

Transportation		
South Jefferson County Community Plan		Comprehensive Master Plan
<p>Transportation system demands are consistently a topic of concern, especially during years of rapid growth. In Jefferson County, the recent growth has increased traffic volumes, resulting in elevated congestion and delays on the major transportation network. In addition, the transportation improvement system needs are greater than the funds available to implement programs to address these needs. In urbanized areas such as South Jefferson County where congestion is becoming more significant, multi-modal transportation systems that offer a variety of travel mode choices including transit, pedestrian/bicycle facilities, and roadways are being implemented to provide additional linkages between land uses. Also, using Transportation Demand Management and Transportation System Management techniques to increase efficiency on the transportation system is becoming common practice. Some techniques include providing carpool opportunities for commuters, coordinating traffic signal timing to optimize traffic flow, and making land use choices that coincide with the transportation system.</p> <p>Some factors affecting the perception of the quality of life are the availability, convenience and quality of the transportation system. In areas experiencing rapid or significant growth, it is often difficult for services to keep pace with demand.</p> <p>During 2001, the citizens of South Jefferson County voted to extend the South Jefferson County Local Improvement District half-cent sales tax, to complete the arterial roadway network within the district. This strong approval from the community shows that the transportation system is an important quality of life factor for the residents of South Jefferson County.</p>	<p>Duplicative EXCEPT for the bottom section, which applies specifically to S. JeffCO.</p>	<p>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.</p> <p>In Jefferson County, recent growth has increased traffic volumes, resulting in elevated congestion and delays on major transportation system. In addition, transportation improvement system needs sometimes outweigh the funds available to implement programs to resolve these needs.</p> <p>Traffic congestion may be alleviated through expanding multi-modal transportation systems. Transportation system efficiency can be increased by providing carpool opportunities for commuters, coordinating traffic signal timing to optimize traffic flow, and making land use choices that coincide with transportation systems.</p> <p>Context-sensitive design approaches and processes for transportation improvement projects can address concerns about maintaining community character. Context sensitive design utilizes a collaborative process that involves the community to help protect or enhance social and natural community values while addressing the purpose and need of transportation improvements. The Jefferson County Division of Transportation and Engineering maintains two documents that help guide transportation improvements in the County:</p> <ul style="list-style-type: none"> • Major Thoroughfare Plan, as amended. • Countywide Transportation Plan, as amended. <p>These documents play a key role in transportation system planning to help ensure that system failure does not occur. In conjunction with these two transportation planning documents, this Plan's policies ensure that the desired land uses, once developed, can be supported by the transportation system.</p>
Goals		
1. Maintain and enhance the transportation system in a coordinated and cost-effective manner.	Duplicative"	<p>Transportation 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.</p>
2. Provide a transportation system that encourages and offers travel mode choices.	Duplicative	<p>Transportation 5) Multi-Modal Transportation System i) Goal: Promote an efficient multi-modal transportation system to provide a variety of transportation opportunities.</p>
3. Manage additional growth to ensure that a quality transportation system exists.	Duplicative	<p>Transportation 1) General (d) Objective: Encourage land use patterns that support an efficient transportation system. 1. Policy: Plan land use patterns and densities that are, or can be, accommodated by transportation systems.</p>
4. Provide a safe and efficient transportation system to meet the present and future mobility needs.	Duplicative	<p>Transportation 1) 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.</p>

5. Mitigate the impacts of transportation system improvements that affect existing internal neighborhoods or areas (i.e., local and collector roadways).	Duplicative	Transportation c) Objective: Develop and maintain a safe and efficient transportation system with respect for natural features and existing neighborhoods. 5. Policy: Mitigate the impact of transportation systems by construction that is sensitive to scenic corridors and community character. 2) Capacity 1. Policy: Ensure that new street and roads improvements maintain safe and efficient traffic flow and maintain neighborhood character, as appropriate.
6. Continue to coordinate interjurisdictional plans, to adequately assess constraints and service improvements.	Duplicative	Transportation 3) Coordination i) 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. (b) Objective: Support partnerships where appropriate to find solutions for problems facing the transportation system.
