

North Plains Area Plan	COMMENTS	CMP COMPARISON
Transportation		
A safe and efficient transportation system can increase mobility for residents in the North Plains area and provide a local road system that unites the community. The competing needs of local residents and travelers through the community should be resolved in a way that preserves the integrity of the community.	Keep in Local Plan	Transportation Vision Jefferson County: A County that integrates transportation and land use to ensure a safe, efficient and effective multi-modal transportation system that is practical and has the capacity to serve the needs of County residents and businesses.
GOAL Provide a safe, efficient transportation system that satisfies the demands of through traffic and local residents. This system should provide local roads which maintain the character of the area and the facilities needed to support alternatives to single occupancy vehicle travel, i.e., pedestrian, equestrian and bicycle paths, park-and-ride locations, and commuter rapid transit opportunities.	Duplicative	Transportation General 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. Capacity Goal: Ensure that transportation system will have the capacity to support future population growth while maintaining an acceptable level of service. Multi-Modal Transportation System Goal: Promote an efficient multi-modal transportation system to provide a variety of transportation opportunities. Sustainability Goal: Develop a transportation system that anticipates future mobility needs, promotes transportation alternatives and reduces energy consumption.
POLICIES A. General 1. High traffic generators, i.e., higher density housing, retail, office, and industrial land uses should be located near arterial roads.	Add to CMP	Transportation Capacity 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. Housing Infrastructure & Services Policy: Require new developments to analyze traffic and demonstrate how the existing transportation network will accommodate the traffic generated by the development. Add language as stated as Policy 5 under the General Land Use Chapter, Urban & Non-Urban Interface, Objective A.
2. Alternatives to curbs and gutters should be encouraged along roads within low density residential development and smaller campus-type business and industrial parks. Examples of these alternative techniques are pans, swales, retention ponds, etc.	Keep in Local Plan	None
3. The North Plains area residents, property owners and Jefferson County R-1 School District should be included in the planning and implementation of transportation improvements from the beginning of the planning process.	Add to CMP	Transportation General Policy: Ensure that street and road layouts and connections support desired response requirements for emergency service and efficient school bus service. Trail System Policy: Coordinate with Jefferson County R-1 School District and the National Center for Safe Routes to School to identify connections that would provide opportunities for children to walk or bike to school safely. Modify to say: The North Plains area residents, property owners and Jefferson County R-1 School District should be included in the planning and implementation of transportation improvements from the beginning of the planning process. Add as Policy 4 under the Transportation chapter, General, Objective A.

<p>4. Road improvements should be made to reduce accidents and to eliminate existing hazards. These safety improvements should include, but not be limited to, the following examples:</p> <ul style="list-style-type: none"> * Traffic signals, turning lights * Passing lanes * Paving * Shoulder upgrading * Realigning of intersections * Removing line-of-sight obstacles * Straightening * Installing guard rails * Constructing acceleration and deceleration lanes * Turning lanes * Providing multiple use paths for nonmotorized travel * Pedestrian crosswalks * Living snow fences 	<p>Add to CMP</p>	<p>Transportation Maintenance & Improvement Policy: Transportation safety improvements should be evaluated and implemented in locations where a history of crashes exist. System improvements should be undertaken if such improvements could reduce crashes countywide.</p> <p>Modify to say: Possible safety improvements include, but should not be limited to, the following examples:</p> <ul style="list-style-type: none"> * Traffic signals, turning lights * Passing lanes * Paving * Shoulder upgrading * Realigning of intersections * Removing line-of-sight obstacles * Straightening * Installing guard rails * Constructing acceleration and deceleration lanes * Turning lanes * Providing multiple use paths for nonmotorized travel * Pedestrian crosswalks * Living snow fences <p>Add to Appendix D, I. Transportation</p>
