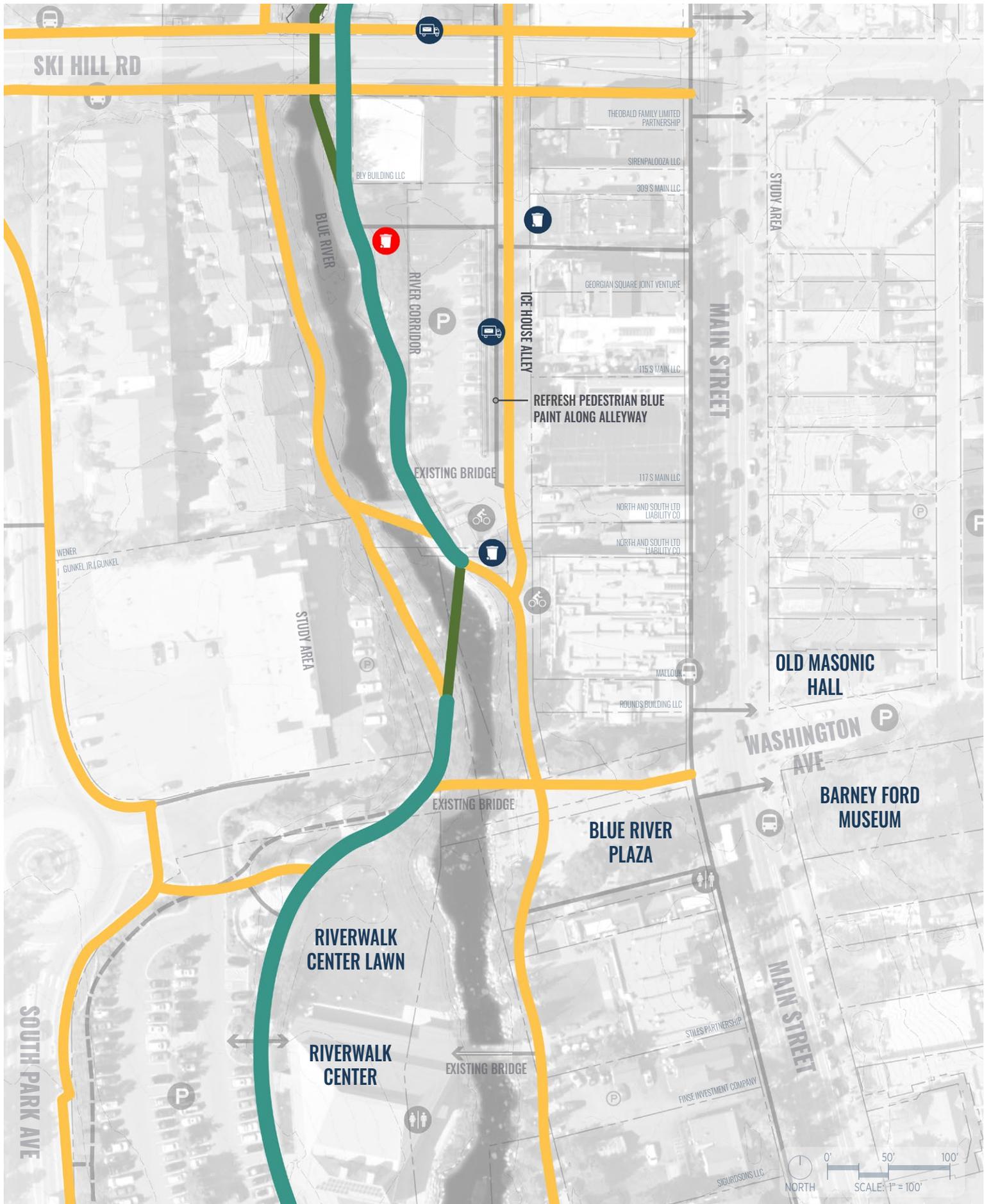
- » There is one Town operated materials management facility in this segment at the end of the Ice House alley. Existing trash/recycle/compost enclosure is not in an ideal location for views, connectivity, and snow storage.
- » Many businesses have grease traps in the alley and use their back-of-house frontage for storage. Which limits improvement potential in the alley directly behind the buildings.
- » The Living Lab relocated deliveries to an on-street designated distribution point on Ski Hill Road which required significant enforcement.
- » Snow is hauled out of this area and stored temporarily in the parking area.
- » Public restrooms are located at the Information Center.

Opportunities for Improvement

- » Develop a Materials Management Center that accommodates trash, recycling, grease waste and compost for downtown businesses. This is not recommended in this segment of the River Walk due to the amount of existing congestion with proximity to the Blue River Plaza and Riverwalk Center.
- » Develop a centralized Food and Beverage Delivery Center, delivering to one location downtown rather than traveling door-to-door to downtown businesses. This is not recommended in this segment of the River Walk.
- » Improve exterior lighting highlighting pedestrian and bicycle travel ways, improving safety and promoting alternative methods of transportation.

LEGEND

	Property Line
	Study Area
	River Corridor
	Shared Path
	Bike Route
	Primary Walking Access
	Existing Town Materials Management Facilities
	Proposed Trash Enclosure
	Loading Zone
	Bus Stop
	Parking
	Bathroom



