

Chapter 5

Circulation



Figure 5-1: Andersen Hill Street

Jamestown is small, walkable, and rural in character. Jamestown's streets are unpaved dirt surfaces except for County Road 94 (Main Street / Mill Street) which is paved through town. Town roads are generally narrow and sometimes allow only one direction of traffic. Erosion from improper drainage can cause damage. These aspects and the steep grades of Mesa, Spruce, 12th, and Andersen Hill Streets can make access to the higher plateau particularly difficult.

The Town has adopted ordinances framing the standards and expectations for new public roads as well as private roads and driveways. 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 that make repairs and improvements to the system. Snow plowing is also done by community volunteers. The Household Survey associated with the *2015 Land Use and Housing Study* showed a 59% satisfactory rating of the road maintenance vs. 29% 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 is provided via a contract with the Boulder County Public Works Department. County

Road 94 is scheduled for improvements in 2016 and 2017. These improvements will repair the road back to its pre-flood state, including re-surfacing through town.

There are a number of private roads within the town that are not maintained by the Road and Bridges Committee. These roads are maintained by the owners of the properties for which they provide access.

The current mapping of rights-of-way needs to be addressed as the County Assessor's maps and the County GIS system is not aligned with the actual surveying coordinates. Knowing where the actual right-of-way is helps determine who is responsible for maintenance of vegetation and drainage ways along the roadways. Additional outreach needs to be made on how ditches and roads are maintained to ensure ditches are functional and not filled in or clogged and that roads continue to meet standards.

The community desires to find appropriately scaled solutions to long-standing conflicts around pedestrian, cyclist and automobile safety and circulation. Main Street through town is frequently used simultaneously by pedestrians, cyclists and dogs. 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. Improving Main Street / 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 it a safer area for all. 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 a lack of desire to have them. Currently, stop signs are used to break up the traffic flow along Main Street / County Road 94. 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.

Another means of improving pedestrian circulation is implementing the walking paths identified in the *Long Term Recovery Plan*. One is the extension of the Elysian Park path and the replacement of the pedestrian bridge connecting Elysian Park to Mill Street (County Road 94). The second is a path leading from the bottom of Andersen Hill up to Mesa Street through the Town-owned open space properties. An alignment of the latter proposed path will need to be assessed to determine how the physical connection to Mesa Street would occur with the given slope grade and private properties between Town-owned open space and the road.

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. There may be additional side road parking available along the Town-owned open space properties between the post office and Ward Street. A parking plan that considers these options may increase the convenience of visiting town facilities and businesses.

Parking along town streets in residential areas is an emerging issue. There is an impression that some vehicles parked along the street cause challenges for property access and emergency access. At the time of this plan update, the issue was isolated to one street in town but should be monitored to determine if regulations should be adopted to address the issue town-wide.

