

Salida Regional Transportation Plan



Prepared by:
City of Salida
Community Development
Department
and
Chaffee County
Development
Services

Final Adoption
Salida City Council
November 3, 2009
and
Chaffee County
Board of
Commissioners
December 8, 2009



EXECUTIVE SUMMARY

This Regional Transportation Plan has been created with these five main ideas in mind: (1) to respond to existing transportation patterns, (2) to be proactive in providing transportation for the future, (3) to alleviate pressures on our current transportation network; (4) to provide route alternatives; and (5) to encourage other modes of travel. While many of the ideas generated in this plan have been citizen driven, there still remains the challenge of balancing public participation and professional planning practices. The Salida Regional Planning Commission believes that this Plan functions for both.

The issues affecting transportation for future generations include population growth, development patterns, physical fitness, health of the local economy, fuel prices, and maintenance of the transportation network. All of these issues are compounded by existing transportation systems that may not adequately handle the challenges. This Regional Transportation Plan sets forth guidelines to consider transportation systems that can accommodate future growth pressures and economic trends.

The Plan provides clear direction to build upon the existing street network, make improvements where needed and provide adequate transportation facilities to accommodate future growth and diverse transportation needs. The implementation section prioritizes needed improvements that have been identified, suggests potential funding mechanisms for improvements and clearly explains the responsibilities for new development to provide for adequate transportation infrastructure.

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ACKNOWLEDGMENTS

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Chapter 1

Introduction



1.1. Purpose of this Plan

Regional transportation plans are common planning documents adopted by governmental agencies that identify and analyze transportation needs of a region and create a framework for project priorities. Modern transportation planning emphasizes the total transportation system and considers all modes of transport and all types of improvements for a state, region or urban area.¹ This Salida Regional Transportation Plan focuses on the area around the City of Salida and the City's connections to the county. A large part of this Plan has been written as a response to the growth patterns that have already occurred, i.e., disconnected neighborhoods surrounding Salida; but this Plan is also intended to be pro-active and to be a guide for future development. This Plan was prepared by the Salida Regional Planning Commission (Salida RPC) with substantial input from the public and by the planning staffs of the City of Salida and Chaffee County.

1.2. Other Planning Documents Used

Because other planning documents have been created in Salida and Chaffee County based on public participation, many of the themes and ideas that were brought forth in those documents were used in part to create the Salida Regional Transportation Plan. These planning documents include:

- City of Salida and Chaffee County Intergovernmental Agreement (2008)
- Salida Comprehensive Plan (2001)
- City of Salida Parks, Recreation, Trails, and Open Space Master Plan (2008)
- Chaffee County Comprehensive Plan (2000)
- Chaffee County Trails Master Plan (2003)
- Highway Master Plan Phase I for Chaffee County (2001)
- Vandaveer Ranch Overall Development Plan (2007)
- Chaffee County Land Use Roundtable Recommendations (2008)
- Salida Highway Corridor Improvement Plan (2007)
- Salida Raw Water Plan (2009)

¹ Principles and Practice of Urban Planning, 3rd edition. 2000. International City Manager's Association, Chapter 9, p. 201.

1.3. Salida Regional Planning Commission (Salida RPC)

The City of Salida (City) and Chaffee County (County) signed an Intergovernmental Agreement (IGA) in 2008, and subsequently established the Salida Regional Planning Commission to plan for growth and development for the area around Salida. The Salida Regional Planning Commission is composed of three members from both the Salida Planning Commission and Chaffee County Planning Commission and one alternate from each planning commission.

As one of its first missions the Salida RPC endeavored to create a Regional Transportation Plan that considered the current and future transportation needs of the area surrounding Salida. The plan establishes the goals and objectives for transportation, identifies regional challenges, identifies the approximate locations and criteria for new road connections, identifies which roads and intersections need improvements, incorporates plans for trails for the community, plans for anticipated future development and includes opportunities for expansion of transit. Implementation of this plan should begin to alleviate the pressures that new development has created on our current transportation network, and provide alternatives in both route and mode of travel.

1.4. Public Involvement/Creating the Plan

For any planning document to be successful in its adoption and ultimately its implementation, it must have been created with active participation of the citizens of the community. This plan was no exception.

City and County planning staff reached out to a number of different stakeholders for input during this process.

- Salida Public Works
- Chaffee County Road and Bridge
- South Arkansas Fire Protection District
- Salida-area Parks, Open Space and Trails
- Salida Recreation Advisory Board
- Chaffee County Transportation Advisory Board
- Salida Rotary
- Town of Poncha Springs
- Chaffee County EMS
- Chaffee County Heritage Area Advisory Board
- Colorado Department of Transportation
- Salida Mountain Trails
- Salida Business Alliance
- Heart of the Rockies Chamber of Commerce
- Heart of the Rockies Regional Medical Center
- Colorado Division of Wildlife
- Arkansas Headwaters Recreational Area
- Bureau of Land Management
- Salida Police Department
- Chaffee County Sheriff Department
- Chaffee County Board of Realtors
- Airport Board
- Salida School District
- Chaffee County Cattlemen's Association

In addition to meetings with the above groups, three public workshops were held during the development of the plan as well as five public hearings. The following is a brief summary of each of those meetings and the issues discussed. The workshops were facilitated by Salida RPC members, with support from staff.

December 9, 2008 Workshop: Approximately 40 citizens came to this workshop to express their interest in developing the Plan. Staff discussed the purpose of transportation plans and provided a framework on how this plan might be approached, which would include a substantial amount of public input. Each table was provided with (1) Worksheets to prompt ideas for goals and objectives; and (2) Maps of the region with colored markers for drawing new transportation connections. The citizens were asked to:

- ⇒ Create a goal and objectives for the Plan
- ⇒ Evaluate the existing road and trail connections.
- ⇒ With the markers provided, create new, realistic connections to places of importance/interest, i.e., hospital, downtown or schools.

Citizens generated fresh ideas including transit center locations, opportunities for trail connections, and alternative routes to the hospital. They also identified dangerous intersections and other transportation concerns. Staff incorporated this information into new maps, which were then evaluated at the next public session.



February 4, 2009 Workshop: During this gathering, citizens were asked to:

- ⇒ Review the revised map generated from the December 9 meeting for accuracy. This involved identifying opportunities for road realignment, new trails and connections, and transit stop locations. Citizens made changes accordingly and came up with additional ideas.
- ⇒ Refine the Plan goal and objectives.
- ⇒ Identify more specifically transportation corridors which will create additional connections between State Highway 291 and US Highway 50.

May 6, 2009 Workshop: At this workshop, the first rough draft of the written Transportation Plan was distributed to the public for initial comments. It was stressed that this was the first draft of the plan intended to provide the framework so that citizens could begin to understand how the Plan would look, how it would be integrated with other planning documents, and how citizens' comments would be incorporated. The citizens participated in three activities:

- ⇒ Review of the Overall Transportation Map
- ⇒ Review and prioritization of Critical Intersections
- ⇒ Visualizing Streetscapes

July 15, 2009 Salida RPC Public Hearing: This was the first public hearing held after the initial draft (June 2009) of this Transportation Plan had been distributed to the 25 review agencies. Planning staff compiled the agency comments and presented the ideas and concerns at this public hearing to the Salida RPC. Many citizens and agency representatives attended the public hearing to further address ideas. Most of the ideas presented were easily incorporated. Some of the concerns required additional collaboration, such as working with the Division of Wildlife on a proposed collector to the hospital in the vicinity of County Road 154 adjacent to Franz Lake. Many great

ideas were brought forward and it appeared that most people understood and embraced the need for this plan. The Salida RPC continued the hearing to the August 19, 2009 meeting with direction to staff to incorporate agency and public comments into the plan.

August 19, 2009 Public Hearing with Salida RPC: Prior to this hearing, planning staff met with review agencies who had expressed concerns on the Transportation Plan including the Town of Poncha Springs and the Colorado Division of Wildlife to ensure that their needs were considered. Staff then incorporated all of the final agency review comments, added clarifying language, and revised the maps according to the Salida RPC's direction and to ensure that the Plan was more thorough and comprehensive.

The Salida RPC listened to additional testimony from citizens and unanimously made a recommendation to approve the Salida Regional Transportation Plan and directed staff to make final changes to the Plan that included: (1) add additional language regarding collaborative planning implications with respect to the Town of Poncha Springs and the Colorado Division of Wildlife; (2) add school bus routes; (3) add final changes to trails as suggested by SPOT; (4) add language regarding County Road 177 as a collector; and (5) add language that discusses what triggers the development of transportation infrastructure.