SKI HILL ROAD TO RIVERWALK CENTER

Placemaking

Findings

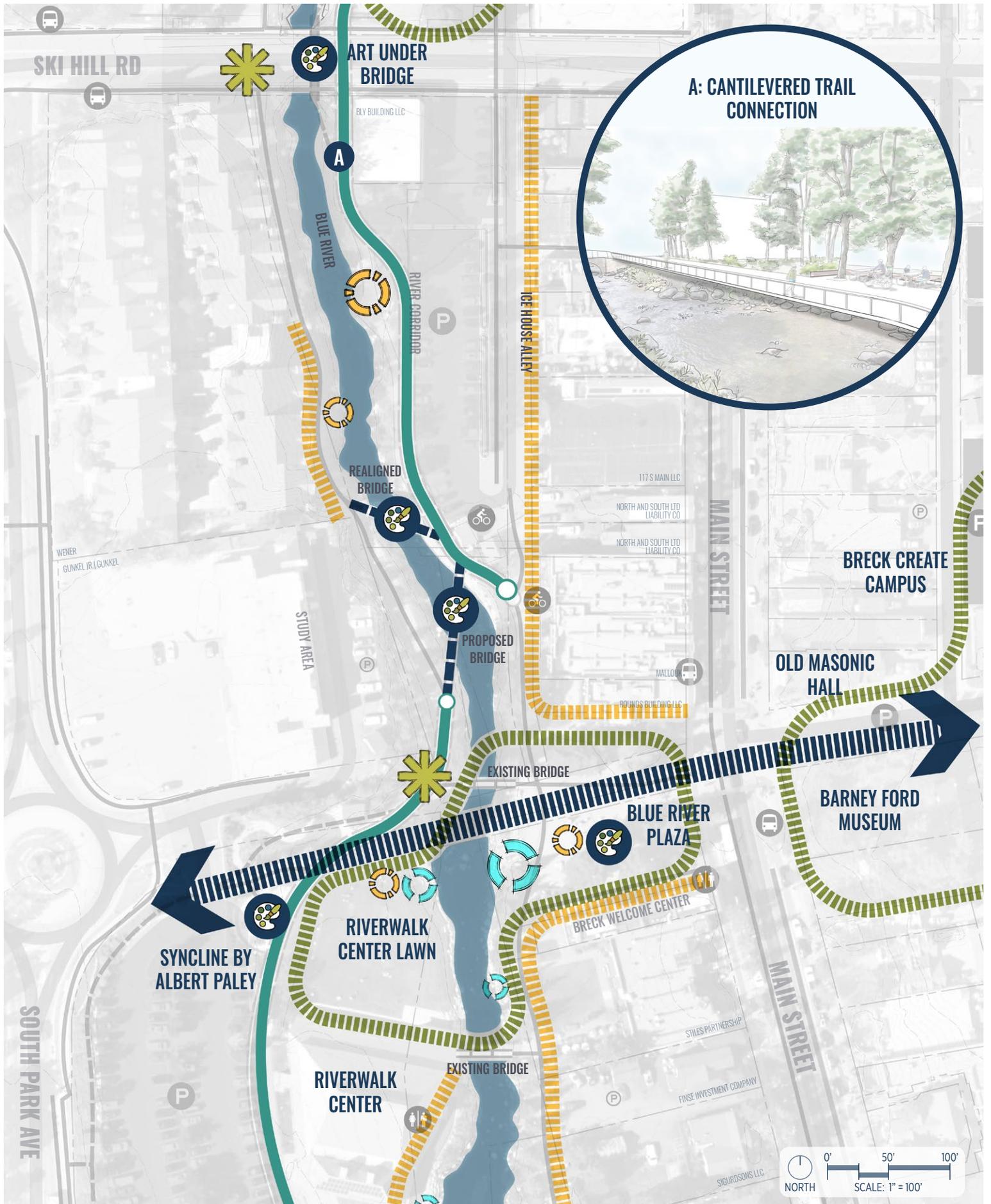
- » This area is the heart of the historic and conservation districts and has specific requirements for any improvements.
- » Parking and back-of-house services are the primary use at the Ice House Alley. This transitions towards the Blue River Plaza as businesses better engage the River Walk.
- » There is a variety of existing art at the Blue River Plaza and Riverwalk Center, ranging in size and scale and primarily in the form of sculpture.
- » Multiple existing river access locations, with different types of experiences:
 - One stacked stone river access behind the materials management structure which is steep and doesn't include enough width for pedestrian comfort
 - Second access at the Riverwalk Center Lawn and Blue River Plaza with a gentle slope, wide, flat stone and easy water access
- » This area lacks wayfinding and directional signage to direct towards the Gondola, Parking Garage, Creative District, and other key destinations.
- » There are existing benches, trash/recycling enclosures, lighting, and vegetation.
- » The large evergreen tree in the Blue River Plaza becomes the Town's decorated holiday tree every season.

Opportunities for Improvement

- » Develop better visual connection between Riverwalk Center, Blue River Plaza and Creative District (including the Washington Avenue right-of-way). This could take multiple forms and must meet the requirements of the Historic District. Ideas discussed include functional art connection through benches and other seating elements, overhead artistic installations, changes in paving patterns for the plaza, Main Street and Washington Avenue.
- » Development of underpasses should integrate art elements and pedestrian access to the river. Use of lighting, integrated wall enhancements and functional art (benches, bike racks, lighting, etc.) should be encouraged with development.
- » The proposed bicycle connection bridge should be designed to facilitate efficient movement rather than create a place for stopping or sitting. The existing bridge connecting Riverwalk Center to Blue River Plaza, on the other hand, should encourage stopping, sitting and enjoying the views of the Ten Mile Range.
- » The existing node along the river behind the Bly building and Ice Housing Parking lot should be expanded to allow for additional tables and chairs.
- » Develop a plan to encourage businesses to improve the alley-facing frontage, including patio spaces, bicycle parking, and landscaping. The plan should consider incentives for businesses to enhance the alley facing entrances.
- » Improve the existing kids play area at the Plaza to modernize equipment and tie in materials to the Creative District.
- » Consider relocation of sculptures in the Plaza to facilitate visual connections from Washington Avenue, through the Blue River Plaza towards the Riverwalk Center.

LEGEND

	Property Line
	Study Area
	River Corridor
	Road
	Bike Route
	Walking Path
	Social Trail
	Rec Path
	Activation Area
	Engage Businesses
	Creative District Connection
	Liner Art
	Blue River
	Potential for Improved River Access
	Pull-Off or Rest Area
	Opportunity for Better Signage or Gateways
	Potential Art Installation / Destination
	Bus Stop
	Parking
	Bathroom



RIVERWALK CENTER TO PARK AVENUE

Segment Introduction

The south end of the downtown River Walk occurs in this segment, and it is a dynamic area with multiple opportunities. This segment starts on the north at the Riverwalk Center and ends on the south at the intersection of Main Street and South Park Avenue. The Blue River and Dredge Pond create the central spine and generate multiple water frontage and access points. There is a significant grade change at South Park Avenue between the Blue River and the street frontage. There are two key east-west streets that engage the River Walk in this location – Adams Avenue and Jefferson Avenue. Both linkages create strong connections from the Town into the River Walk.

