

# Traffic & Transportation

<b>CENTRAL PLAINS PLAN</b>	<b>COMMENTS</b>	<b>CMP* COMPARISON</b>
Goal: Increase safety for residents, pedestrians and bicyclists.	Duplicated in the CMP	<b>Transportation</b> <i>General</i> Goal: Plan, develop and maintain a safe, integrated and comprehensive transportation system to meet the present and future mobility of people, goods, materials and services.  <i>Multi-Modal Transportation System</i> 6. Policy: Accommodate bicyclists via safe, convenient bicycling facilities including shared use paths, bike lanes, designated bike routes, bike parking, and signs for bike facilities.
Goal: Improve and maintain the area's transportation system.	Duplicated in the CMP	<b>Transportation</b> <i>General</i> Goal: Plan, develop and maintain a safe, integrated and comprehensive transportation system to meet the present and future mobility of people, goods, materials and services.  <i>Capacity</i> Goal: Ensure that transportation system will have the capacity to support future population growth while maintaining an acceptable level of service.
Goal: Support and encourage alternative modes of transportation (alternative to private vehicle use) and programs that foster alternative work schedules to increase the mobility of all populations and minimize impacts on air quality and noise pollution to protect public health.	Duplicated in the CMP	<b>Transportation</b> <i>Multi-Modal Transportation System</i> Goal: Promote an efficient multi-modal transportation system to provide a variety of transportation opportunities. (a) Objective: Support practices that strengthen and create multi-modal transportation options. 1. Policy: Encourage public transportation and other viable transportation alternatives to reduce air pollution and congestion.
<b>Development Review Policies</b>		
<b>A. Safety Improvements</b>		
1. Development should share, combine, or coordinate access and circulation patterns with adjacent lots, where appropriate.	Duplicated in the CMP	<b>Transportation</b> <i>Capacity</i> (c) Objective: Promote connectivity and continuity in the transportation system. 1. Policy: Encourage connectivity between adjoining neighborhoods and community facilities and services by connecting local and collector streets and roads, and bicycle and pedestrian paths, where appropriate, and minimizing the use of cul-de-sacs. i. Implementation: Develop connectivity guidelines that provide for motorized and non-motorized connections between neighborhoods, commercial areas and employment centers, open areas and parks. 2. Policy: Improve internal east-west and north-south connections within the County. i. Implementation: Identify connections in the next update to the Countywide Transportation Master Plan and Major Thoroughfare Plan. ii. Implementation: Identify connections needed between adjacent cities and counties. 3. Policy: Ensure development shares, combines, or coordinates access and circulation patterns with adjacent properties, where appropriate.
2. Development should provide for safe pedestrian circulation and trail connections within each development and to/from adjacent neighborhoods.	Modify CMP	<b>Modify existing Objective A under the Transportation Chapter, Trails to say:</b> Provide <b>safe</b> connections <b>within and</b> between neighborhoods, local Activity Centers, schools, public places and transit.

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<b>B. Transportation System Improvements</b>		
1. Developers should provide studies that demonstrate that the road system can accommodate the traffic generated by the proposed development, or show how the roads can be improved to accommodate the traffic generated by the development. Developers should be responsible for financing identified improvements.	Duplicated in the CMP	<b>Transportation Capacity</b> 2. Policy: Require that developers provide studies that demonstrate how transportation systems can accommodate the traffic generated by the proposed development, or how the system can be improved to accommodate the traffic generated by the development. Developers should be responsible for providing county approved and identified improvements.
2. Density and phasing restrictions should be applied to developments when traffic generation would exceed road capacity.	Duplicated in the CMP	<b>Transportation Capacity</b> 3. Policy: Development should be scaled back or phased until appropriate improvements are completed when the projected traffic generated degrades the Level of Service (LOS) below level D during peak periods.
<b>C. Alternative Transportation</b>		
1. The need for and access to transit services (buses, wheel chair vans) should be considered when reviewing development applications. Applicants should be encouraged to discuss alternative transportation with agencies such as the Seniors' Resource Center and the Regional Transportation District, to determine if opportunities exist for alternative transportation services. Applications should be referred to transit agencies to determine if adequate transportation services are available.	Add to CMP	<b>Add language as stated as Policy 8 under the Transportation Chapter, Multi-Modal Transportation System, Objective B.</b>
<b>D. Safety Improvements</b>		
1. If sidewalks are desired by the community, residents should petition the county and work with county staff to develop a sidewalk plan that provides safe pedestrian circulation.	Keep	This is an area specific item.
2. The county should continue to design roadway templates that provide safe passage for bicyclists.	Duplicated in the CMP	<b>Transportation Trails</b> 3. Policy: Create a continuous bicycle trail system by building more bike paths or safe on-street routes by adding bike lanes or shoulders during street and road improvement projects. i. Implementation: Incorporate street/road templates into the Roadway Design and Construction Manual that provide for bike shoulders or lanes.  <i>Multi-Modal Transportation Systems</i> 6. Policy: Accommodate bicyclists via safe, convenient bicycling facilities including shared use paths, bike lanes, designated bike routes, bike parking, and signs for bike facilities.
3. The county should continue to monitor traffic in Wide Acres/Welchster.	Keep	This is an area specific item.
4. The Jefferson County Sheriff's Office and Colorado Highway Patrol should be encouraged to increase patrol activity in Wide Acres/Welchster.	Keep	This is an area specific item.

