Town Council and Planning Commission Work Session
April 13, 2015, 5:30 PM
Timnath Administration Building
4800 Goodman Street

Agenda

1. Purpose of updating Transportation Plan
2. Overview of transportation planning process
3. Inventory
4. Survey and public meeting results
5. Policy framework questions
6. Goals and objectives
7. Schedule and next steps
Transportation Plan Update

Town Council and Planning Commission Work Session

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• Purpose of updating Transportation Plan
• Overview of transportation planning process
• Inventory
• Survey and public meeting results
• Policy framework
• Goals and objectives
• Schedule and next steps
Purpose of updating TP

• Reflect changes since 2005 TP
  – Expanded Growth Management Area (GMA)
  – Considerable residential and commercial growth
  – New Comprehensive Plan
• Provide framework for future needs and prioritize capital improvements
• Provide Town with appropriate material to pursue federal/state funding
• Ensure developers mitigate impacts with appropriate improvements
• Preserve adequate right-of-way for future transportation system
Transportation Planning Process

TASK 1  Project Kickoff

TASK 2  Policy Framework

TASK 3  Existing Conditions

TASK 4  Socioeconomic Assessment

TASK 5  Travel Demand Modeling

TASK 6  Transportation Network Planning

TASK 7  Documentation

TASK 8  Public Involvement and Agency Coordination
Existing Roadway Characteristics

Harmony Road transitions from four lanes to two lanes just west of the railroad crossing.
Posted Speeds
Traffic Control
Existing Volume to Capacity Ratios
Existing & Planned Alternative Modes
Sources of Public Input

• March 26th Public Meeting – XX attendees
• Online survey – XX responses
Summary of Public Input
Policy Framework Questions

1. How would you describe your transportation network today?
2. What are the biggest concerns that you hear from your constituents about transportation?
3. What challenges does the Town face relative to addressing those concerns?
4. Is there a desire to encourage a change in travel mode? (i.e., encourage alternative transportation modes)
Policy Framework Questions

5. What opportunities exist to improve north-south connectivity?

6. What opportunities exist to improve east-west connectivity?

7. What trends or driving forces will most influence Timnath in the future?

8. How do you anticipate that travel needs of your community members will change in the future?

9. What is your vision for Timnath’s transportation system in the future?
Goals, Objectives, and Actions

- **Connectivity Goal**: An accessible, connected, and integrated street network that provides efficient route choices for all travel modes.
- **Safety Goal**: A safe transportation system for motorized and non-motorized users.
- **Alternative Transportation Goal**: A well-balanced transportation system that also supports pedestrian, bicycle, and transit movement.
Goals, Objectives, and Actions

• **Parkway Goal:** A Parkway that deviates from the CR 5 alignment, protects the Old Town character, provides access to new development and serves and diverts regional travel from Old Town.

• **Public Facilities Goal:** Provision of an adequate level of public facilities, infrastructure and services for the residents of Timnath.

• **Environmental Stewardship Goal:** A transportation network that restores and maintains the quality of the environment in the Town of Timnath.
Goals, Objectives, and Actions

- **Economic Vitality Goal**: A transportation system that supports economic and community vitality.
- **Partnerships and Funding Goal**: Regional collaboration and efficiency in transportation planning, funding, and implementation.
## Schedule and Next Steps

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<th>TASK</th>
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<td>1. Project Kickoff</td>
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<td>8. Public Outreach &amp; Agency Coordination</td>
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- **Workshop with Town Council & Planning Commission**
- **Public Meeting**
- **Planning Commission Approval**
- **Town Council Adoption**
Goals and Objectives
April 8, 2015 DRAFT

Connectivity Goal: An accessible, connected, and integrated street network that provides efficient route choices for all travel modes.

- Ensure all new streets and sidewalks, particularly in and around the Old Town Core and existing residential areas, are designed and installed to connect with existing streets and sidewalks. (note: moved from Active Transportation Goal)
  - Amend the Land Use Code to require connectivity between new streets and existing streets.
  - Identify spacing requirements between connecting streets.
  - Where cul-de-sacs are proposed, require a sidewalk connection to existing sidewalks.