There is a large reservoir of Town owned vehicular parking in this segment, with both the Tiger Dredge and F-Lots. Both properties represent potential for redevelopment and infill – particularly to accommodate downtown needs, such as a potential Food and Beverage Delivery Center at Adams Avenue in the “horseshoe” area of the Tiger Dredge Parking Lot. There are three existing materials management structures in this segment – one at Adams Avenue with a large, paved turnaround area, and another two between Adams and Jefferson Avenues. Due to these structures requiring access from the alley /River Walk pathway, there is vehicular traffic along the entirety of the River Walk in this Segment from Jefferson to Adams. There is also one business with private parking accessed from the River Walk just north of Adams as well as private parking on the River Walk just south of Admas Avenue. All other private parking is accessible from Main Street.

There are several existing river access points in this segment including a stepped rock wall along Adams and the rear of the Riverwalk Center, the Breckenridge Alpine Gardens on the east side of the river, and additional social paths on the east side of the river adjacent to the Dredge Pond and structure. Multiple pedestrian bridges connect from east to west in this area, Businesses are all located on the east side of the river, with public structures on the west side. The south end does include some additional private ownership, multi-family residential and commercial uses around Dredge Pond.





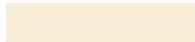
RIVERWALK CENTER TO PARK AVENUE

Existing Conditions and Ownership

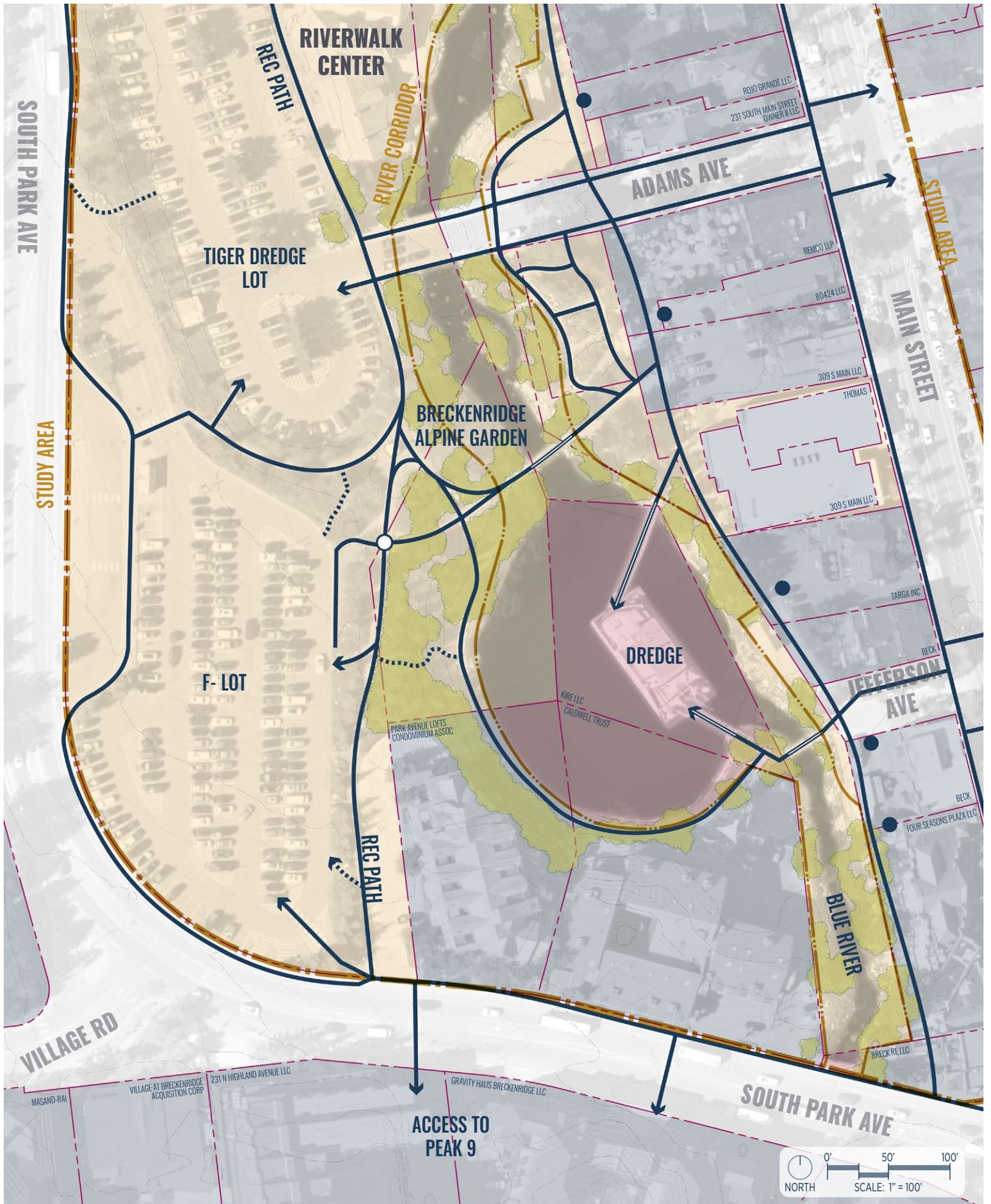
Findings

- » The Town has significant property ownership with the existing parking lots, Riverwalk Center and landscape area along the Dredge Pond and River Walk pathway.
- » Ownership is more constrained in the area at the south end adjacent to the Blue River and where it crosses under South Park Avenue.
- » The Dredge Pond is partially Town owned and partially privately owned.
- » The pedestrian walkway that extends around the Dredge Pond on the south is primarily on private property.
- » Downtown buildings are pulled further to the east of the Blue River in this segment, with a variety of treatments along the River Walk – from vacant land, back-of-house uses, storage, vehicular parking to patio seating and lawn areas.
- » Adams Avenue access from Main Street to the west should be maintained.
- » There are two Town owned parking lots – F-Lot and Tiger Dredge Lot. Both lots are open to public paid parking.
- » The existing Rec Path extends from South Park Avenue towards the Riverwalk Center on Town owned property.