<p>5. Road improvements and right-of-way dedications by developers should include sufficient width to accommodate multiple use paths. Maintenance and liability coverage agreements for these paths should be secured.</p>	<p>Add to CMP</p>	<p>Transportation Capacity Policy: Require dedication of right-of-way as development occurs, to ensure that future street and road needs can be met. Trails Implementation: Require trail easements or dedications that provide local connections.</p> <p>Modify to say: Road improvements and right-of-way dedications by developers should include sufficient width to accommodate multiple use paths, where appropriate.</p> <p>Add as Policy 1 under the Transportation chapter, Trail System, Objective B. Renumber policies 1 and 2 to policies 2 and 3.</p>
<p>6. Increased cooperation among the park and recreation districts, Jefferson County Highways and Transportation Department and the cities' public works departments should be pursued to ensure that the multiple use paths can become dedicated rights-of-way under the jurisdiction of one of the aforementioned entities.</p>	<p>Delete – paths should not necessarily become dedicated rights-of-way, an easement can sometimes be a better solution.</p>	<p>Recreation & Tourism Trails Policy: Create trails that provide connections within and between parks, neighborhoods, commercial and business districts. Implementation: Establish pedestrian, equestrian, bicycle, and/or other uses of road rights-of-way during the design and construction of road improvements.</p>
<p>7. All roads in the mountains which carry 200 or more ADT, and roads in the plains which carry 150 ADT, should be paved.</p>	<p>Duplicative</p>	<p>Air, Light, Odor and Noise Air Quality Policy: Mitigate dust on unpaved County roads. Implementation: Pave or create dust suppression plans for unpaved roads that meet the Average Daily Trips threshold, in accordance with applicable Jefferson County standards.</p>
<p>8. Sand should be removed from streets as quickly as possible to reduce vehicle damage, air pollution, vegetation damage, and to improve safety and aesthetics. See additional recommendations in the Air, Odor & Noise section of this Plan.</p>	<p>Duplicative</p>	<p>Transportation Maintenance & Improvement Policy: Sand should be removed from streets and roads as quickly as possible to reduce vehicle damage, air pollution, vegetation damage, and to improve safety and aesthetics.</p>

<p>9. Public transportation should be encouraged as a viable alternative to private vehicle travel. It can reduce the number of vehicles using the roads and, in effect, extend the capacity of the roads for a longer period of time, as well as reduce the amount of air pollution. For these reasons, the following actions should be encouraged:</p> <p>a. Public transit service should be encouraged to serve the suburb-to-suburb travel needs of the community's residents.</p> <p>b. Additional park-and-ride sites should be provided as demand increases.</p> <p>c. Commuter rapid transit should be provided when the ridership demand exists, and feeder bus routes should be established to serve rapid transit stations.</p>	<p>Duplicative</p>	<p>Transportation Multi-Modal Transportation System Goal: Promote an efficient multi-modal transportation system to provide a variety of transportation opportunities. Objective: Support practices that strengthen and create multi-modal transportation options. Policy: Encourage public transportation and other viable transportation alternatives to reduce air pollution and congestion. Implementation: Identify ways for the County to encourage public transportation and other transportation alternatives in new development, such as providing carpool parking spots for employees, bus stop shelters, and bicycle racks. Policy: Support a system of multi-modal corridors that are designed to accommodate a complete range of modes of travel, including transit, bicycle, pedestrian, and vehicular traffic, where appropriate. Policy: Enhance the mobility of those who have special needs or are dependent on public or specialized transportation. Policy: Encourage additional Regional Transportation District (RTD) park-and-Ride sites as demand increases. Implementation: Require trail easements or dedications that provide local connections.</p>
<p>10. Public telephones and restroom facilities should be provided at park-and-ride sites and commuter rail stations.</p>	<p>Add to CMP</p>	<p>Modify to say: Public telephones and Safe restroom facilities should be considered provided at park-and-ride sites and commuter rail stations, where appropriate.</p> <p>Add as Policy 5 under the Transportation chapter, Multi-Modal Transportation System, Objective A.</p>