September 29, 2009 Public Hearing with Chaffee County Planning Commission: County and City staff provided an in-depth review to the Chaffee County Planning Commission (CCPC) of the process leading up to the creation of the SRTP, including the extensive public outreach component. The CCPC discussed the need for transportation planning overall, and questions were raised regarding the requirements for developers. Some of the discussion centered around the proposed 80-foot width of proposed collector roads. It was reiterated that site specific development will dictate the actual width in all locations; it was also noted that current codes require any new collectors in the City to be built to 90 feet in width, and any new collectors in the County to be built to 84 feet in width. The CCPC commended staff on the compilation of the SRTP and believe that the Plan will be a useful tool for future planning. The CCPC recommended approval of the SRPC, with one member opposing because of the width of collector roads.

September 28, 2009 Public Hearing with Salida Planning Commission: Several members of the public attended the meeting and offered comment on the overall plan. The Heart of the Rockies Regional Medical Center presented their ideas and concerns about the proposed Collector B from SH 291 to County Road 160. They offered support for the plan and its goals of improving access to the hospital; but they also expressed concern regarding the specific location for Collector B. These concerns were addressed by updating the language in the plan for Collector B which would require engineering for the construction of this Collector. Other members of the public spoke in favor of the plan and noted that it would help reduce traffic pressures caused by development on the periphery of Salida. The Salida Planning Commission voted unanimously to approve the Salida Regional Transportation Plan with the recommended changes to the language to Collector B in Chapter 9.

October 13, 2009 Public Hearing with Chaffee County Board of County Commissioners: County and City staff gave an in-depth presentation of the public process leading up to the current version of the SRTP. One of the Commissioners was not present for the public hearing, and the two remaining Commissioners continued the public hearing to November 3, 2009.

October 20, 2009 Salida City Council: The Salida City Council held the First Reading of Ordinance 2009-16 to adopt changes to the Salida Municipal Code referencing the SRTP. The Council also passed Resolution 2009-51 adopting the SRTP. Many of the Council members expressed gratitude for the amount of time the Salida Regional Planning Commission had spent collecting public comment on the plan. They recognized the members of the public who attended the public workshops and offered their suggestions. The Council also expressed their hope that the Board of County Commissioners would also adopt the plan. The first reading passed unanimously adopting the SRTP into the Salida Municipal Code.

November 3, 2009 Public Hearing with Chaffee County Board of County Commissioners: City and County staff gave a brief overview of the events leading up to this public hearing including a summary of the presentation given on October 13, 2009. Discussions at this public hearing centered around the feasibility of specific development requirements adjacent to collector roads. Testimony was heard from private property advocates regarding takings and that alternative consideration should be given to the required width of collectors. The Board of Commissioners asked that planning staff consider these comments to find ways to incorporate additional language into the SRTP.

November 3, 2009 Salida City Council: The Salida City Council held the Second Reading of Ordinance 2009-16 and adopted changes to the Salida Municipal Code referencing the SRTP with a unanimous vote among the Council.

December 8, 2009 Public Hearing with Chaffee County Board of County Commissioners: The Board of Commissioners adopted the SRTP at this public hearing after additional testimony that site specific development will dictate the actual width of collectors in all locations. It was also noted that current code requires any new collectors in the City to be built to 90 feet in width, and any new collectors in the County to be built to 84 feet in width.

Chapter 2

Goal and Objectives



At each of the workshops, the facilitators prompted citizens to determine or reaffirm the goal and objectives for the regional transportation plan. Citizens fine-tuned the goal and objectives to the following:

2.1 Goal:

“To protect and enhance the vitality and values of our community by planning for safe and efficient modes of travel for automobiles, pedestrians, bicycles, and public transportation.”

2.2 Objectives:

Safety: Transportation routes should be well-designed providing for various modes of safe travel for all users. Components of safe travel include designated areas for different modes of travel, clear signage, proper speed limits, well-engineered intersections and ongoing enforcement. Integrate safe routes to schools with wider sidewalks, streets that accommodate bike lanes, and encourage safer travel practices in these areas.

Interconnected: All users should be able to travel easily to and from their neighborhood to commercial centers, major destinations such as the hospital, and recreation areas. An interconnected transportation network provides direct routes and multiple paths of travel. A priority for this area is to create a complete, user-friendly connection between SH 291 and US 50 west of Salida and establish multiple routes to the hospital, commercial centers, and other major destinations that are efficient and safe.

New Development: As subdivisions, new development or significant redevelopment occur, the transportation routes identified in the plan should be secured with construction occurring as needed for the new development. Impact fees may be required for projects with off-site impacts on roads and intersections. All new developments should be designed to accommodate multi-modal travel. Expectations for developers should be clarified to limit surprises during the planning review process. New development should be required to connect into the established grid and proposed road system and provide multiple access routes.

Multiple Access Points: Subdivisions should have multiple vehicular access points to City Streets or County Roads to ensure adequate emergency access and connections to adjacent properties or developments.

Multi-Modal: Our climate accommodates year-round bicycle and pedestrian travel while health, economic and environmental concerns encourage these methods of travel. New transportation corridors and connections should pay attention to suitable design for multiple modes of transportation including pedestrians, bicycles, mass transit, single-occupancy vehicles and trucks where appropriate. Education programs should be established to help all users recognize one another, be courteous and increase safety.

Land Use: Designation of transportation routes and other infrastructure improvements can drive the location, type, and intensity of new development. The routes designated in the plan should anticipate the location and desired intensity of new development, be consistent with desired land use patterns, and encourage multiple transportation options as a means to stimulate the economy.

Complete Streets: A variety of model streetscapes should be developed for the various types of transportation routes identified. The model streetscapes should be complete including storm water treatments, landscaping, paths of travel for all users, and parking. Materials and design should lend themselves to minimal maintenance requirements to ensure they hold up over time with reasonable maintenance costs, taking into consideration permeable surfaces where possible.

New Streets: Streets in new developments should be designed to enhance existing topography and natural features, have multiple connections to existing development and adjacent vacant lands, be coordinated with utility infrastructure, and not “T” into existing or planned home sites. When “T”-intersections are planned or needed, they should terminate at public spaces or parks. When constructed, streets should be complete, as described above.

Existing Railroad Corridor: Encourage the use of the existing railroad corridor and obtain easements where possible for future transportation purposes, which may include alternative modes of travel, such as trails or transit, or perhaps the return of the railroad.

Implementation: The primary implementation method for the plan will be the requirement for the creation of transportation routes coincidental with new development. The plan should serve as a guide for property owners and developers delineating clear expectations for their project. It is the hope of this plan that transportation improvements will be installed proportionately and equitably as a requirement for new development. It is also the hope that local governments work in collaboration with developers to improve existing intersections and roads and to pursue addition connections. The governing bodies will also be proactive in land acquisition and identifying funding opportunities that will help implement the plan.

Chapter 3

Regional Context



3.1 History of Salida's Transportation System

The City of Salida was platted utilizing the grid pattern in 1880 and was a major railroad hub which supported the mining and agriculture in the Salida region. This grid continued to develop over the early half of the 20th century with F Street as the central arterial to connect the Downtown to the railroad station on the north side of the river. The Denver and Rio Grande Railroad (D&RG) constructed extensive railroad facilities adjacent to downtown Salida which became the natural base for the current vibrant community of downtown Salida. As Salida grew, the downtown grid expanded and the residential districts developed along the same grid layout surrounding the downtown. The grid pattern continued to expand through the 1950's, reaching Rainbow Boulevard/US Hwy 50.

By the middle of the 1950's prosperous mining activities began to decline and railroad activity diminished, leading to railroad lands being sold to private land owners in various locations. In the 1970's and 1980's residential growth began replacing agricultural lands around the periphery of Salida, farther away from the city's core, which created more dependence on automobiles. This growth, combined with topography, road and easement widths, county development patterns, rivers and ditches, has resulted in developments that were created without considering regional context and interconnectedness.

This growth trend continued into late 1990's, when the railroad finally ceased operations in 1998. The automobile has now become the primary source of transportation in the valley, and truck traffic has increased on the major arterials.

The original grid pattern of Salida's downtown has remained highly functional from an economic, social and transportation perspective. This coupled with architecturally pleasing structures have led the way to Salida's Historic Downtown designation on the National Register of Historic Places, which has largely withstood economic fluctuations. Downtown Salida continues to be a source of pride for Chaffee County residents and will also continue as a major transportation hub of Chaffee County.