- Increase connectivity of modal and intermodal transportation networks.
  - Identify and prioritize missing connections for each mode of transportation.
  - Evaluate opportunities for development of intermodal facilities to enhance transfers between modes.

- Manage automobile congestion.
  - Ensure coordination of the Town’s signal system and work with CDOT in the coordination of their signals.
  - Integrate ITS infrastructure such as fiber optics into roadway design where beneficial (e.g., Harmony Road).
  - Preserve the integrity of mobility corridors through implementation of access spacing standards and design.

Safety Goal: A safe transportation system for motorized and non-motorized users.

- Reduce crash rates for vehicles, bicyclists, and pedestrians.
  - Regularly identify high crash locations in the Town planning area and identify improvements to mitigate significant crash patterns.
  - Consider roundabouts as a means to reduce crash severity.
  - Encourage public education and awareness of safety and sharing the road with others.

Alternative Transportation Goal: A well-balanced transportation system that also supports, pedestrian, bicycle, and transit movement.

- Provide on-street bicycle lanes as well as sidewalks along urban streets throughout the community.
- Require sidewalks on all streets in development approvals. All street reconstruction should include sidewalks.
- Consider alternative transportation projects when prioritizing future parks, open space, and trails for the Parks, Recreation, Open Space and Trails Plan.
- Ensure all new sidewalks and sidewalk crossings comply with the standards of the Americans with Disabilities Act.

▸ Develop a safe and efficient active transportation system utilizing complete street concepts where feasible.
  - Design streets to include easily identifiable spaces for all users: drivers, pedestrians, and bicyclists.
  - Provide frequent street crossings in developed areas with easily accessible pedestrian crossings at major signalized intersections.
  - Design pedestrian and bicycle street crossings to be well-marked and visible to motorists and to enhance the character of the area. *(note: this was an objective in Comp Plan, but seems more fitting as an action)*

▸ Develop a continuous system of bicycle lanes and trails that connect with Old Town Core, New Town Center, activity centers and developing neighborhoods.
  - Incorporate bicycle lanes and trails as recommended in the Parks Recreation Open Space and Trails Plan into the development review process and require trails to be constructed or the right-of-way provided as new developments are approved.
  - Include bicycle lanes in the design of new roadways and streets to complement trail system and provide bicycle accommodations for different types of bicyclists.

▸ Develop an off-road pedestrian and bicycle trail system that connects open spaces and recreation areas in and around Timnath as adopted in the Parks Recreation and Open Space and Trails (PROST) Plan.
  - Refer to the trails adopted in the PROST Plan during development review and require new trails be constructed or the right-of-way for new trails to be provided as new developments are approved.

▸ Incorporate bicycle facility design into new development and street construction projects.
  - Require amenities including bicycle parking areas and bicycle racks in the development review process.
  - Implement way-finding and streetscape design that encourage biking and walking.
  - Adopt a complete streets policy.

▸ Provide Timnath residents with public transit options.
Optimize and prioritize connections to the Harmony Transportation Transfer Center to improve access to Bustang service.

Coordinate with the North Front Range MPO and CDOT on future regional transit service and potential Regional Transportation Authority (RTA).

Discuss with TransFort the potential for expanding service into Timnath.

Work with human service transportation providers in the area to consider service area expansions into Timnath.

**Parkway Goal:** A Parkway that deviates from the CR 5 alignment, protects the Old Town character, provides access to new development and serves and diverts regional travel from Old Town.

- Determine the exact location of the parkway using detailed design studies building on the right-of-way identified in the Timnath Landings annexation agreement.
  - Consider the design or conditions of approval for approved projects that might infringe on the proposed Parkway alignment.
  - Use the design study and right-of-way identified in the Timnath Farm North annexation agreement to identify additional right-of-way that may fall within new developments and require right-of-way dedication as part of project approvals.
  - As necessary, revisit past approvals to negotiate needed right-of-way acquisition for the Parkway.

