

Council Preview

MAJOR TRANSPORTATION PLAN ELEMENTS

INTRODUCTION

The City of Brighton's Transportation Master Plan (TMP) is a 25-year blueprint for development and expansion of the local and regional multimodal transportation networks. The TMP is driven by local goals that are based on community character, economic opportunity and public safety. These goals will be achieved through completion of a Build-Out Transportation System.

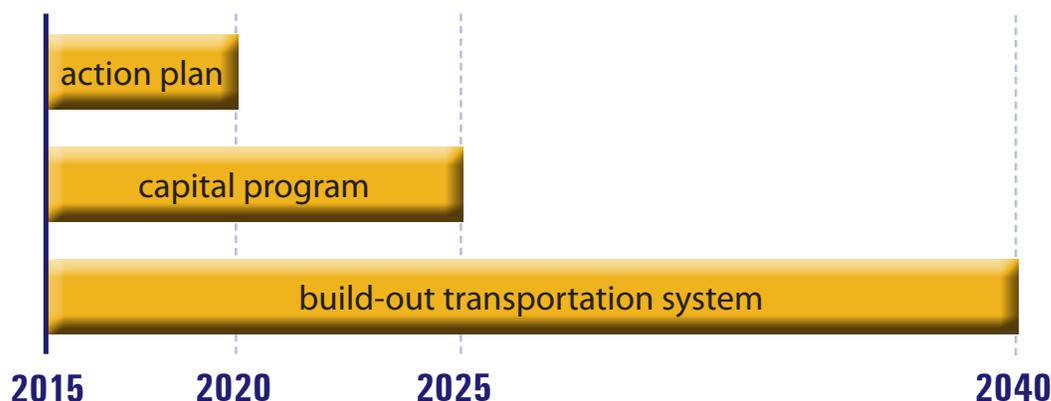
Because the city is expected to grow significantly in coming decades, the TMP incorporates a transportation growth management system to ensure that progress toward completion of the Build-Out Transportation System is timed to match the pace of residential and commercial development. This will be accomplished through a strategic transportation capital investment program that is map-based and tied directly to performance monitoring and reporting.

PLAN HORIZONS

Brighton's TMP employs three planning horizons to guide strategic investment. **Action Plan** projects and actions will be completed by 2020. The **Capital Program** encompasses a 10-year timeframe to allow adequate time for careful project development and budgeting. Finally, the TMP is designed to complete the **Build-Out Transportation System** by the year 2040.

Transportation Goals

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 PLANNING AND PROGRAMMING

The City's approach to capital planning and programming will be based on **investment principles** used by progressive private and public sector entities. The underlying concept of this approach is that capital investment should be **strategic** – designed to achieve goals – in this case the City's transportation goals shown on page 1.

Safety First

Safety of all travelers will be Brighton's highest priority in planning and design of facilities serving all modes.

Network Approach

Well-connected multimodal networks will ensure Brighton's transportation system is efficient and resilient.

Modal Balance

Brighton will balance modes to improve quality of life and make the City more attractive as a place to live and work.

Growth Management

Transportation facilities needed to support development will be built at a rate matching the pace of growth.

Technology

The City will use emerging technologies to improve operational efficiencies and monitor program effectiveness.

Major Capital Projects

The City will employ a project chartering process for projects >500K to streamline project development.

THOROUGHFARE PLAN

The Thoroughfare Plan provides a comprehensive map of the future network of streets and highways within Brighton that is designed to implement the following **principles**.

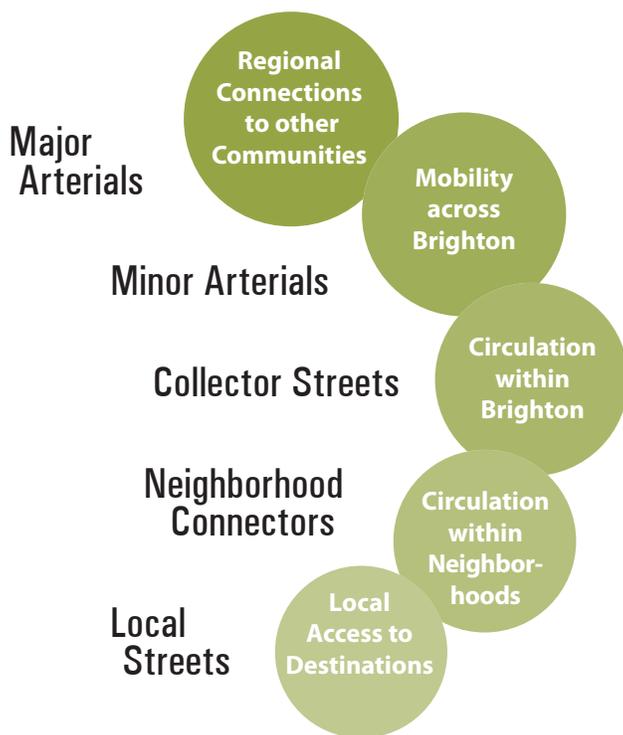
Safety First. Careful planning and design will improve safety for all travelers in Brighton and will make this City one of the safest in Colorado. Safety will have a higher priority than speed of travel without compromising sufficient system capacity. High priority accident locations will be evaluated and prioritized in the capital program.