The newest component in the area's transportation network is trails. The last ten years have seen substantial efforts to create a trail system in and around the City including a rails-to-trails project creating the Monarch Spur Trail. Since the creation on the Monarch Spur Trail, the backbone of the system, several other trail projects have successfully been completed and are widely used by citizens for recreation and transportation.

3.2 Regional Context

Chaffee County is located in the center of the State of Colorado, bordered by largely rural Park, Lake, Gunnison, Saguache, Pitkin and Fremont Counties. (See Regional Map 3).

Nestled in the Arkansas River Valley surrounded by scenic mountains and beautiful vistas, Chaffee County has become a regional destination for tourists seeking outdoor adventure and quiet second homes. Chaffee County is located along the Collegiate Peaks Scenic Byway, amongst the highest mountains in the State of Colorado. US Highway 285 is the principal north-south arterial connecting the front range with Chaffee County, with US Highway 50 as the principal east-west arterial. State Highway 291 travels through Salida connecting US 50 to US 285.


Chaffee County is home to three incorporated municipalities: Salida in the southeast portion of the county, Buena Vista in the north, and Poncha Springs in the south central area. Salida is the largest municipality in the County (5,504 residents), and is the County Seat. Buena Vista is located 24 miles north of Salida and Poncha Springs is located 2.5 miles west of Salida. The City of Salida comprises 34% of Chaffee County's population. The nearest city east of Salida is Canon City (60 miles) in Fremont County, and the nearest city to the west is Gunnison (65 miles), in Gunnison County.

Traveling west from Canon City towards Salida, US 50 follows the Arkansas River through Bighorn Sheep Canyon, which is a popular area for fly fishing and river rafting, and provides access for many outdoor public recreational lands. West of Salida, US 50 crosses the Continental Divide at Monarch Pass near the Monarch Ski Area, and continues on to Gunnison and Montrose. US 285 enters the valley over Trout Creek Pass east of Buena Vista, and continues south through Poncha Springs and over Poncha Pass into the San Luis Valley.

3.3 Poncha Springs Growth Area

The Town of Poncha Springs is located approximately 2.5 miles west of Salida on Hwy 50, at the intersection of US 50 with US 285. The 3 mile planning areas of Salida and Poncha Springs overlap, however each community desires to maintain their separate identities. Each has identified the need to establish a community separator so that the two communities do not grow together. In the context of this plan, land use planning in the area in between needs to be coordinated to maintain that separation, yet still provide a cohesive regional transportation system.

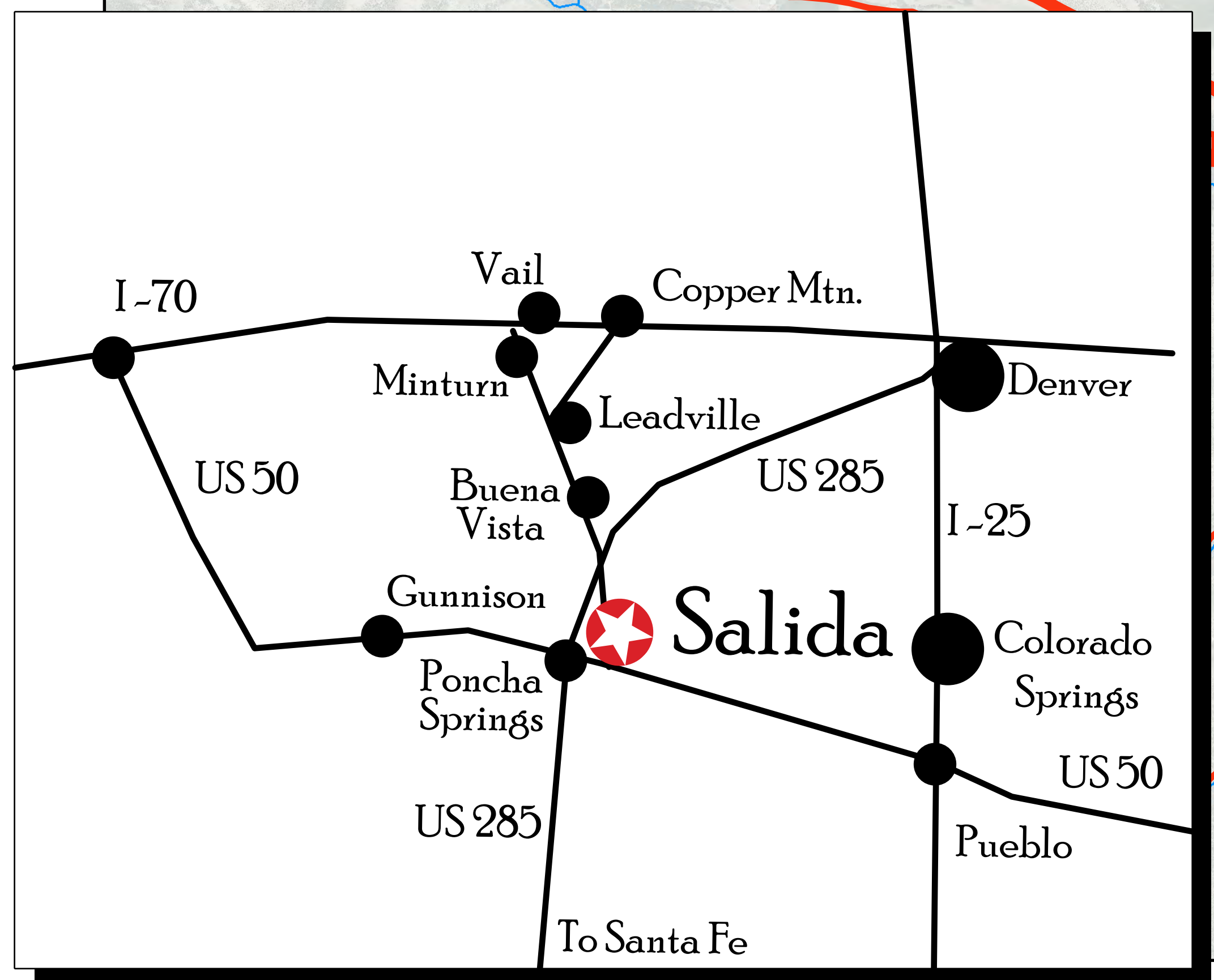
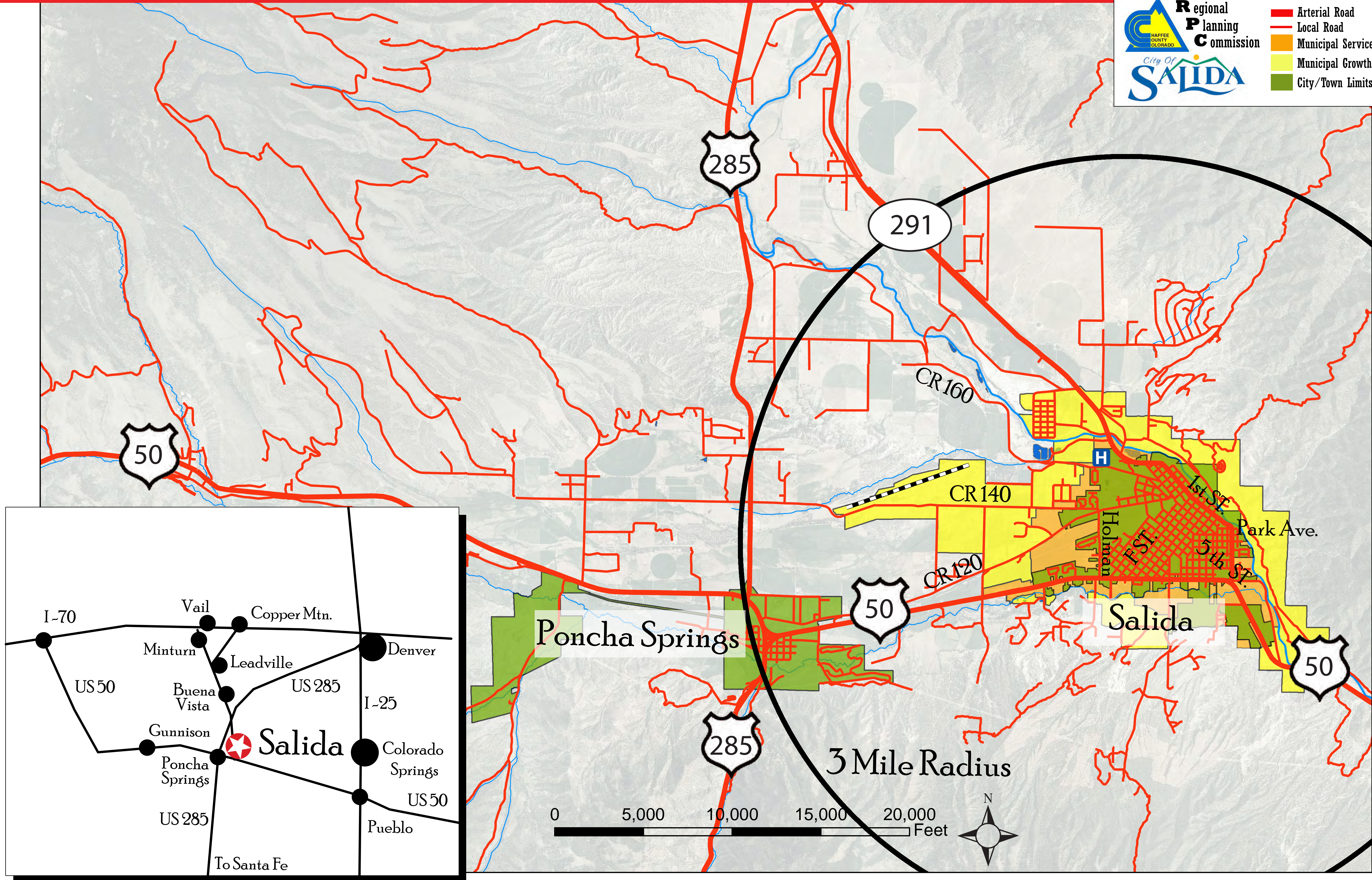
3. Regional Context



