

Circulation

~~Jamestown is small, walkable, and rural in character.~~ Jamestown's streets are unpaved gravel surfaces except for County Road 94 (Main Street) which is paved ~~to the west end of~~ through town. ~~The town~~ roads are generally narrow and sometimes allow only one direction of traffic. Erosion from improper drainage ~~can cause damage.~~ ~~has left some roads in poor repair.~~ ~~These~~ aspects and the steep grades of Mesa and Andersen Hill Streets ~~can make~~ access to the higher plateau particularly difficult. ~~Also, as snow accumulates,~~ ~~cars left parked on the road further impede vehicle circulation.~~

~~Between 2014 and 2016, many of the town roads were repaired and re-graded. Road maintenance of town roads is conducted by the Roads and Bridges Committee who are volunteers who make repairs and improvements to the system. Snow plowing also is done by community volunteers. The Town has an ordinance framing the expectations for new roads. The Town also refers to the County standards for grading of private roads. The 2015 household survey showed a fifty-nine percent satisfactory rating of the road maintenance vs. twenty-nine percent rating it unsatisfactory.~~

~~County Road 94 – including the stretch through town - is patrolled by the Boulder County Sheriff's Department and the Colorado State Patrol. The road maintenance and snow removal for County Road 94 – including the stretch through town - is provided via a contract with the Boulder County Public Works Department because Jamestown does not own equipment or employ staff for either job. County Road 94 is scheduled for improvements in 2016 and 2017. These improvements will repair the road back to its pre-flood state as well as re-surfacing through town.~~

~~A concern often discussed is the through-town traffic on the county road as it relates to the safety of the residents. The validity of the two-stop signs (one each direction) is questionable per strict traffic engineering, but their use is considered necessary to break up the traffic flow. More importantly, if the county road is paved west of town, greater traffic volume might result which could make the use of stop signs even more important.~~

~~Road maintenance of town roads is conducted by the Roads Committee who are volunteers to make repairs and improvements to the system. The fall 1978-2015 household Survey survey showed a split response between a fifty-nine percent satisfactory rating of the road maintenance vs. a twenty-nine percent rating it unsatisfactory. fair and poor rating (41.2% vs. 46.1%). Most people (57%) felt the same amount of money should continue to be spent for road maintenance while a significant minority (39.6%) wanted to spend more.~~

~~Street paving was not considered important by about 80% of the respondents. However, the provision of "slow children" signs was ranked important and very important by almost 80%. Hiring law enforcement personnel was not favored in this survey nor was instituting a town traffic court. But at the same time, the present controls were found unsatisfactory.~~

~~The issues reiterated in the September 1979 town meeting were better road maintenance/improvements and regulation of through town traffic. Also the control of Forest Service land access was discussed.~~

~~During the meetings with the planning committee, the same issues as previously mentioned surfaced. The policies and proposed programs are a~~

result of those meetings.

During the 2014 outreach for the Long Term Recovery Plan, traffic calming, particularly along County Road 94 / Main Street, was one area of high interest. Main Street through town is frequently used simultaneously by pedestrians, cyclists and dogs. At the same time, there is resistance to changes in the basic structure of the road. For example, there are no sidewalks and there is no desire to have them. The community desires to find appropriately scaled solutions to long standing conflicts around pedestrian, cyclist and automobile safety and circulation. Improving County Road 94 for shared use through town and beyond and taking steps to encourage a greater sense of cooperation between users is necessary to make a safe and cohesive community of area cyclists, pedestrians, and motorists. Currently, stop signs are used to break up the traffic flow along County Road 34. Signage is posted to bring alertness to pedestrians and dogs that may be using the road. The adopted speed limit through town is 15 miles per hour. Additional signage in addition to road design may be needed to remind drivers that they are entering a residential area and appropriate speed limits should be honored.

Having available parking allows residents and visitors to more easily frequent the Merc and Town Hall. Street side parking is limited through town. Parking is unofficially available along County Road 94 in certain sections where room exists. Parking is also available in the area of the Town Square. A parking plan may increase the convenience of visiting town facilities and businesses.