Policies		
A. Street Cross Section – Roadway Standards (Arterials, Collectors)		
1. Principal arterials should be limited to a maximum of six general-purpose travel lanes with turn-lanes at street intersections, and detached paths to accommodate pedestrian and bicycle travel, with connectivity to trail systems.	Duplicative	Should not be specific to S. Jeffco. Road templates exist in the Land Development Regulation and the Roadway Design Criteria Manual.
2. Minor arterials should be limited to a maximum of four general-purpose travel lanes with turn-lanes at street intersections, and detached paths to accommodate pedestrian and bicycle travel, with connectivity to trail systems.	Duplicative	Should not be specific to S. Jeffco. Road templates exist in the Land Development Regulation and the Roadway Design Criteria Manual.
3. Collectors should be limited to a maximum of two general purpose travel lanes with turn-lanes at street intersections, paved shoulders to accommodate on-street bicycle travel, and detached paths to accommodate pedestrian and off-street bicycle travel, with connectivity to trail systems.	Duplicative.	Should not be specific to S. Jeffco. Road templates exist in the Land Development Regulation and the Roadway Design Criteria Manual.
B. Interchanges 1. The construction of interchanges at principal and/or minor arterial/arterial intersections as a means of maintaining system quality should be pursued, when warranted. All proposed interchanges on the transportation system should be shown in <i>the Major Thoroughfare Plan</i> and the <i>Countywide Transportation Plan</i> .	Duplicative	Should not be specific to S. Jeffco. Road templates exist in the Land Development Regulation and the Roadway Design Criteria Manual.
C. Control Access 1. As transportation improvements are studied, the following design guidelines for principal and minor arterials should be followed: a. Install traffic signals only when warranted; b. Accommodate right-in/right-out movements at minor arterial intersections; c. Maintain consistent speed limits on similar roadways; d. Encourage shared driveway access to commercial areas; e. Protect existing and future homes from headlight glare, fumes, and traffic noise; f. Roundabouts and other traffic calming devices should be referred to local law, fire, and emergency agencies for their review regarding response time and ability of trucks to maneuver. (See the Public Facilities, Services & Utilities section and the Appendix.)	Add to CMP	These will addressed at the time of the Design Guidelines

D. Enhance Livability and Quality of Life		
1. Road and path linkages should be encouraged between residential subdivisions, to enhance accessibility and to help alleviate congestion on arterial roadways. By providing interconnected subdivisions, local traffic can be shifted to internal local streets, thereby reducing congestion on the major roadways.	Duplicative	Transportation 2) Capacity (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
2. Pedestrian and bicycle access should be encouraged through sidewalk and interchange design. Encourage linking pedestrian and bicycle access to activity centers, residential neighborhoods, parks and schools.	Duplicative	Transportation 4) Trail System i) Goal: Promote connectivity and continuity of local and regional trails. (a) Objective: Provide connections between neighborhoods, local Activity Centers, schools, public places and transit b) Objective: The trail system should accommodate pedestrians, bicyclists and equestrians. (See Open Space chapter for more information about equestrian uses.) 2. 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.
3. Vehicle miles traveled (VMT) should be reduced to minimize air and water pollution. (See the Air, Odor, Noise, & Light section.)	Modify CMP	Modify Policy 1. Air, Light, Odor and Noise, Air Quality, Objective D 1. Policy: Encourage development patterns that reduce dependence on the automobile for work, shopping, and other trips to reduce Vehicle Miles Traveled (VMT) . Add definition of VMT to Glossary. Vehicle Miles Traveled (VMT): The number of miles driven by vehicles within a given time period and geographic area.
4. Connectivity and access to the public transit system should be maintained and improved, to serve the mobility needs of all residents. (See the Air, Odor, Noise, & Light section.)	Duplicative	Transportation 4) Trail System 4. Policy: Provide trail connections with park-n-Ride lots to link bicycle/pedestrian facilities with transit. 5) Multi-Modal Transportation System 3. Policy: Enhance the mobility of those who have special needs or are dependent on public or specialized transportation. 4. Policy: Encourage additional Regional Transportation District (RTD) park and- Ride sites as demand increases.