Regional
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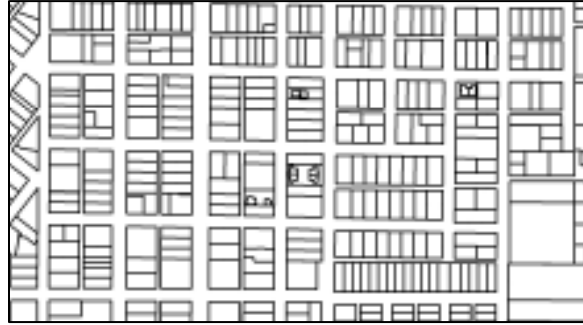
City of
SALIDA

- Arterial Road
- Local Road
- Municipal Services Area
- Municipal Growth Area
- City/Town Limits



Chapter 4

Population and Growth Trends



Salida's Street Grid Pattern

4.1 Growth Trends

The type and location of residential and commercial development has been changing over the past few decades. As people became more mobile with automobiles and cheap fuel, development policies led to a concentration of commercial growth away from the downtown core, along the highways. Residential areas followed a similar trend, away from the core, to more rural areas for a continuing trend of new subdivisions being platted in surrounding County lands. Many of these new developments create dispersed residential subdivisions that put added automotive traffic on Salida's collector streets. Lands west and south of Salida have been developed in disconnected patterns. Added infrastructure improvements will allow Salida to continue to grow in these directions.

New commercial growth has continuously been occurring along the US 50 corridor and infill development is also continuing to occur along the SH 291 corridor that runs through Salida's Historic Downtown. Industrial uses continue to occur in Smelertown north of Salida. As the demand increases for development of lands in all areas of the county, the possibility of conflicts between urban and rural land uses increases as well. New residents increase demands on the county and city for facilities and services such as road maintenance, recreational facilities, law enforcement and emergency services. The location of new development must be carefully considered to reduce conflicts with agricultural uses and limit undue burdens on the ability of the City and County to provide public facilities and services.

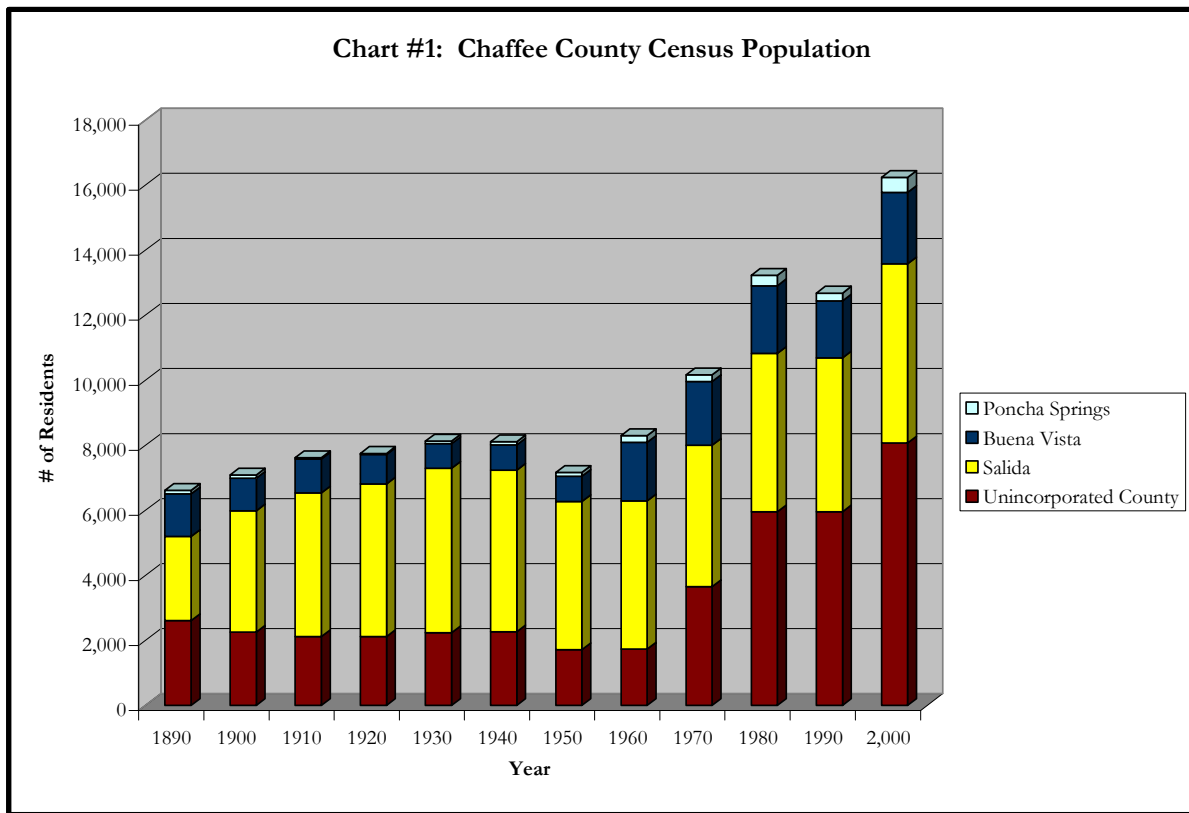
With changing economies, concern about costs for infrastructure service and rising fuel costs, a desire by new residents to live closer to downtown, and concern about the environment, a more recent trend has been infilling and redeveloping within the city. New plans should create connections that relieve stress on the collectors in this region and provide citizens opportunities for alternative modes of transportation.

4.2 Population

Since 1910 the population in Salida has fluctuated between 4,400 and 5,500 residents. During the same period the population in the unincorporated County increased from 1,700 to 8,000. Until the 1970's there were always more residents in the City of Salida than in the entire unincorporated area of Chaffee County. The 1980 census was the first to report more residents living in the unincorporated county (county wide) than in Salida. The ten years between 1990 and 2000 saw the population in the entire county increase by 28.1%, while the population in Salida grew 16.2% in the

same time period. Currently there is a greater population within the City limits than in the area immediately surrounding the City, although the growth trend appears to be continuing with the population in the unincorporated areas of the county growing faster than the population in the city in recent years.

The Colorado Department of Local Affairs, Office of the State Demographer, predicts that the population of Chaffee County will continue to increase over the coming years at a faster rate than the past may indicate. As of 2005, approximately 16,889 people lived in Chaffee County. By the year 2035, however, the State Demographer projected that Chaffee County will grow to a population of approximately 29,353 people, an increase of approximately 12,464 people. This continued growth and in particular the trend towards faster growth in the unincorporated areas of the county has the potential to cause severe negative impacts on transportation. The new residents in the unincorporated areas will drive to the city for work, shopping, schools and other needs. By having a plan in place, we can anticipate the future growth and provide adequate transportation infrastructure to serve the current and future residents.