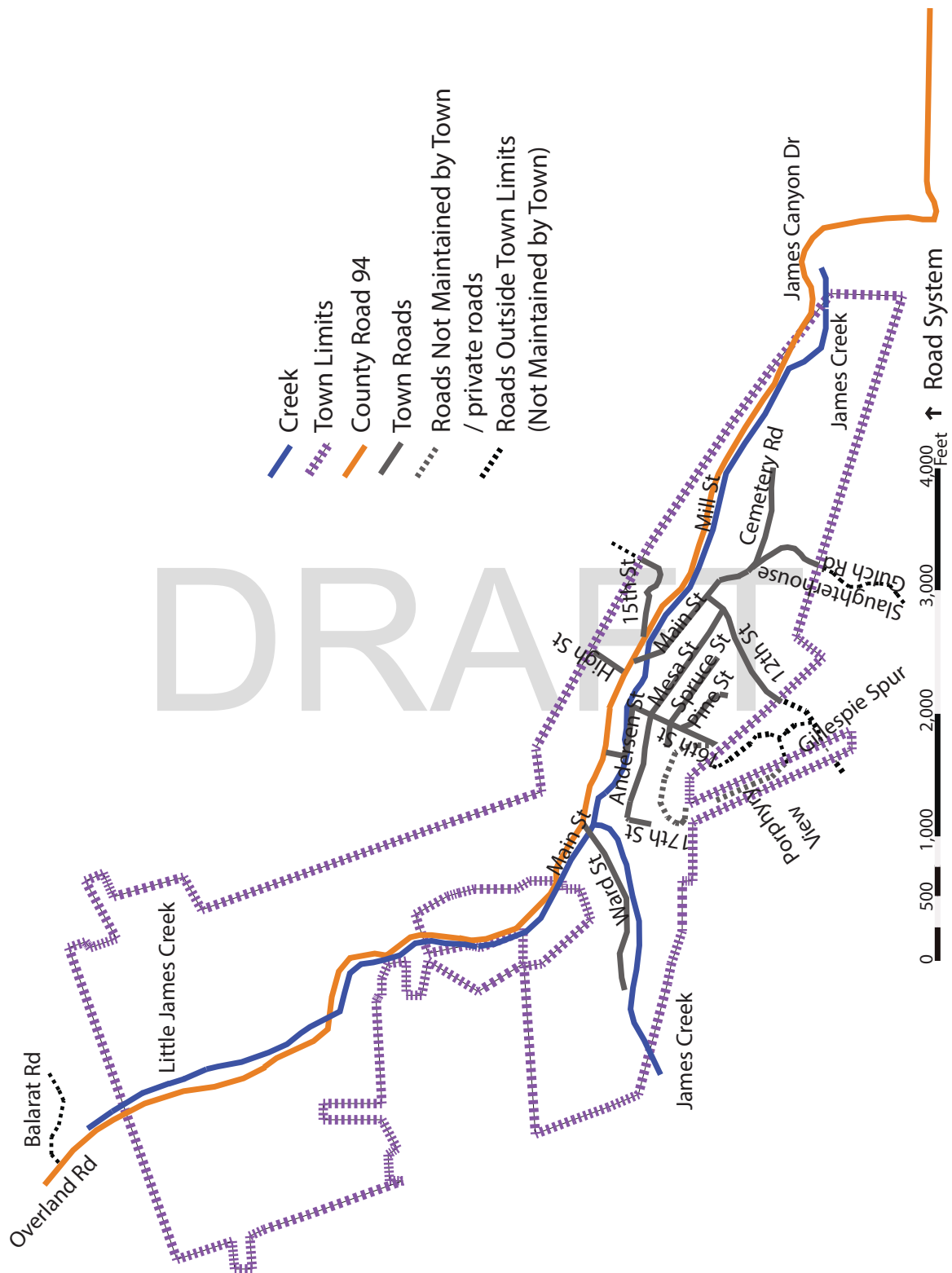


Figure 5-2: Road Map

Current Regulations and Programs

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

Ordinance 3, Series 1994 sets standards for public roads 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 7, Series 2004 conveys the standards for private roads and driveways including, but not limited to, emergency access, grade, and drainage control.

Ordinance 1, Series 2012 Growth Impact Fee – The Town adopted a Growth Impact Fee in 2012 for the purpose of offsetting impacts related to the growth in population and housing to 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.

Ordinance 12, Series 2014 establishes the 15 mile per 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 Roads and Bridges Committee includes a representative from the Board of Trustees and other volunteers from the community. The committee addresses issues and maintenance associated with roads, bridges, culverts, and drainage along the roadways.



Figure 5-3: The majority of roads in town have dirt surfaces; above: 16th Street overlay project

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).
 - A. The Town is responsible for providing maintenance of town roads and bridges.
 - B. Volunteer snow plowing is encouraged to reduce the stress on town finances.
 - C. New public road construction to access new building / development should meet town road standards prior to or as a condition of development and prior to the Town accepting responsibility for road maintenance.
 - D. Private roads will be maintained by the owners of private properties being accessed by the road. Costs for maintenance will be borne by those property owners.
 - E. All new development shall be served by roads which are adequate for fire equipment.
 - F. The Town will work with the community to promote an understanding of the proper roadway and ditch maintenance and responsibilities.
2. The Town encourages the use of alternative modes of transportation to better support the community's health, safety, and welfare.
 - A. The Town will strive to foster and maintain safe travel for pedestrians and bicyclists on all public roads in Jamestown.
 - B. Future decisions in regard to the design, maintenance and use of the circulation system will consider all modes of transportation – bicycling, automobiles, walking, etc.
3. Unless safety is a factor, future paving of town roads should be discouraged in order to retain the rural mountain character of the town as well as reduce stress on town finances in regard to long-term maintenance of paved roads.
4. Parking in Jamestown should maintain a natural, unpaved, mountain town characteristic to allow access to businesses; large paved parking areas should be avoided.



Figure 5-4: Boulder County and Jamestown share responsibility for County Road 94 through town

Proposed Programs

1. It is in the Town's best interest to continue to work with community members and the Roads and Bridges Committee 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, Boulder County and / or community members who maintain private roads within town.
2. The Town should evaluate, prioritize, and implement the strategies identified in the *Jamestown Area Long Term Recovery Plan* including establishing walking paths (and obtaining any necessary easements), improving bicycle facilities and amenities, developing ride-share opportunities, and establishing a parking plan that maintains a natural, unpaved, mountain town atmosphere while allowing access to businesses.
3. The Town should continue to work with Boulder County to evaluate various traffic calming methods including striping, paving, "skinny" travel lanes, cross walks, mid-road entrance dividers at the entries of town, and signage; determine the appropriate methods for Jamestown; and, ensure to incorporate those concepts into the County Road 94 design.



Figure 5-5: Example approaches to traffic calming that may be considered along Main Street / County Road 94 - striping (upper left), raised crosswalks (upper right), signage and paint / pavers (lower left), bump-outs (lower right)

4. The Town should continue to work with Boulder County to ensure proper road standards for safety and emergency access are applied and maintained along County Road 94. This includes the reestablishment and / or the addition of bicycle lanes along the roadway along County 94 as it is rebuilt.
5. The Town should consider adding additional signage reminding vehicle drivers that they are entering a residential area, and that the speed limit is 15 miles per hour at the west end of town.
6. Leverage the Boulder area cycling clubs and alliances to continue to promote a friendly, safe, workable environment for bicyclists in and around Jamestown.
7. The Town does not have an official Capital Improvements program. With the improved roads, 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.
8. The Town should work with the Roads and Bridge Committee, surveyors and the Boulder County to develop accurate mappings of the road rights-of-way throughout town.
9. The Town should work with community members who maintain private roads to ensure proper transitions between privately maintained roads and Town-maintained roads exist and that proper drainage is maintained.
10. The Town should monitor the parking issues along residential town streets to determine if regulations should be adopted to address property access and emergency access issues.

Topic Cross Reference

Because many of the topics in the comprehensive plan are inter-related, particularly to land use, below is a chart that conveys where additional related topics may be found.

<i>Chapter</i>	<i>For more information on:</i>
Environment	Natural hazards (and impacts on development), living with nature
Utilities	Town water service and on-site wastewater treatment
Facilities and Services	Town facilities and services, regional services
Land Use	Existing land use and predicted future land use
External Factors	Relationships with Boulder County and the U.S. Forest Service