

### ***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.