

Alternative Transportation Solutions

- Air quality should be enhanced with recommended transportation improvements to reduce travel demand.
- There is a lack of coordinated transportation demand management incentives to provide alternative transportation opportunities for all county residents.
- Existing transit corridors need to be enhanced, and right-of-ways in future corridors need to be preserved to encourage travelers to use transit as an alternative to the automobile.

Transportation System Coordination with Development and Land Use

- Roadway discontinuities result from a lack of coordinated land use and transportation planning, and physical constraints that require costly road improvements.
- In the eastern portion of the County, as rural development occurs, the roads and roadway system must be maintained and enhanced in an efficient, economical and beneficial means.
- Roadway design and level of service standards should consider not only the functional classification, but the surrounding land use and the desired priority of travel modes.
- The Plan should establish where the rural roadway cross section will start (where the east/west boundary should be applied).
- The Plan should consider DRCOG's "semi-urban" classification, in addition to urban and rural.
- Transportation and land use planning efforts should be coordinated for emerging areas such as Watkins Road, State Land Board, Transport, and Ports to Plains.

Strategic Management Approach

- There should be balance and equity between the funding and prioritization of the maintenance of the existing transportation system and the construction of new improvements.
- Performance measures and standards should be defined to facilitate adaptive management, so changes in the system are recognized and considered.

Transportation Plan Coordination with the Policies and Plans of the County and Adjacent Jurisdictions

- The magnitude of traffic generated by developments in Douglas, Elbert, Adams, and Jefferson Counties impacts Arapahoe County roadways.
- The County's storm water permit requirements need to be considered during the planning of transportation improvements and accounted for regionally rather than with each linear improvement project.
- There is no countywide plan for pedestrian and bicycle facilities between local jurisdictions.
- There are discrepancies in the application of Level of Service (LOS) guidelines for development review and roadway standards.