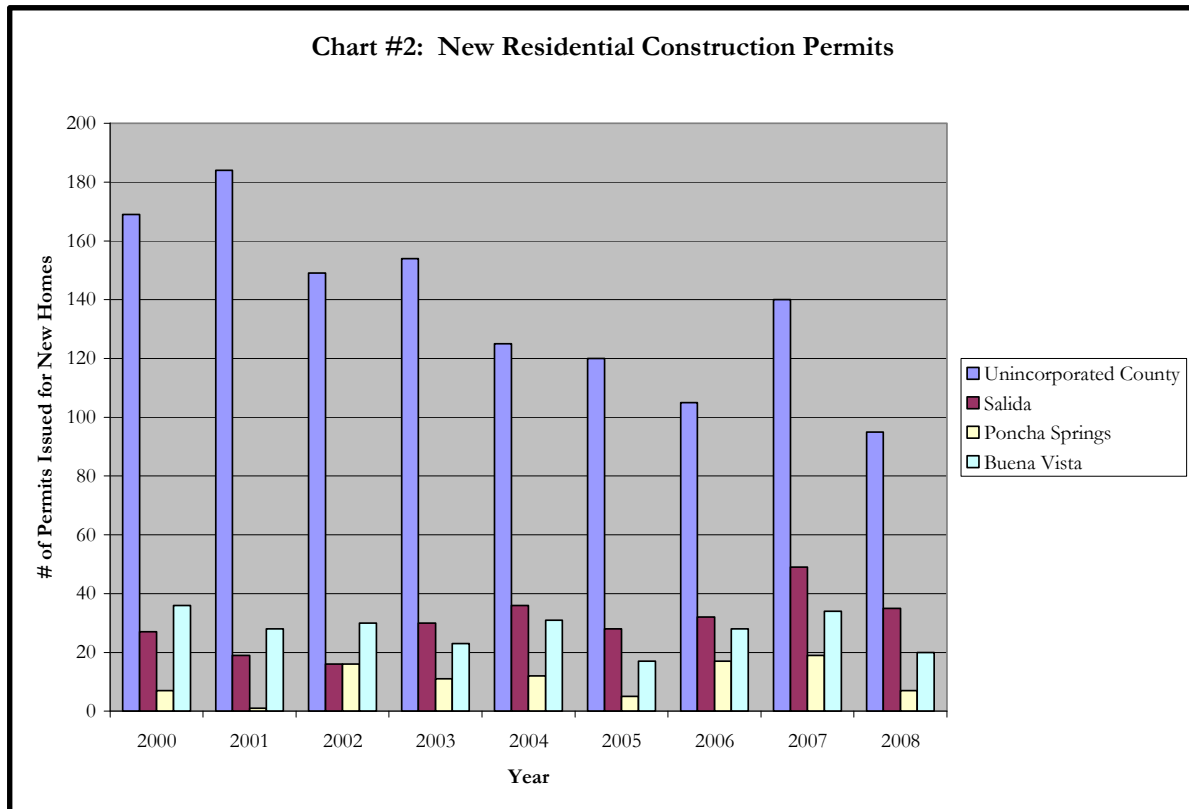


4.3 Second Homeownership Trends

During the period from 1990 to 2000 the number of vacant units decreased in both the city and the county, however, the number of units used for seasonal, recreational or occasional use increased by 43% in Salida and by 26% countywide.

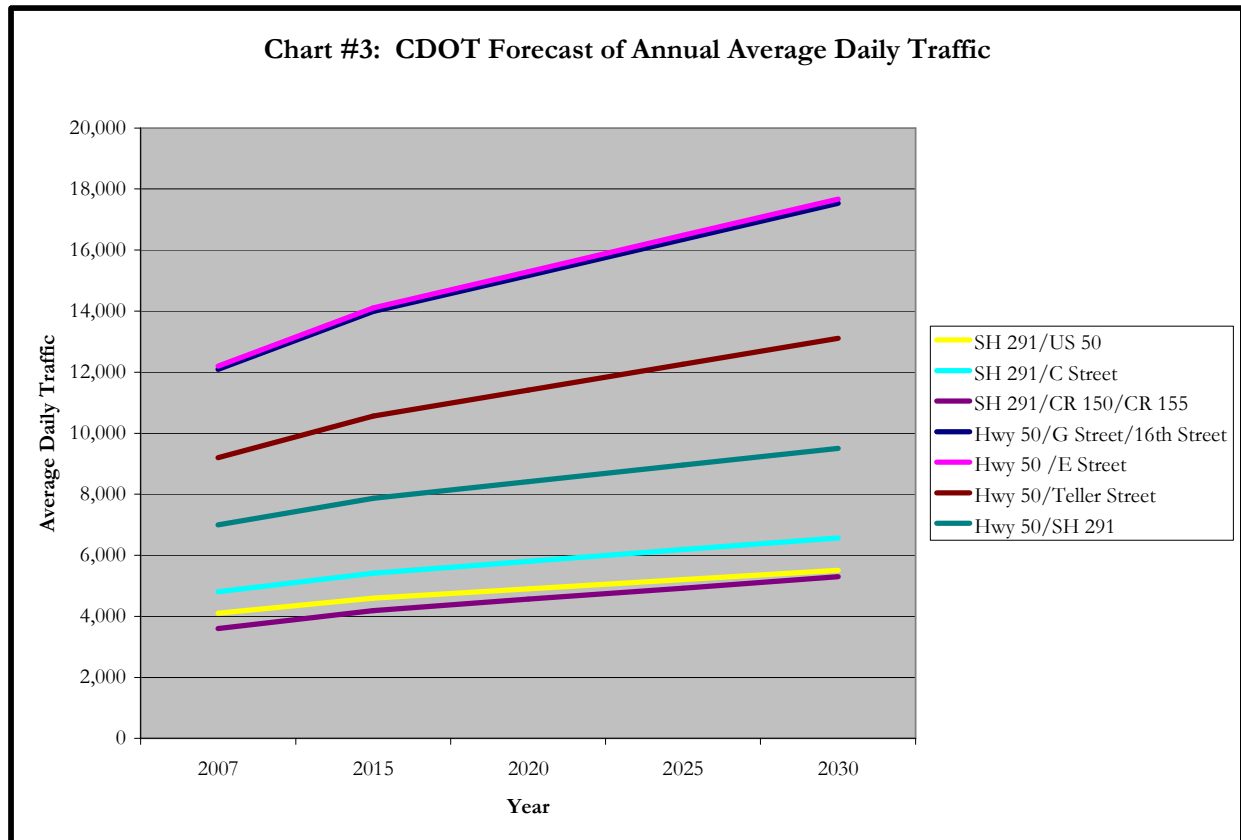
The following chart shows the number of residential building permits issued in this decade for Salida, Poncha Springs and the unincorporated County. The number of permits issued in the city has more than doubled from the early years of this decade; however, the State Demographer’s Office believes that the city is actually losing population as more of the new and existing homes are purchased by second homeowners.

New housing construction also shows an increase in the number of multi-family structures and condominiums, which is further indicative of both increased second home ownership and an aging population with smaller households, both of which contribute to the apparent decline in Salida’s population.



4.4 CDOT/Traffic Trends


Similar to the state demographer, the Colorado Department of Transportation (CDOT) also anticipates continued increases in traffic on the two state highways in Salida, US Highway 50 and SH 291. The following chart shows the predicated annual average daily traffic at several intersections along each of these roads. This information is available on the CDOT website at www.dot.state.co.us.