LEGEND

	Property Line
	Existing Connections
	Social Trails
	Study Area
	River Corridor
	Town Owned Land
	Privately Owned River Corridor
	Privately Owned Land
	Existing Vegetation
	Private Alley Access





RIVERWALK CENTER TO PARK AVENUE

Connectivity

Findings

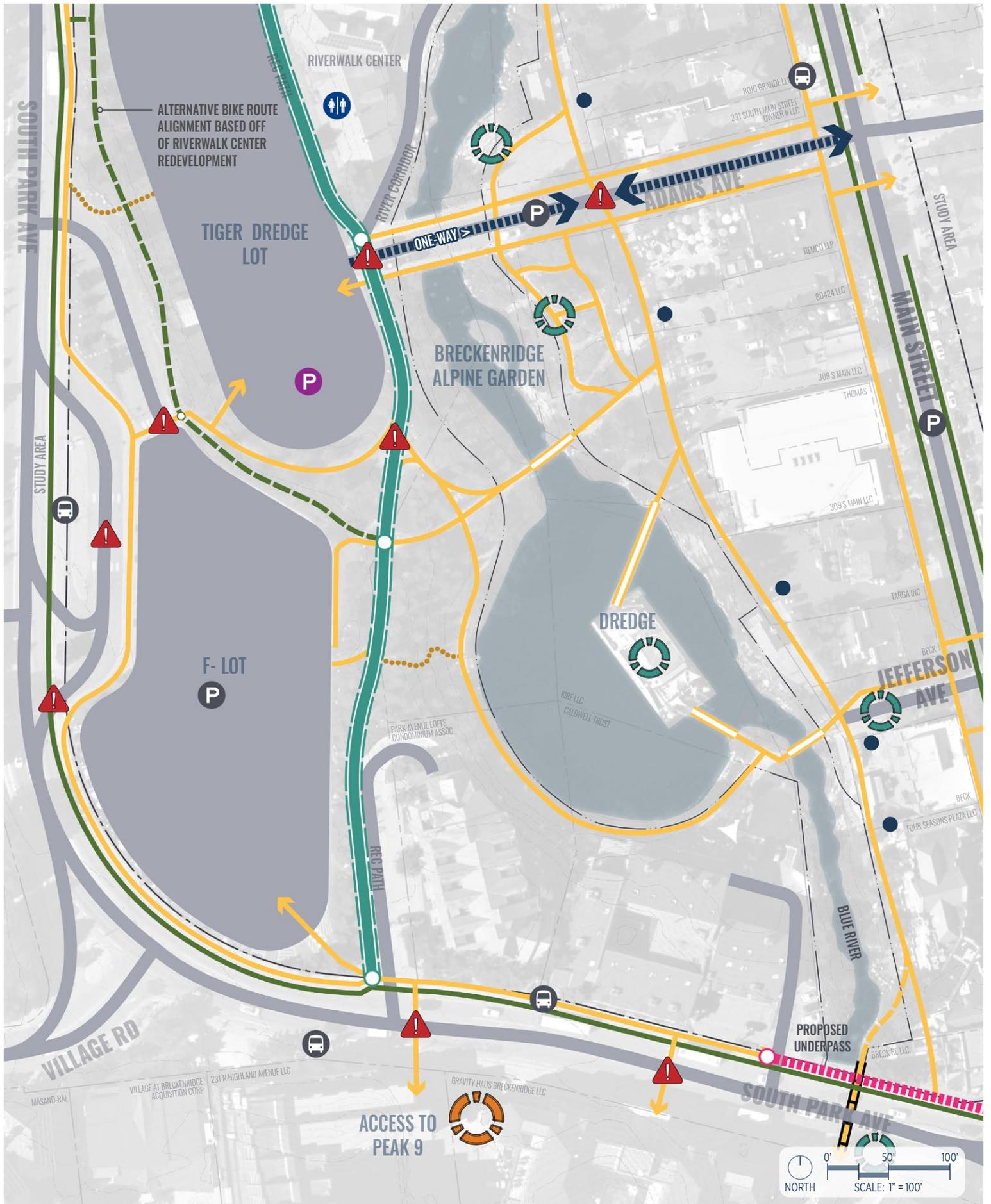
- » The Riverwalk Center is a primary downtown destination, with connections to Creative District amenities, information center and public restrooms.
- » This segment has two vehicular connections east to west including Adams Avenue and South Park Avenue.
- » The existing Rec Path has many conflicts with pedestrians and the wayfinding is unclear. The current pathway directs cyclists in front of the Riverwalk Center adjacent to multiple building entries and public art.
- » The Rec Path access point at South Park Avenue is not in an ideal location for wayfinding or for connecting to further destinations. Improvements to the arrival experience are recommended to properly function as a gateway to the Riverwalk system.
- » There is no underpass to connect the Rec Path south beyond South Park Avenue.
- » There are multiple existing pedestrian bridges that provide crossings along the Blue River. Some of these are duplicative and could be considered more challenging for wayfinding.
- » Use of the River Walk by delivery and maintenance vehicles creates safety concerns.
- » There is not enough bicycle parking in this area.
- » The connection from the Rec Path towards Jefferson Avenue could be strengthened.
- » There is abundant landscape area available that offers some flexibility in how and where connections can occur.
- » Adams Avenue and Jefferson Avenue both dead-ends at this segment.

Opportunities for Improvement

- » Designate a specific Rec Path / cyclist route from the Riverwalk Center towards the south. Rec Path to be widened to 14' minimum, 18' preferred to accommodate pedestrian and bicycle circulation. There are multiple alternative routes provided in the mapping depending on how the Riverwalk Center and Tiger Dredge Lot areas are redeveloped.
- » Study underpass at Blue River underneath South Park Avenue. An underpass in this location could facilitate connections further south, such as the Ice Rink.
- » Expand the River Walk south of Jefferson Avenue to facilitate pedestrian connections towards South Park Avenue.
- » Develop large, secure bicycle parking in multiple locations, suggested areas at Adams Street (where the large turnaround is currently located) and near the Jefferson Avenue / existing materials management building.
- » Increase sidewalk widths on S. Park Avenue and Jefferson Avenue heading East to 8'.
- » East west pedestrian connectivity from the shared use path, dredge pond & Jefferson Ave
- » Create an accessible route for the River Walk to connect with South Park Avenue.
- » Consider consolidation or better establishment of pathway hierarchy around and near the pond for more clear wayfinding.
- » Enhance wayfinding signage in this area to direct visitors to key destinations.
- » Enhance the arrival experience at the Rec Path gateway along South Park Avenue. Expand the portal to include areas for seating, wayfinding and bike racks.