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5. The county should encourage property owners and business operators along South Golden Road, Youngfield Street, Indiana Street and West Colfax Avenue to route delivery traffic on these roadways.	Keep	This is an area specific item.
<b>E. Transportation System Improvements</b>		
1. The county should evaluate the extension of Isabell Street to Denver West Parkway.	Keep	This is an area specific item.
2. The county should conduct a safety and operational study for South Golden Road. All property owners along South Golden Road should be involved.	Keep	This is an area specific item.
3. The template for South Golden Road should improve the safety and appearance of the corridor, while accommodating projected traffic volumes, bicycles, pedestrians, and minimizing the impacts on residents and businesses.	Keep	This is an area specific item.
4. The cities of Wheat Ridge and Lakewood should work with the county to see that resident and business operator concerns are considered, if Youngfield Street is improved or widened.	Keep	This is an area specific item. Lakewood has a template for this area.
5. The county should continue to pursue new regional funding for necessary improvements to the I-70/SH 58 interchange and I-70/US 6 interchange.	Modify and keep.	<b>Modify to say:</b> The county should continue to pursue new regional funding for necessary improvements to the I-70/US 6 interchange.
6. The county should encourage the Colorado Department of Transportation to provide opportunities for residents to be involved when environmental studies are conducted.	Delete	Community involvement is required when an Environmental Impact Statement is completed for road improvement projects using federal money.
7. The county should work with ditch companies that abandon ditch easements to make sure that any portion of an easement crossing county-maintained streets/roads is deeded to the county.	Delete	Not addressed in CMP because T&E felt that this was already being done and that there was not this issue in most areas.

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<b>F. Alternative Transportation</b>		
1. Public transportation should be encouraged as an alternative to private vehicle use.	Duplicated in the CMP	<p><b>Transportation</b>  <i>Multi-Modal Transportation System</i>                      1. Policy: Encourage public transportation and other viable transportation alternatives to reduce air pollution and congestion.</p> <p><i>Sustainability</i>                      Goal: Develop a transportation system that anticipates future mobility needs, promotes transportation alternatives and reduces energy consumption.                      (a) Objective: Support the development of a viable and comprehensive transit system in Jefferson County.                      (c) Objective: Identify ways that employers can help to reduce transportation-related energy consumption.                      1. Policy: Purchase more fuel efficient fleet vehicles.                      2. Policy: Consider providing incentives to encourage teleworking and allow flexible work schedules.                      3. Policy: Encourage carpooling, vanpooling and transit ridership.                      4. Policy: Encourage employers to provide facilities that will encourage bicycling and walking, such as changing rooms, showers, and lockers.</p>
2. The county should continue to work with the Denver Regional Council of Governments, the Regional Transportation District and the Colorado Department of Transportation to encourage funding for alternative modes of transportation.	Duplicated in the CMP	<p><b>Transportation</b>  <i>Coordination</i>                      (b) Objective: Support partnerships where appropriate to find solutions for problems facing the transportation system.                      1. Policy: Continue to work with the Denver Regional Council of Governments (DRCOG), the Regional Transportation District and the Colorado Department of Transportation to encourage funding for alternative modes of transportation.</p>
3. The county should continue to support the West Corridor Light Rail Project extension of light rail from Denver to the county administration campus in the City of Golden.	Remove	This will be completed in 2013.
4. The county should develop a program/contract to install and maintain bus shelters along South Golden Road.	Keep	This is an area specific item.

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