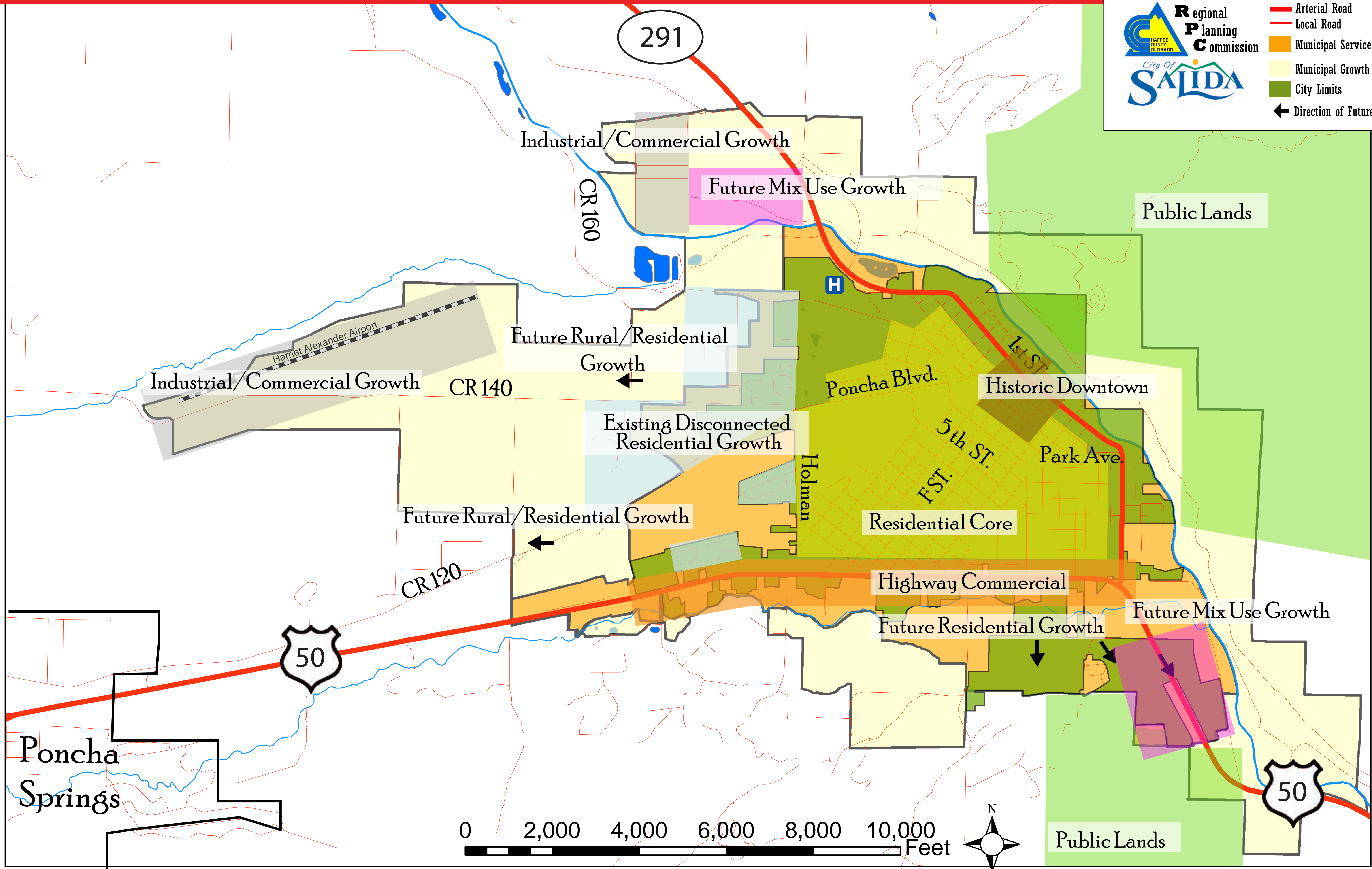
4.5 Seasonal Influences

Along with a growing number of residents in Chaffee County, the number of visitors to the area continues to increase. Salida and Chaffee County have become a destination for tourism and recreation. The summer season, with rafting and river activities as an anchor, is the busiest time of year. Monarch Mountain ski resort is a winter destination bringing tourists to the area throughout the winter season. These tourists arrive in cars and other large recreational vehicles. This has put an added demand on the current transportation network. In the visitor “shoulder seasons” of spring and autumn, there are lower volumes of tourists participating in activities such as heritage experiences, hunting, hiking, fishing and bicycling.

4. Growth Trends



- Arterial Road
- Local Road
- Municipal Services Area
- Municipal Growth Area
- City Limits
- Direction of Future Growth



Poncha Springs

Public Lands

Chapter 5

Existing Land Uses



Salida and the surrounding planning area contain a wide range of land uses including residential, agricultural, commercial and industrial. In most cases, segregation of uses is not desired, but rather, accommodating a variety of complimentary uses is beneficial in most areas, which tends to decrease traffic generation. Following is a brief description of the types and locations of land uses in and around Salida.

5.1. Residential

Established residential areas are located near the downtown area and consist of a variety of housing styles at moderate densities. New low-density residential development is generally occurring west and south of downtown, and south of Hwy 50. Recent years have seen an increasing amount of infill development in the established residential areas of the city as well as a smattering of new subdivisions ranging in size from two to 80 homes. Land use intensity is low-to-moderate throughout the community and agricultural uses can still be found in the less developed areas around the city. These agricultural uses help preserve the city's rural image and character.

5.2 Commercial

Commercial activity is focused along US 50 and in the historic downtown area. New development and redevelopment are occurring in both of these areas. Existing development along US 50 includes the bulk of the retail and commercial activity in the city, with some commercial activity along SH 291. By and large, development along US 50 is typical of "strip" commercial development, which tends to lack uniformity and is uninviting to and unsafe for pedestrians and bicyclists. These developments have been designed with large parking lots catered to automobiles, and not for pedestrians.

5.3 Industrial

There is little industrial use remaining in the City. Much of the heavy industry left with the decline of the railroad and has yet to be replaced. There are some remaining industrial businesses along the old Monarch Spur line and along Oak Street, but most heavy industry is located outside of the municipality. The Salida region has four primary industrial areas: (1) Harriett Alexander Field, (2) Smelertown area, (3) the Tenderfoot Industrial Park, and (4) Cleora, near the wastewater treatment plant.

It is important for the long-term economic health of the region, that areas for industrial uses be maintained. Adequate access for trucks and equipment is integral for successful business. Transportation to and from these areas should be maintained as new development occurs in these areas.

5.4 Chaffee County Zoning

Map #5, Existing Land Uses, shows three Chaffee County zoning designations adjacent to the Salida City limits. (1) Commercial uses and zoning along the US Highway 50 and State Highway 291 corridors; (2) Residential uses and zoning to the west and to the south of Salida; and (3) Rural residential uses and zoning north of Salida, as well as a portion south of the Vandaveer property. The County's density standards for these three zoning designations will allow a residential density of one unit per two acres with a well and septic on the property; and if central water and sewer are available on the property, the parcel can be subdivided down to 5/8 acres.

In an effort to foster collaborative land use planning between the City of Salida and Chaffee County, the two agencies entered into an Intergovernmental Agreement in the spring of 2008. The purpose of this collaborative effort was, in part, to establish desirable, functional and sustainable land uses on the outskirts of Salida, which would be compatible with projected city growth patterns.

5.5 Downtown Salida

Downtown may be accessed by SH 291, which becomes First Street as it enters the City from the northwest and Oak Street before it connects with US 50 in the southeast. As SH 291 enters downtown Salida it becomes a two lane road bordered by on street parking and sidewalks which is the typical road structure of the downtown grid.

The downtown includes a variety of uses including retail storefronts, restaurants, residences and a variety of service businesses. Many of the structures date to the turn of the Twentieth Century and are built to the sidewalk in the front creating a pedestrian oriented environment. Parking is somewhat limited with most being provided for along the streets or in the public parking lots. There is no limit on residential density in the downtown.

There is a persistent problem with high vacancy rates in both residential and commercial space in the downtown. Despite some vacancies, the downtown remains the cultural center of the region with the SteamPlant Theater and Events Center, the Arkansas River and the many events in Riverside Park drawing residents and visitors alike.

