



## Legislation Text

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### *Department of Streets and Fleet*

Reference: Transportation Master Plan and Priorities

**To:** Mayor Kenneth J. Kreutzer and Members of City Council

**Through:** Philip Rodriguez, City Manager

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**Date Prepared:** February 22, 2018

### **PURPOSE**

Provide an overview of Transportation Master Plan and priorities.

### **OVERVIEW**

The City undertook updating the 13-year old Transportation Master Plan in 2015. After much input and collaboration with the citizens and other various stakeholders including internal staff from several departments, Adams County, Weld County, CDOT, RTD, and many others, the Plan was adopted by City Council in 2016. The Transportation Master Plan (TMP) is a 25-year blueprint for development and expansion of the local and regional multimodal transportation networks. Because Brighton is expected to grow significantly in coming decades, the TMP incorporates a transportation growth management system to ensure that progress toward completion of the Build-Out Transportation System is timed to match the pace of residential and commercial development.

The goals and key elements of this TMP were developed as part of a coordinated effort with *2016 Be Brighton Comprehensive Plan* Update. The City's land use objectives provided guidance for planning the future transportation system. Similarly, the TMP explicitly addresses the role of transportation in future land use development patterns.

There are six goals identified in the TMP:

1. Brighton will prioritize safety in transportation planning and design
2. Brighton will be well-connected to regional multimodal transportation networks
3. Brighton's streets will accommodate all modes (pedestrian, bicycle, vehicle, transit)
4. Brighton will be served by a well-connected streets and highways network
5. Brighton's land development will occur in walkable, complete neighborhoods
6. Brighton's transportation system will expand concurrently with development

Capital investment in the transportation network should be strategic; designed to achieve the City's transportation goals. Six strategic priorities are used to evaluate potential transportation infrastructure investments to meet the City's goals.

1. **Safety First** - Safety of all travelers will be Brighton's highest priority in planning and design of facilities serving all modes.
2. **Network Approach** - Complete, well-connected multimodal networks will ensure Brighton's transportation system is efficient and resilient.
3. **Modal Balance** - Brighton will balance the modes of travel (walk, bike, transit, motor vehicle) to improve quality of life and ensure the City continues to be an attractive place to live and work.
4. **Growth Management** - Transportation facilities needed to support development will be built at a rate matching the pace of growth.
5. **Technology** - The City will use emerging technologies to improve operational efficiencies and to monitor program effectiveness.
6. **Major Capital Projects** - The City will employ a project chartering process for projects over \$500,000 in construction cost to set project objectives and streamline project development.

There are also twenty strategies within the plan that guide current and future activities towards achieving the abovementioned goals.

The Transportation Master Plan includes a capital project list identifying the improvements to the current road, bike, and pedestrian networks to achieve the build-out networks identified in the plan.

Funding for projects come from Traffic Impact Fees that are paid by the developments occurring within the City, and sales tax allocated through the Capital Fund and Adams County Road and Bridge Fund.

Projects currently funded include the design of North 40th Avenue (Tower Road alignment) missing link between Bridge Street and Garcia Avenue; design and construction of additional lane for eastbound Bromley Lane through the roundabout to westbound I-76; expansion of the on-street bike lane network on Longs Peak Street, 8th Avenue, and Main Street; and design of pedestrian crossing of railroad tracks on Bridge Street. The City has also made a funding commitment to the INFRA grant of \$3 million for an interchange on US 85 at 120th Avenue.

Projects for future funding include construction of North 40th Avenue, completion of the design of the interchange on I-76 at Bridge Street, creation of a corridor plan for Baseline Road, design and construction of traffic signals at I-76 on and off ramps at Bromley Lane, continued completion of the bike lane network, and improving connections in the pedestrian network.

There are many regional projects that affect Brighton, including improvements to Highway 7 between I-25 and US 85; Bus Rapid Transit on Highway 7 to Boulder, 120th Avenue to Broomfield, and down 27th Avenue to Commerce City and Denver; and improvements to US 85. These projects are not funded by the City; however, staff actively participates in the numerous technical advisory committees and coalitions for the advancement of each of these projects. Staff also provides support of these projects through the development review process, ensuring that proposed developments within the City are in alignment with applicable transportation plans and studies.

The need for additional funding for transportation projects is felt by nearly every agency in the nation, Brighton is no exception. Major transportation projects, such as the interchange at I-76 and Bridge Street, cannot be funded solely by the City as the revenues do not support such expenditures. Grant funding through DRCOG and CDOT can help close the funding gap; staff works to position projects to be competitive when those opportunities arise. Staff also advocates for regional projects to Adams County, Weld County, CDOT, and RTD staff, collaborating to move each project to the next reasonable phase. Additional funding could be generated through modification of the traffic impact fees assessed; a study would need to be done to analyze fee structure and show what would need to be collected to achieve the build-out network. Funding could be increased through an act of the voters; neighboring communities have been successful in

passing funding for specific project packages, such as Commerce City and the improvements to Tower Road and Highway 2.