LEGEND

	Property Line
	Study Area
	River Corridor
	Road
	Directional Roads
	Widened Paths
	Shared Rec Path
	Bike Route
	Walking Path
	Social Trail
	Proposed Bridge
	(white - var. trails color by use)
	Existing Bridge
	(white - var. trails color by use)
	Existing Tunnel
	(black - var. trails color by use)
	Proposed Tunnel
	(black - var. trails color by use)
	Expanded Sidewalk
	*proposed connections dashed
	Blue River
	Major Destination
	Destination
	Conflict
	Private Alley Access
	Bus Stop
	Parking / Permit Parking
	Existing Bike Parking
	Proposed Bike Parking
	Bathroom
	Private Parking



RIVERWALK CENTER TO PARK AVENUE

Environment

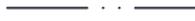
Findings

- » The Blue River has been lined and physically constrained in this segment.
- » The Breckenridge Alpine Gardens showcase a variety of native plant material and provide educational opportunities.
- » Where the river comes under South Park Avenue the alignment is channelized and this area is steep and rocky.
- » There is a variety of tree cover and vegetation along the banks, and further outside the river creating a nicely landscaped park-like atmosphere.
- » Wetlands are limited to the shoreline and are maintained, with little overgrowth except in the area furthest to the south near South Park Ave.
- » South of the plaza the river is accessible to the public and improved with boulders, bridges and lawn areas on both sides.
- » Steep slopes are adjacent to the river on the west side towards the F-Lot, with grade greater than 10' from the F-Lot above to the shared use path.
- » There are many eroded areas along the banks of the Dredge Pond which are indicated on the map.
- » During low flow conditions surface water is not visible in this segment of the river.

Opportunities for Improvement

- » Enhance eroded areas with armoring and vegetation, particularly the east side of the bank along the Dredge Pond.
- » Enhance the park like setting of this segment, from the Alpine Garden towards the south and west side of the Dredge Pond banks. Park amenities could include expanded gathering areas, a dog friendly river access point, natural play features for children, and picnicking.
- » Encourage dry wells or other detention and filtration devices before water enters the river corridor, especially around Adams Avenue.
- » Stabilize riverbanks from South Park Avenue towards the Dredge Pond. Develop river features that slow water down as it flows downhill in this zone.
- » Low flow conditions in this segment of the Blue River below the Dredge Pond should be studied for options to improve water visibility in the river during low flows.¹

LEGEND

	Property Line
	Study Area
	River Corridor
	Potential Surface Run-off
	Pollution Source
	Walled or Armored Bank
	Blue River
	Unstable Steep Bank Slope
	Moderately Steep Bank Slope
	Stable Bank Slope
	Established Vegetative Cover
	Storm Drain Outfall
	River Feature
	Erosion
	Bus Stop
	Parking / Permit Parking
	Bathroom
	Private Parking

¹ Please note that some recommendations in this segment were provided by Wright Water Engineering.



RIVERWALK CENTER TO PARK AVENUE

Maintenance and Operations

Findings

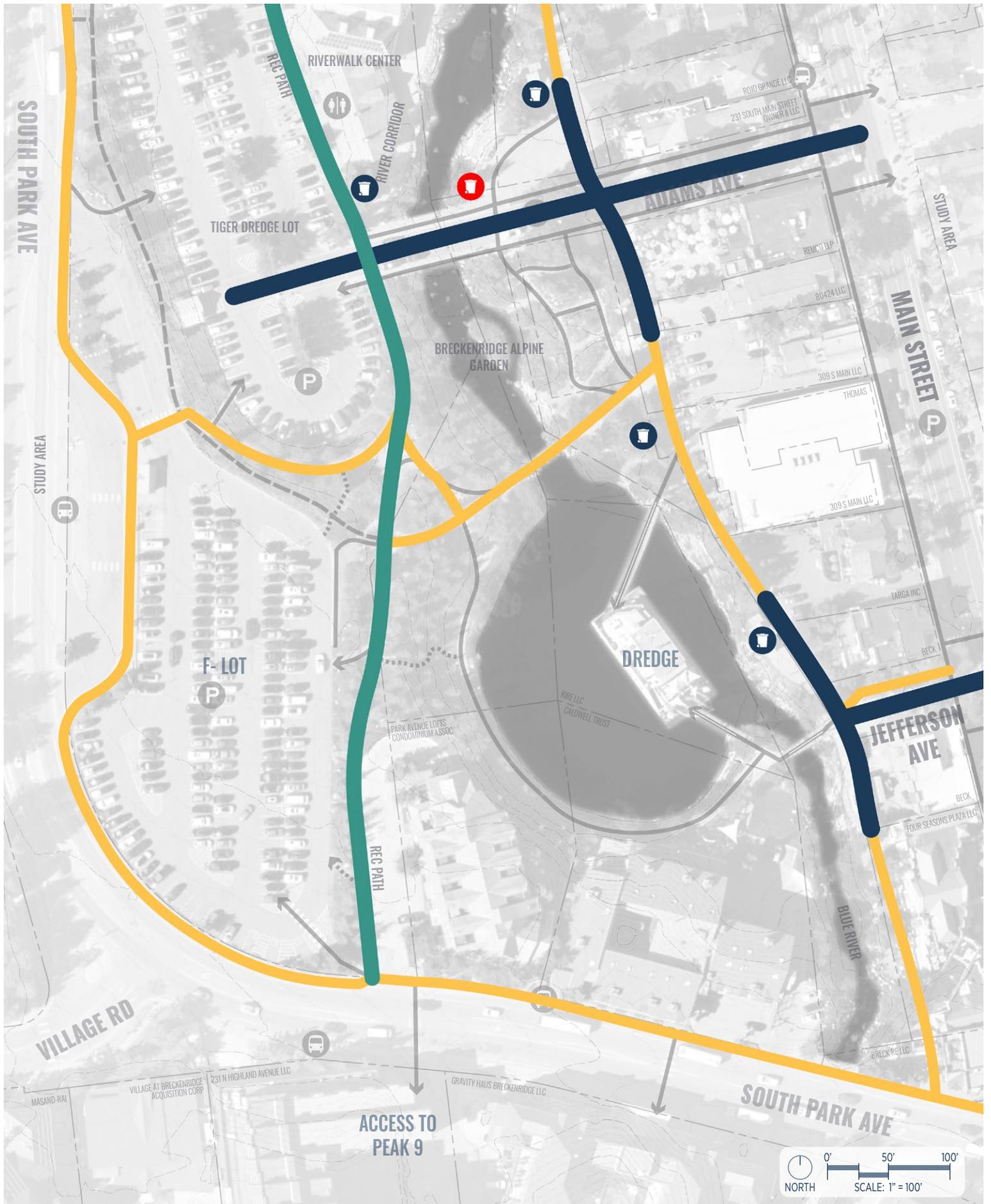
- » This segment has the highest concentration of Town owned materials management structures, with 3 along the River Walk and an additional structure in the Tiger Dredge parking lot.
- » There are numerous duplicative pathways in the segment that all require year-round maintenance.
- » Public restrooms are located at the Riverwalk Center.
- » The existing turnaround at the Adams Avenue materials management structure creates confusion for visitors and is an extensive amount of paving for year-round maintenance.
- » There are multiple access opportunities for vehicles in this area, with Adams, Tiger Dredge Lot, Jefferson and connecting alleys.
- » There are areas of this segment where lighting is low and cause a safety concern.
- » Snow storage opportunities are low in areas of this segment.