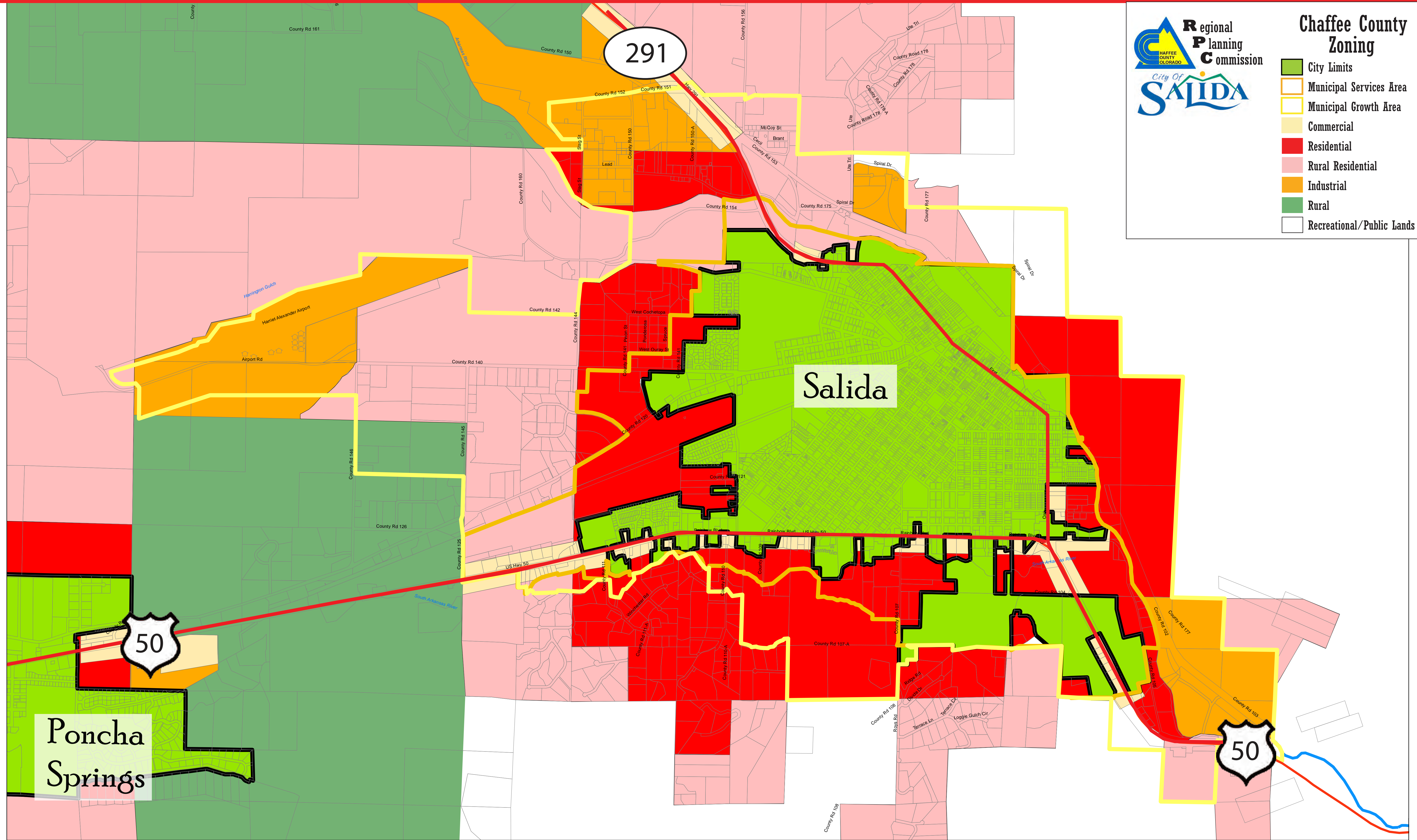
The downtown grid relieves congestion, allows multiple connections to US 50, and provides easy access for pedestrians. The grid includes alleys which are used for deliveries and access for employees for the downtown businesses. This allows for truck service to deliver goods without interfering with the flow of traffic. Improving access to the lands on the north side of the river, which runs through downtown is important both for the adjacent recreation opportunities and future connections to development east and west of the existing city.

5. Existing Zoning



Chaffee County Zoning

- City Limits
- Municipal Services Area
- Municipal Growth Area
- Commercial
- Residential
- Rural Residential
- Industrial
- Rural
- Recreational/Public Lands



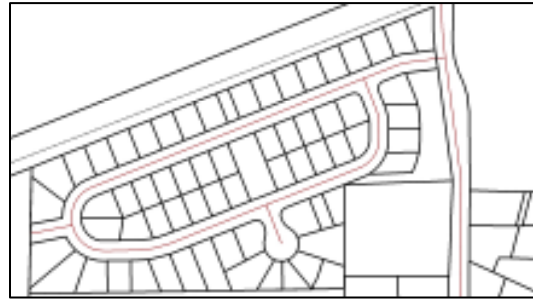
Poncha Springs

Salida



Chapter 6

Existing Transportation Systems



Early in the development of the City of Salida, a grid pattern of streets was established. This grid has largely been retained in the core of the City. Newer developments on the edge and outside of the City have road networks that have developed into a pattern that is considered unsustainable by transportation specialists. This newer system is largely composed of disconnected roads and cul-de-sacs, which makes it difficult for residents of these areas to make trips to stores, schools, or other neighborhoods without using a car as the primary mode of transportation. The purpose of this plan is to direct the creation of a multimodal transportation network that allows the low density residential road network surrounding the City to connect to the established neighborhood development of Salida through an integrated system of trails, bike paths, and new road connections. The plan calls for improvements within the established transportation system as well as vital future connections to accommodate and direct growth.

On Map 6.1, Existing Transportation Systems, the Salida area roads are divided into a functional classification of (1) arterials, (2) collectors, and (3) local streets. Each classification is based on the road's existing and anticipated function, which provides guidance when planning new developments. Each road classification is different with respect to:

- Roadway design, including cross section, lane configuration, roadway widths, bicycle lanes and pedestrian connections.
- Traffic mitigation, such as signalization, posted speed limits, signage, traffic calming devices or speed reduction measures.
- Access management, including access drive design and access permits from CDOT, Chaffee County or the City of Salida.

6.1 Arterials

In the area around Salida, the arterials are the state operated highways. Arterials provide direct service to major centers of activity and provide roadway continuity for trans-regional, inter-regional and interstate trips, connecting Salida to surrounding regions. Appropriate adjacent land uses include commercial areas, open space, public lands, industrial sites, and community structures and institutional sites. Arterials typically terminate at or connect with other arterials, and provide access to collectors and local streets. According to the State Highway Access Code, driveway accesses should be carefully planned to minimize potential conflicts between modes of transportation, and

may be shared between adjacent property owners where possible to create safe accesses at consistent separations. Provisions for other modes of transportation in addition to motorized vehicles must be included in new development and upgrades along these highway corridors.

The main highways discussed in this Plan are US 50 and SH 291, but US 285 is also important. These are state and federal highways that connect Salida with other municipalities across the state and the country. These serve as the gateway to Salida's historic district and to the headwaters of the Arkansas River. US 50 and SH 291 are maintained by CDOT and service the major commercial areas for Salida that are vital to the local economy. As these highways enter city limits, the streetscapes should reflect the character of the adjacent neighborhoods and corridors. Future improvements in these neighborhoods and corridors should be made so that they accommodate pedestrians and cyclists and enhance commerce by creating more attractive access configurations and circulation patterns along the rights of way.

US Highway 50 (Rainbow Boulevard in Salida)

US Highway 50 connects Ocean City, MD to San Francisco, CA, and is the major east-west arterial running through central Colorado. It is the major truck route that provides commercial supplies to south and western Colorado with Salida as the last major stopping point on the east side of the continental divide.

CDOT regulates the maintenance, access, signalization, road striping and any improvements that may occur on US Highway 50 within the right of way. The Highway Corridor Improvement Plan, adopted in by Salida City Council in 2007, provides a new streetscape design for the corridor including curb, gutter, sidewalks, uniform street lighting, and gateways. This plan will be implemented by the City through grants from CDOT and from private investment by new developments. The first phase of implementation is underway with construction beginning in the fall of 2009.

From the east, where the highway exits the Bighorn Sheep Canyon, US 50 is a two lane highway with turn lanes for collector streets. With limited development currently existing east of the intersection of SH 291 and US 50, improvements in this section of the Highway corridor should be planned with new developments. Any plans for Vandaveer Ranch, which is located adjacent to US 50, will need a highway improvement plan that is approved by CDOT and the City of Salida.

Stormwater and drainage are not adequately addressed throughout the US 50 corridor at this time. Drainage will need to be addressed in the areas west of the intersection with Holman Avenue prior to the installation of streetscape improvements. Likewise drainage must be addressed in concurrence with new development along the highway.

There are two traffic signals along US 50 in this Plan area. The first was installed with the construction of the Wal-Mart store on the west end of the City boundary. The second was installed in 2007 at the intersection with CR 107 and New Street. A third signal is scheduled for installation at the Holman Avenue intersection in the fall of 2009.

Beyond the City limits there are shoulders on the highway that can accommodate cyclists, but this is not a popular route due to heavy traffic volumes. There are no facilities for pedestrians outside of the City along this corridor.

State Highway 291 (Oak Street and First Street in Salida)

SH 291 is the major northwest - southeast connection for the City of Salida. From the north it connects to US 285, which links Salida to Buena Vista and County lands to the north. It is a truck route that serves businesses in the historic downtown and the newly built Heart of the Rockies Regional Medical Center. The Highway contains a mix of residential and commercial uses along its corridor. The road is constructed as a two lane highway with auxiliary lanes at major intersections outside City limits. Maintenance and new road improvements are primarily handled by CDOT. The City plows snow on this road within the municipal boundary.