Current Regulations and Programs

The Town has ordinances, programs, and plans that apply to circulation.

Ordinance 3, Series 1994 sets standards for road within town. Permits are required to ensure preferred grades, widths, drainage elements, erosion control, compaction, and surfacing are met as well as ensuring coordination with other infrastructure and utilities within the road and / or rights-of-way.

Ordinance 12, Series 2014 establishes the 15 mile an hour speed limit on Main Street.

The 2017 Drainage and Stormwater Management Master Plan is intended to include recommendations for drainage, including those associated with local roads.

Roads and Bridges Committee: The Road and Bridge Committee includes a representative from the Board of Trustees and other volunteers from the community. The committee addresses issues and maintenance abridge associated with roads, bridges, culverts, and drainage along the roadways.

Ordinance 1, Series 2012 Growth Impact Fee – The Town adopted a Growth Impact Fee in 2012 for the purposes of offsetting impacts related to the growth in population and housing to Town parks and recreation, water plant capacity, streets and bridges, and fire and emergency medical technician safety services. The ordinance establishes a fee to apply to new residential and non-residential development and details the distribution of that fee among the four areas of concern including roads and bridges.

Circulation Policies

1. Jamestown should ensure the provision of safe, clean streets by providing safe flow of traffic, proper access in case of an individual emergency, and emergency evacuation in case of an area-wide disaster (i.e. flood, forest fire). The Town is responsible for providing snow removal and maintenance of town roads and bridges.
2. New road construction to access new building / development should meet county road standards prior to or as a condition of development and prior to the Town accepting responsibility for road maintenance. All new development shall be served by roads which are adequate for fire equipment.
3. The Town will strive to foster and maintain safe travel for pedestrians and bicyclists on all public roads in Jamestown. The speed and volume of traffic should be kept at safe levels.
4. Unless safety is a factor, future paving of town roads should be discouraged if the result is danger to school children at bus stops, pedestrians, or auto-passengers at driveway accesses because of greater traffic volume. ~~discouraged~~ in order to retain the rural mountain character of the town.
5. The Town encourages the use of alternative modes of transportation to better support the community's health, safety, and welfare.
6. Parking in Jamestown should maintain a natural, unpaved, mountain town characteristic to allow access to businesses; large paved parking areas should be avoided.

Proposed Programs

Continue to work with community members on the maintenance of local roads including snow removal, grading and the provision of sand barrels where necessary. The Town should look into the feasibility of owning a previously used grader and hiring a competent operator to maintain roads and remove snow. This may be done in cooperation with surrounding communities, subdivisions, or the county.

- ~~1. In order to ease safe access to the upper plateau, the top of Mesa Street should be graded down and Hill Street should be designated one-way if increased traffic warrants it. Mesa Street grading would necessitate lowering the water lines buried under it.~~
- ~~2. Sand barrels should be provided where needed.~~
- ~~3. Dead end streets should be marked by signs.~~
- ~~4. Street name signs should be installed at major intersections.~~
- ~~5. Speed limit signs, "Caution Children" signs, and school zone signs should be installed.~~

~~6. Improper drainage that is eroding most of the town roads should be corrected.~~

Evaluate, prioritize, and implement the strategies identified in the Long Term Recovery Plan including establishing walking paths, improving bicycle facilities and amenities, developing ride-hare opportunities, adding appropriate traffic calming along County Road 94 (Main and Mill Streets), and establishing a parking plan that maintains a natural, unpaved, mountain town atmosphere while allowing access to businesses.

Continue to work with Boulder County to ensure proper road standards for safety and emergency access are applied and maintained.

Consider adding additional signage reminding vehicle drivers that they are entering a residential area, and that the speed limit is 15 miles an hour at the west end of town.

The Town does not have an official Capital Improvements program. With the updated water treatment plant and new fire hall, a capital improvements plan is a tool to ensure that these assets are properly maintained over time to avoid an expensive and/or dire fix.