Opportunities for Improvement

- » Develop a Materials Management Center that accommodates trash, recycling, and compost for downtown businesses. This is recommended in this segment of the River Walk due to centralized location, less congestion, location outside of the Historic District, and vehicular access.
- » Develop a centralized Food and Beverage Delivery Center, delivering to one location downtown rather than traveling door-to-door to downtown businesses. This is recommended in this segment of the River Walk at the Tiger Dredge Lot.
- » Improve exterior lighting highlighting pedestrian and bicycle travel ways, improving safety and promoting alternative methods of transportation.
- » Increase snow storage capacity where opportunities arise, with the knowledge that the snow storage in this location should be primarily as a space for temporary storage then hauling off-site.

LEGEND

	Property Line
	Study Area
	River Corridor
	Service/Maintenance Access
	Shared Path
	Bike Route
	Primary Walking Access
	Existing Town Materials Management Facilities
	Proposed Trash Enclosure
	Loading Zone
	Bus Stop
	Parking
	Bathroom



RIVERWALK CENTER TO PARK AVENUE

Placemaking

Findings

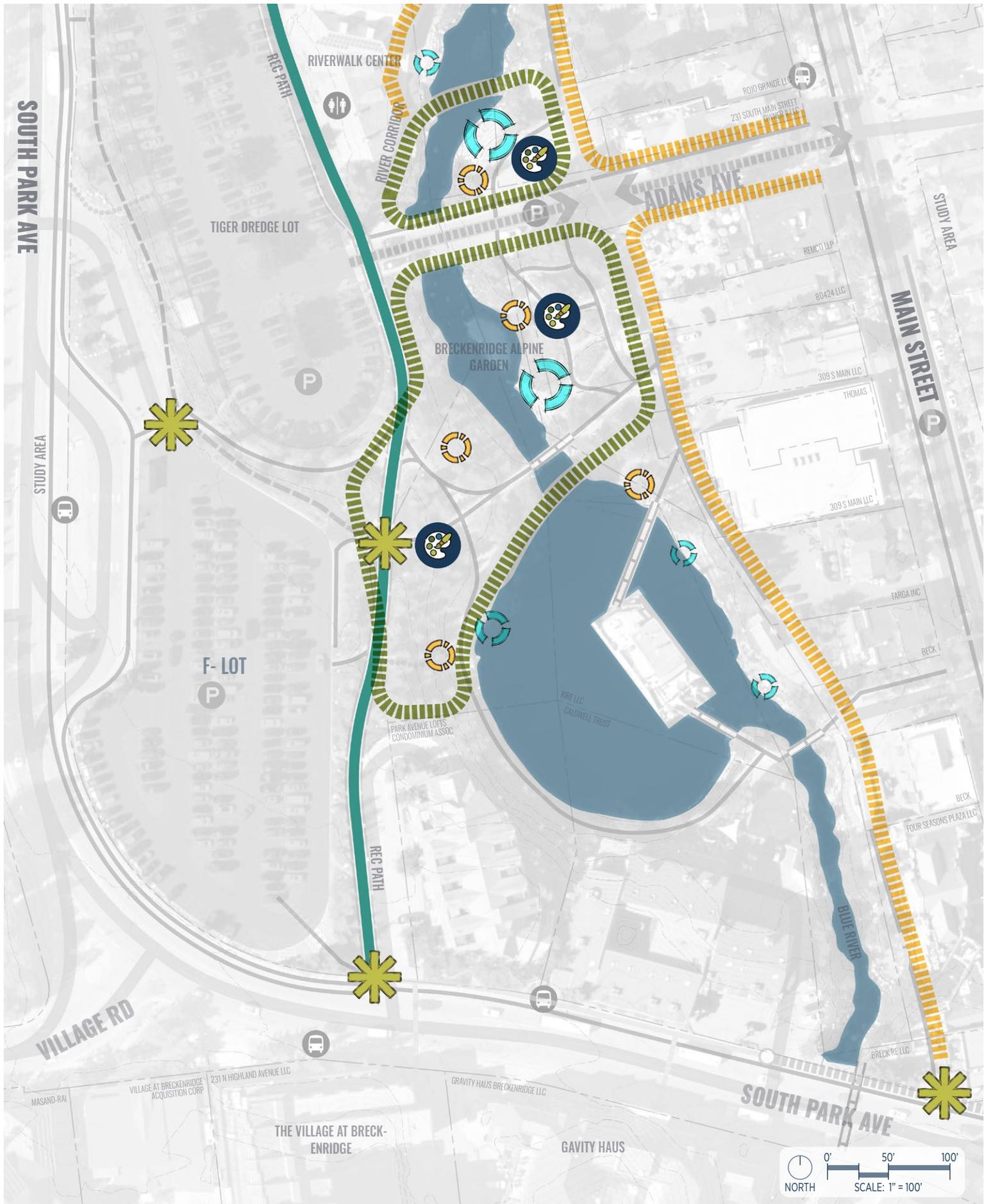
- » Riverwalk Center is a central downtown amenity for multiple events and gatherings of different scales.
- » The Alpine Gardens provide a respite from the more congested, hectic areas of downtown.
- » The existing vegetation around the Dredge Pond creates a park-like setting that should be enhanced and expanded upon.
- » There are existing art features in the river near the Riverwalk Center and along the River Walk north of Adams Avenue.
- » There are existing river access features along the river and Dredge Pond, both designated and social connections.
- » There are multiple bridges in this segment that have inconsistent designs and themes.
- » Some businesses engage the River Walk with outdoor seating in this segment, and others use this space for back-of-house uses.