5. Native and drought-resistant landscaping and buffering should be provided. Transportation projects should include landscaping, to enhance the overall visual appearance of the facility.	Add to CMP	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.
6. Impacts associated with changes to existing traffic patterns, due to rerouting of internal traffic and longer routes through subdivisions and community facilities, i.e., schools, parks, and recreation centers, should be minimized.	Duplicative	Transportation 1) General 4. Policy: Mitigate the impact of transportation systems by construction that is sensitive to scenic corridors and community character. 2) Capacity 1. Policy: Ensure that new street and roads improvements maintain safe and efficient traffic flow and maintain neighborhood character, as appropriate.

E. Transportation System and New Development		
1. Any new rezoning request that does not conform to the transportation recommendations of this Plan, unless mitigated or eliminated, should be denied.	Modify and retain in S. Jeffco. See explanation in right column.	This language cannot be retained as is because new recommendations are being added to the CMP (from other plans as well), and it is unlikely PC would accept this language and it risks having in removed completely. Modify to state: “ Any new rezoning request that does not generally conform to the transportation chapter of the services and utilities section, unless mitigated or eliminated, should not be deemed to be in substantial conformance with the Plan.”
2. Developers should demonstrate that the functionality of the existing road network is able to accommodate the traffic generated by the proposed development, or should provide, at the developers’ expense, the required improvements to accommodate the traffic generated by the development. (See the Appendix for factors considered in functionality.)	Duplicative	Transportation 2) Capacity 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
3. When new transportation system improvements or new development is proposed, adverse impacts on existing neighborhoods should be: a. Avoided when possible; or b. Mitigated. The character of the existing neighborhood street pattern should be respected.	Duplicative	Transportation 1) General (a) Objective: Design streets and roads to be compatible with the land use and scale of the communities they serve. 2) Capacity 3. Policy: Ensure development shares, combines, or coordinates access and circulation patterns with adjacent properties, where appropriate. 4. Policy: Ensure developers mitigate negative impacts to off-site transportation facilities. 1. Policy: Ensure that new street and roads improvements maintain safe and efficient traffic flow and maintain neighborhood character, as appropriate. 1) General 4. Policy: Mitigate the impact of transportation systems by construction that is sensitive to scenic corridors and community character. 2. Policy: Design transportation improvements to complement natural features and mitigate impacts to significant open space, riparian areas, and wildlife movement corridors.
4. Future rezoning should be coordinated with Jefferson County Highways and Transportation and regional transportation agencies to accommodate RTD park-n-Ride and other currently planned transportation facilities, to enhance their accessibility for future employees.	Duplicative	Transportation 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. 5) Multi-Modal Transportation System 3. Policy: Enhance the mobility of those who have special needs or are dependent on public or specialized transportation. 4. Policy: Encourage additional Regional Transportation District (RTD) parkand- Ride sites as demand increases. 1. Policy: Encourage public transportation and other viable transportation alternatives to reduce air pollution and congestion. i. 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. 1. Policy: Work with CDOT and RTD to support the enhancement of mass transit along C-470, US Highway 285, I-70, State Highway 121 and other key transportation corridors and major employment centers in the County to provide efficient connections with such a system. i. Implementation: Advocate for Bus Rapid Transit (BRT) or express bus service and park-n-Rides in the C-470 corridor. 7) Sustainability (a) Objective: Support the development of a viable and comprehensive transit system in Jefferson County.
F. Special Recommendations for Arterial/ Arterial Intersections 1. Interference between commercial area destination traffic and through traffic should be minimized by: a. Preventing the need to cross several lanes at one time. b. Providing internal access between sites within each quadrant; c. Using medians to prohibit undesirable movements; d. Encouraging the location of major commercial access points on the lower functional class of the two arterials at an intersection, e.g., at Chatfield/Kipling, use West Chatfield Avenue; and 2. Jefferson County Highways and Transportation should develop and implement specific solutions to resolve or prevent sight distance problems.	Not in CMP. Keep specific to S. Jeffco.	