<p>11. Other alternatives that should be promoted to reduce the impact of commuter travel include, but are not limited to the following:</p> <p>a. Flexible work days and variable work hours to extend the peak travel hours;</p> <p>b. Increased use of car and van pools; and</p> <p>c. Multiple purpose paths which connect to local employment sites.</p>	<p>Duplicative</p>	<p>Transportation Sustainability Objective: Identify ways that employers can help to reduce transportation related energy consumption. Policy: Consider providing incentives to encourage teleworking and allow flexible work schedules. Policy: Encourage carpooling, vanpooling and transit ridership. Policy: Encourage employers to provide facilities that will encourage bicycling and walking, such as changing rooms, showers, and lockers. Multi-Modal Transportation System Policy: Accommodate pedestrians via a system of connected sidewalks, walkways, crosswalks and paths.</p>
<p>12. Pedestrian push-button crossing lights, at two levels, should be installed at equestrian and bike path intersections where justified. One level would serve mounted horseback riders, and the second level would serve pedestrians. Warning signs should be installed to alert drivers of these crossings.</p>	<p>Keep in Local Plan</p>	<p>None</p>
<p>13. LOS D should be the standard for the roadway system. LOS E would be acceptable for limited segments of roads at limited times during the day.</p>	<p>Delete</p>	<p>County no longer uses Level Of Service standards for measuring roadway congestion</p>
<p>14. Vegetation along roads and in medians should be provided. Native and naturalized grasses and wildflowers which are drought-tolerant should be used.</p>	<p>Add to CMP</p>	<p>Hazards & Geologic Constraints Geologic Hazards and Constraints Policy: Final land forms resulting from development should be stable and revegetated with drought resistant species to improve stability and control erosion and dust.</p> <p>Add as Policy 5 under the Transportation chapter, General, Objective A: Vegetation along roads and in medians should be provided. Native and naturalized grasses and wildflowers which are drought-tolerant should be used.</p>
<p>15. The County and cities are encouraged to coordinate their work to achieve consistency of road surfaces, paved and unpaved, on roads that cross jurisdictional boundaries, and to develop compatible design standards, e.g., right-of-way widths.</p>	<p>Duplicative</p>	<p>Transportation Coordination Goal: Coordinate transportation planning and design with federal, state, regional, local and private providers to improve safety, reduce congestion, provide alternative modes of transportation, and reduce and/or mitigate environmental impacts. Policy: Coordinate a standardized road design between adjoining jurisdictions to provide safe transitions of facilities.</p>
<p>16. Coordination among the County, the cities and the communities should be instituted to plan and provide transportation improvements to avoid the adverse impacts of increased traffic from new development on the road system in the North Plains area, and to resolve transportation concerns raised by annexations and roads which cross jurisdictional boundaries.</p>	<p>Duplicative</p>	<p>Transportation Coordination Goal: Coordinate transportation planning and design with federal, state, regional, local and private providers to improve safety, reduce congestion, provide alternative modes of transportation, and reduce and/or mitigate environmental impacts. Policy: Regularly update the Countywide Transportation Plan and the Major Thoroughfare Plan. Policy: Coordinate a standardized road design between adjoining jurisdictions to provide safe transitions of facilities.</p>

<p>17. A comprehensive transportation study should be done for the northern area of Jefferson County, which would identify specific transportation improvements which may be necessary to accommodate the travel demands generated by the land use proposed for the North Plains area. This study should be a cooperative effort of the municipalities, communities and Jefferson County and should consider the principal transportation facilities in the incorporated and unincorporated areas.</p> <p>Examples of the strategies to be considered are:</p> <ul style="list-style-type: none"> * Expanded laneage or key facilities. * Urban interchanges at key arterial intersections. * Significantly expanded transit. * Reversible lanes. * Reassessment of traditional trip generation rates associated with employment uses. 	<p>Keep in Local Plan</p>	<p>None</p>
<p>18. Upon completion of this transportation plan, the North Plains Plan should be reviewed to determine the compatibility of the two plans, and any inconsistencies resolved.</p>	<p>Keep in Local Plan</p>	<p>None</p>
<p>19. Roads should be striped according to the Manual of Uniform Traffic Control Devices standards.</p>	<p>Delete</p>	<p>Striping is done in accordance with adopted standards</p>