Opportunities for Improvement

- » Enhance the park like setting of this segment, from the Alpine Garden towards the south and west side of the Dredge Pond banks. Park amenities could include expanded gathering areas, a dog friendly river access point, natural play features for children, and picnicking.
- » Extend the River Walk south of Jefferson with expanded walkway and gathering areas, connecting to an underpass at South Park Avenue. Improvements should include an accessible route from Main Street / South Park Avenue to the River Walk.
- » Development of underpasses should integrate art elements and pedestrian access to the river. Use of lighting, integrated wall enhancements and functional art (benches, bike racks, lighting, etc.) should be encouraged with development.
- » Take advantage of the extended waterfront area at the Dredge Pond through widened pathways, gathering areas and art nodes.
- » Explore additional river access points along the east side of the river from Jefferson to Adams Avenue.
- » Enhance the arrival experience at the Rec Path gateway along South Park Avenue. Expand the portal to include areas for seating, wayfinding and bike racks.

LEGEND

	Property Line
	Study Area
	River Corridor
	Road
	Bike Route
	Walking Path
	Social Trail
	Rec Path
	Activation Area
	Engage Businesses
	Creative District Connection
	Liner Art
	Blue River
	Potential for Improved River Access
	Pull-Off or Rest Area
	Opportunity for Better Signage or Gateways
	Potential Art Instillation / Destination
	Bus Stop
	Parking
	Bathroom

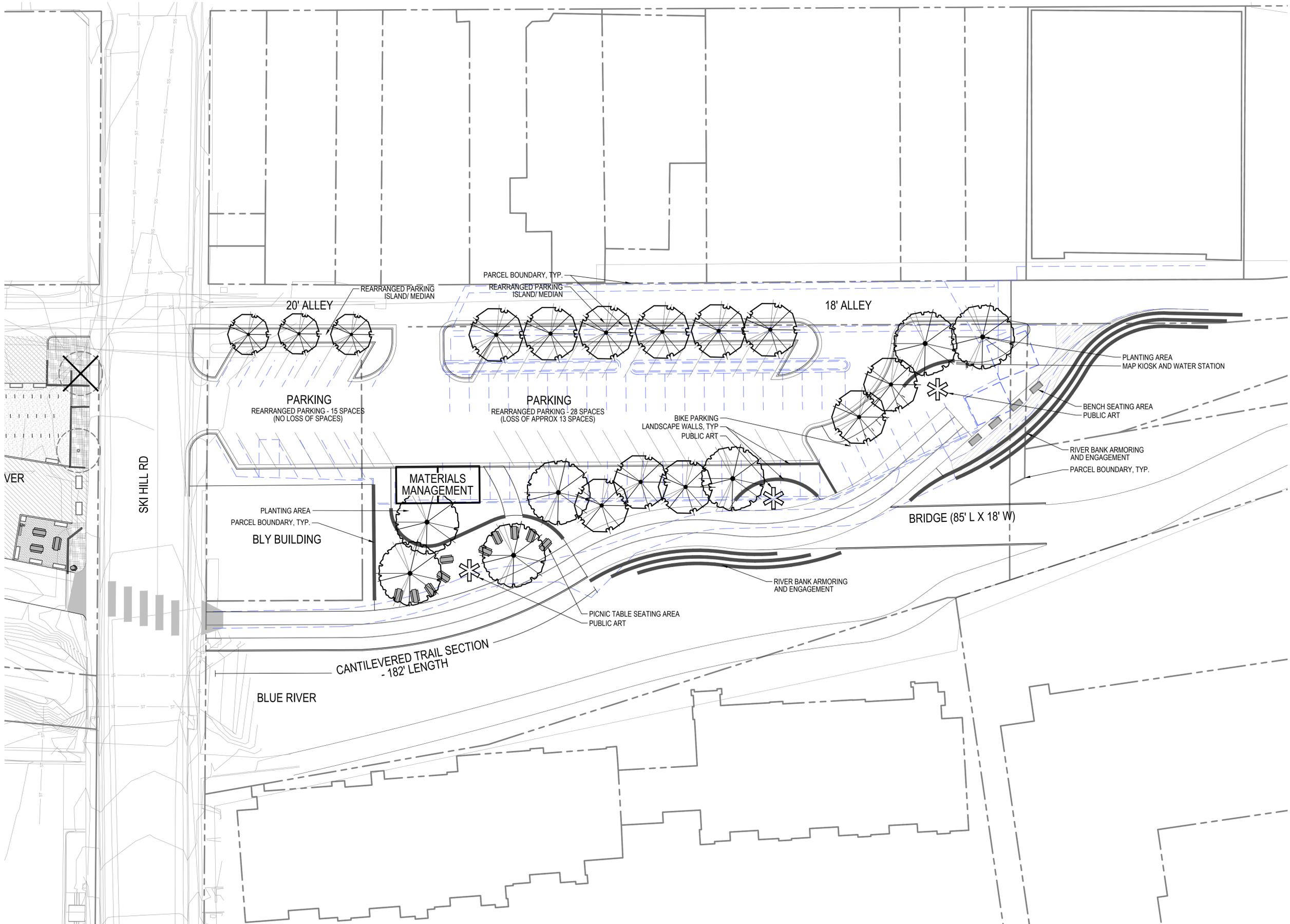


CONCLUSION

This Master Plan identifies ways to enhance and celebrate the Blue River in Downtown Breckenridge through access, art and environmental improvements. Accomplishing the goals of this Master Plan will be achieved in multiple phases. As broken out in this document segment by segment, the scope of work includes the area from French Street on the north to South Park Avenue on the south. The project is complex and has gone through preliminary engineering design for portions of improvements, and public outreach for the entirety of these segments which informed the suggested improvements laid out in the Master Plan.

The Town shall utilize this document to guide future capital improvement projects and also assist in decision making as private developments along the river corridor are brought to their attention. As progress is made along the segments of the Blue River; safety will be increased, connectivity improved, environment enhanced, and placemaking revitalized.