Regional Consistency. Brighton's streets and highways are planned to connect directly with the facilities of Colorado DOT and those of the surrounding local jurisdictions to ensure continuity of travel routes and to enhance the City's connections to the rest of the region and state.

Local Connectivity. Connectivity of local streets and highways within Brighton will serve as a specific capital objective used in network planning and in monitoring system performance. This will ensure good access for emergency services and efficiency of access and circulation within and between local neighborhoods and commercial districts.

Functional Classification. Brighton will apply a modern approach to functional classification of streets and highways to determine the role of each facility in the network as well as to accurately reflect its land use context within neighborhoods and commercial districts.

Street Design. Brighton will use street design standards to integrate the design of facilities built by the City with those built by developers and to maximize network performance, cost effectiveness and improve safety. These design standards will ensure that the City establishes the minimum rights-of-way needed for the Build Out Transportation System, while at the same time allowing for gradual development of increased capacity as growth occur. The design standards will also preserve the ability of agricultural entities to operate efficiently and safely.





ACTIVE TRANSPORTATION PLAN

The Transportation Master Plan addresses multimodal transportation needs within Brighton by providing specific recommendations for making bicycling and walking **viable mobility choices**.

Brighton residents will be able to safely and enjoyably bike and walk to work or school, run errands, complete the last-mile of transit trips, and expand recreation and fitness opportunities. By implementing the following actions, the Active Transportation plan element will enhance both individual and community health, safety and quality of life, while supporting Brighton's vision to become a **sustainable community** that will be sought out as a place to live and work for generations to come.

Network Approach. Bicycle and pedestrian enhancements within Brighton will be implemented to create an interconnected network of facilities that includes the trails and open space system and the multimodal street network.

Integrated Trails System. Brighton's multi-use trail system will expand to serve developing parts of the community – with key trail extensions along the South Platte River, Fulton Ditch and the Brighton Lateral Ditch, supplemented with short trail connections to create Safe Routes to School and complete missing links in street system connectivity.

Complete Streets. Transportation infrastructure within street rights-of-way will include sidewalks for pedestrians and bicycle facilities for cyclists of all riding abilities – parallel multi-use trails will be constructed along busy arterial streets; designated space will be striped on collector streets to create a network of bicycle lanes across the community.

Core Area Connectivity. In addition to addressing growth policies, the Active Transportation component presents a plan for cost-effectively retrofitting and restriping existing streets within the core area of Brighton to establish bicycle connectivity between existing neighborhoods and popular community destinations.

Pedestrian Principles. New streets in Brighton will include detached sidewalks separated from vehicle traffic, shaded by street trees, and fully accessible to elderly residents and persons with disabilities. New walkable neighborhoods will be designed to incorporate small blocks, mixed uses, continuous sidewalk networks and traffic-calmed streets.





TRANSIT VISION

Public transit – provided by RTD (Regional Transportation District) – will play an important role in Brighton by 2040. Two major elements of future transit will be regional high capacity transit and local circulation transit.

Regional High Capacity Transit

Express Bus/ Bus Rapid Transit will provide frequent connections directly to regional employment centers, including Downtown Denver, the US 36 corridor and Denver International Airport, as well as to employment centers in Brighton.

As regional express bus routes reach their practical maximum capacity **Commuter Rail** will support continued employment growth in Brighton and throughout the region.

Brighton will work closely with state and regional agencies and with neighboring jurisdictions on planning for Regional High Capacity Transit.

Local Circulation Transit

Local bus service in Brighton will improve as the City's population and employment grow. Brighton will establish a **local fixed-route transit network**. New routes will circulate within the city connecting destinations, including downtown, the Prairie Center mall and commercial corridors, and will also serve transit hubs, providing connections to regional transit routes.

Transit Facilities

Brighton will make improvements to **bus stops** within the City, prioritizing transit centers and high-use stops. Amenities would include shelters, bike parking, and trash receptacles.

Brighton will establish a **transit center** in the City Core to serve as a central transfer location between routes. Brighton will also establish one or more new park-n-rides on the east side of town to serve the growing population as well as a establish a bus layover facility within or near the Prairie Center shopping mall.

Land Use

Brighton will encourage and support new development as well as infill and redevelopment in identified mixed-use centers that will serve as destinations and service nodes for local and regional transit routes.

MONITORING AND REPORTING

To ensure the accountability and credibility of Brighton's transportation program, the City will monitor and report system performance on the Transportation Master Plan website. **Key indicators** will be tied to the six TMP goals.

Goal 1. Safety First

Indicator: Accident Rate: Fatalities & Injuries

Goal 4. Local Connectivity

Indicator: Intersection Density

Goal 2. Regional Connection

Indicator: Build-Out System Map

Goal 5. Walkable, Mixed-Use Neighborhoods

Indicator: WalkScore

Goal 3. Accommodate All Modes

Indicator: Local Mode Share

Goal 6. Concurrency Management

Indicator: Lane Miles Arterials & Collectors