- Actively involve the public in the design of the new Parkway.
  - Hold public meetings with all key stakeholders to obtain input into the Parkway design.

- Ensure that the Parkway design provides safe, convenient street connections.
  - Identify streets to connect with Old Town to the west and east, ensuring that intersections onto the Parkway are designed as aligned, full movement intersections.

- Account for the future Parkway in long range traffic impact studies.
  - Identify an area of influence within which any proposed development or redevelopment will consider the Parkway in their traffic impact studies.
  - Until the Parkway is completed, traffic impact studies prepared for development proposals will consider traffic impacts both before construction of the Parkway and after.

- Emphasize Main Street gateway connections and ensure they project a positive, inviting community image.
  - Identify the north and south terminus points for the parkway as gateways into Old Town.
• Develop special identification features to identify these points as the beginning of the Old Town area.
• Create logo and signage specific to Old Town Timnath within any established Town guidelines.

Public Facilities Goal: Provision of an adequate level of public facilities, infrastructure and services for the residents of Timnath.

▶ Plan the locations of new public facilities to meet the needs of existing and future growth.
  • Refer to the Future Land Use Map to anticipate the location and levels of future development and plan the extension of public facilities accordingly.
  • As the Town identifies preferred development areas, plan for the installation of infrastructure and the siting of public facilities to encourage growth in these areas.

▶ Require adequate infrastructure concurrent with development.
  • Establish level of service standards for all infrastructure.
  • Require all new development to maintain adopted levels of service.
  • Adopt an Adequate Public Facilities ordinance.

Environmental Stewardship Goal: A transportation network that restores and maintains the quality of the environment in the Town of Timnath.

▶ Minimize the transportation system’s impact on the natural environment.
  • Support development that is adequately connected to the transportation system.
  • Encourage more sustainable modes of travel (bicycling, walking, transit).
  • Support mixed use development and population and employment density that support alternative modes of transportation.
  • Implement commuter Transportation Demand Management (TDM) strategies in coordination with the NFRMPO.

▶ Consider sustainable construction practices for transportation projects.
  • Support projects that use recycled or reusable materials, reduce the amount of construction waste, and increase the use of renewable energy.

Economic Vitality Goal: A transportation system that supports economic and community vitality.
Increase coordination of land use and transportation planning
• Support appropriate location of new development that is adequately connected to the transportation system.
• Support mixed use development and population and employment density that supports alternative modes of transportation.

Integrate infrastructure in a manner that supports economic development.
• Improve and/or expand transportation facilities to support access to jobs.
• Consider the transportation system in economic development planning.
• Design transportation corridors that are attractive and enhance the travel experience and quality of life.

Partnerships and Funding Goal: Regional collaboration and efficiency in transportation planning, funding, and implementation.

Maintain a short-term and long-range Capital Improvements Plan for improvements to and scheduled replacements of the Town’s infrastructure that is coordinated with the Comprehensive Plan and Transportation Plan.
• Continue the development of a five year Capital Improvements Plan based on projected revenues.
• Continue the development of maintenance and expansion plans for capital facilities based on the anticipated growth patterns in the Comprehensive Plan.
• Prioritize projects based on maintenance needs, anticipated growth, mobility, safety and multimodal needs, and projected cost.

Increase regional coordination in developing a multimodal transportation system.
• Keep the Town’s appointment to the North Front Range Metropolitan Planning Organization current and attend all regularly scheduled Technical Advisory Committee (TAC) and Planning Council meetings.

Improve the coordination and funding of transportation projects.
• Work with Larimer County the North Front Range MPO and CDOT to seek additional funding sources to assist with design and construction of the Parkway and other regional projects.
• Continue to coordinate with Larimer County, the NFRMPO, and surrounding communities to apply for grants to fund the regional trail system.
• Research and consider creative alternative funding sources, such as public private partnerships.