LEGEND

- EXISTING LAYOUT
- PROPOSED CONCEPT
- PROPOSED SITE WALL
- PUBLIC ART FEATURE
- MAP KIOSK
- WATER STATION
- BIKE RACK
- BENCH
- PICNIC TABLE
- PROPOSED TREES

LEGEND

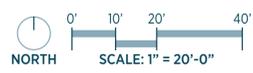
-  PUBLIC ART
-  1 PICNIC TABLE
-  2 MAP KIOSK AND WATER STATION
-  3 BIKE PARKING
-  4 RIVER BANK ARMORING AND ENGAGEMENT
-  5 LANDSCAPE WALLS
-  6 MATERIALS MANAGEMENT ENCLOSURE
-  7 PROPOSED PARKING ISLANDS
-  8 PLANTING AREA IMPROVEMENTS
-  9 BENCH SEATING
-  10 DISMOUNT ZONE
-  11 PRIVATE ACCESS ONLY SIGN



NOTES: CONCEPTUAL GRAPHICS SUBJECT TO CHANGE. PROPOSED DESIGN IS NOT FOR CONSTRUCTION.

BRECKENRIDGE BLUE RIVER PATHWAYS | ICE HOUSE CONCEPT

JULY \ 2024



LEGEND

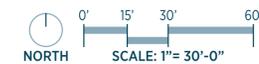
- MMC MATERIALS MANAGEMENT CENTER
- * PROPOSED PUBLIC ART LOCATION
- + PROPOSED WAYFINDING SIGNAGE



SAW MILL LOT TOTAL EMPLOYEE PARKING SPACES:
127 SPACES (GAIN OF 9)

BRECKENRIDGE BLUE RIVER PATHWAYS | GOLD PAN ALLEY CONCEPT

AUGUST 2024



LEGEND

- MMC MATERIALS MANAGEMENT CENTER
- * PROPOSED PUBLIC ART LOCATION
- + PROPOSED WAYFINDING SIGNAGE

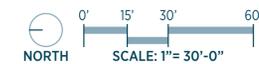
- SCREENING/FENCING
- RESTRICT ACCESS OR CLOSE ACCESS UPON REDEVELOPMENT
- GATEWAY
- ALTERNATE BIKE ROUTE
- PUBLIC RESTROOMS



TIGER DREDGE LOT CURRENT TOTAL SPACES: 180 (LOSS OF 35)

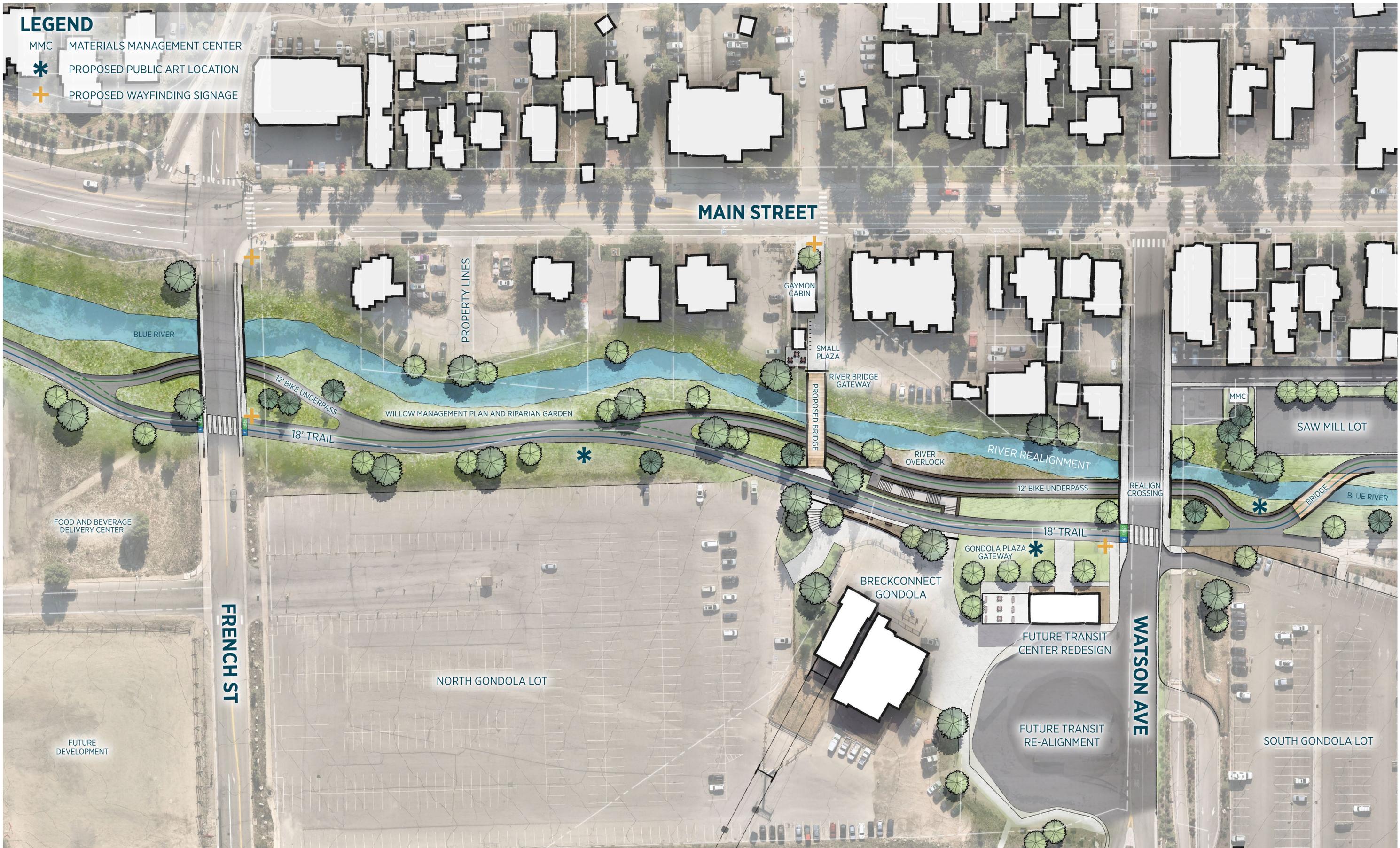
BRECKENRIDGE BLUE RIVER PATHWAYS | SOUTH SEGMENT - CONCEPT PLAN

SEPTEMBER 2024



LEGEND

- MMC MATERIALS MANAGEMENT CENTER
- * PROPOSED PUBLIC ART LOCATION
- + PROPOSED WAYFINDING SIGNAGE



BRECKENRIDGE BLUE RIVER PATHWAYS | NORTH SEGMENT CONCEPT - A

OCTOBER 2024