Between US 285 and the Smelertown area, there are large agricultural fields and low density residential developments. County roads that intersect with SH 291 north of Salida currently experience low traffic volumes. Congestion along this section of the corridor is not an issue, but will increase with continued development. New residential development along this section of corridor should be anticipated and may require improvements to the highway.

Northwest of Salida between Smelertown and the Arkansas River, the existing land uses include a mix of industrial, residential and agriculture. There is potential for this area to grow with the location of new businesses and continuance of the history of industrial use. If this area continues to grow, intersection improvements will be needed to improve safety and to allow access for additional large trucks. It is likely that continued mixing of uses will occur in Smelertown, and development plans should reflect the needs of a mixed use area.

As SH 291 crosses the Arkansas River Bridge into Salida, it reaches the new Heart of the Rockies Regional Medical Center and CR 175/153 (in this area, 175 and 153 are a combined road, referred to in this document as CR 175). The highway at this intersection includes right and left turn lanes on both the northbound and southbound lanes. There are several large residential developments along CR 175 and recreational opportunities on the public lands north of Salida.

SH 291 northwest of the City has large shoulders that accommodate bicycles outside of the vehicular travel lanes. This is a popular route for cyclists and they should continue to be accommodated in the future for recreation and commuting. There are currently no accommodations for pedestrians.

There is one traffic signal on SH 291 at the intersection with F Street in the downtown. There are no plans for additional traffic signals at this time. The future could include intersection improvements at the intersection with Rush Drive/CR 175 and with US 50 depending on future development patterns.

US Highway 285

While US Highway 285 is not an integral part of the scope of this regional transportation plan, it is a main arterial in Chaffee County and one which connects to US Highway 50 and State Highway 291. It is part of the Collegiate Peaks Scenic Byway loop, and additional effort could be made to identify US Highway 285 with Salida to increase Salida's visibility from the traveler's perspective. Continued collaboration between CDOT, the Chaffee County Heritage Area Advisory Board, Chaffee County and the City of Salida to market the scenic byway will contribute to economic opportunities for the Salida area.

6.2 Collectors

Collectors deliver traffic from local streets to arterials. These streets serve as valuable connections between the different neighborhoods in and around Salida. Collectors are utilized by all modes of transportation around the community and adequate street provisions need to be in place to provide safe access to all users. Appropriate abutting land uses include residential, commercial and community centers. These roadways are generally contained entirely within an area and connect the neighborhoods of that area with other neighborhoods. Clearly marked crosswalks should be provided at higher density locations.

Holman Avenue

Holman Avenue is the only access that connects the residential development on the west side of Salida (including the top of the mesa) to the commercial corridor of US 50. Residential growth along CR 120 and CR 140 have put additional pressures on Holman Avenue and the critical connection to US 50. Accordingly, Holman Avenue has become an area of critical concern. Improvements to the intersection of Holman and US 50 are scheduled for 2009.

Holman Avenue includes a path on the east side of the street that connects users between the Monarch Spur Trail and the trails along CR 120 and CR 140.

County Road 120 (Poncha Boulevard)

CR 120 connects Poncha Springs at US 285/ US 50 with Downtown Salida and includes several disconnected residential developments with no other access to Salida. Considering the physical constraints of the steep slopes of the mesa, alternatives are necessary to alleviate the congestion on CR 120, for example, through connections between CR 140 to the north and US 50 to the south. As CR 120 enters the City limits and becomes Poncha Boulevard the density of the residential development significantly increases, the right of way expands to 100 feet and the speed limit drops to 25 mph.

A detached asphalt trail was constructed along CR 120 in 2008 extending from the City limits to the intersection with CR 145. This trail provides facilities for cyclists and pedestrians along CR 120 which has no shoulders or sidewalks. Plans are in place to continue the trail to Poncha Springs.

County Rd 140 (Airport Road)

CR 140 connects US 285 to Salida, and is used by those accessing Harriett Alexander Field as well as residential developments in the area. The City has recently installed a water tank at the airport that can service development west of Salida. As growth continues along this corridor creating connections between CR 120 to the south and CR 160 to the north will be extremely important.

CR 140 includes a detached concrete trail extending from the City limits to the intersection with CR 144. This trail provides facilities for cyclists and pedestrians along CR 140 which has no shoulders or sidewalks.

County Road 145

CR 145 is the only north/south connection west of Salida between CR 120 and CR 140. This corridor connects CR 140 and Harriet Alexander Field to US 50 via CR 125. There are currently no levels of service issues with this road; however as growth west of Salida continues, improvements

will be required. The CR 120 trail extends west from the City limits to the intersection with CR 145. There are no shoulders, sidewalks or other facilities for pedestrians or cyclists on this road.

County Road 160 (Crestone Avenue)

CR 160 is west of Salida and becomes Crestone Avenue as it enters the City. There are currently no levels of service issues with this road; however as growth west of Salida continues, improvements will be required. CR 160 includes a detached concrete trail extending from intersection with Mesa Lane to the intersection with CR 144. This trail provides facilities for cyclists and pedestrians along CR 160 which has no shoulders or sidewalks.

6.3 Local Streets

The purpose of local streets is to provide for direct vehicle, bicycle and pedestrian access to residential and commercial land uses. Local streets typically serve the immediate neighborhoods they connect; however utilization of the grid system for local and neighborhood roads expands the opportunities for other connections and regional use. Appropriate adjacent land uses include residential and light commercial uses.

The Salida grid is comprised largely of local streets. Some local streets in the City provide on-street parking and detached sidewalks for pedestrians. Many local streets outside the downtown core and commercial districts do not have curb, gutter and sidewalk or street trees. The right of way is available to accommodate these improvements in the future. As new development occurs in the area around Salida, local streets will play a critical role in providing through access to collectors and multiple access points for new subdivisions.

There are a number of county roads in the area around the City that are considered local streets. These generally do not provide adequate connectivity to each other or to nearby collectors. Many of these county roads are located within prescriptive easements with limited area for expansion. These roads generally do not provide designated areas for pedestrians or cyclists, so as a result these users often use the roadway for travel.

6.4 Critical Intersections

When urban development meets rural areas, the interface is typically not a perfect configuration. The intersections that are identified below have some history associated with them, either due to high traffic accidents, their unusual configuration or perhaps due to the potential growth in the area. These intersections have been identified by planners, the Salida RPC and the citizens as ones that are ready for improvement or that need to be considered during new development or redevelopment.

Holman/CR 110/US 50

The intersection of Holman Avenue, CR 110 and US 50 has seen an increase in traffic and accidents due to increased traffic volumes on Holman Avenue. This increase in traffic and the offset alignment with CR 110 have created an unsafe condition that has resulted in several accidents over the past few years. The conditions at this intersection have made it one of CDOT's top priorities for intersection improvements, and funding has been approved for signalization in the fall of 2009. Intersection improvements will also help with pedestrian crossings across US 50.

The intersection of County Road 110 and Highway 50 presents an additional limitation with respect to future growth potential on the south side of Highway 50. Any additional traffic generated from future development will require substantial improvements to this intersection or an alternate connection to Highway 50 will need to be utilized.

SH 291/CR 105/US 50

The intersection of US 50, SH 291 (Oak Street) and CR 105 is the southern gateway to the City of Salida. There is a large right of way available for future intersection improvements. This intersection is challenging due to a curve and a super-elevation in the road, which affect sight lines. A landscaped median has previously been installed in one portion of the intersection. The Highway Corridor Improvement Plan identifies this area for construction of a gateway.

CR 120/CR 140/Holman

Three collectors come together at this location: CR 120 running east –west, Holman from the south, and CR 140 starting north and heading immediately west. The Homan Avenue trail follows the east side of Holman to the intersection, the CR 120 Trail starts at the intersection and extends west along the north side of CR 120, and the CR 140 Trail starts at the northwest corner of the intersection and parallels the west and south side of CR 140.

A 4-way stop was installed in early 2009 so that now all vehicles must stop prior to entering this intersection. Further improvements including intersection redesign or installation of a roundabout should be considered for this intersection.

Rush Dr/CR 175/SH 291

The intersection of SH 291 with Rush Drive and CR 175 serves residential developments and recreational activities north of Salida as well as traffic generated by the new Heart of the Rockies Regional Medical Center. If an improved road were to be constructed along the railroad corridor, a connection to CR 175 would necessitate intersection improvements such as signalization or a roundabout. Continued residential development off CR 175 or development on the medical campus could also trigger such improvements.

US 50/CR 104

The intersection of US 50 and CR 104 currently serves the residential developments and rural lands south of Salida. There are currently no levels of service issues with the intersection. There is a large right of way at this location where intersection improvements can be made. There is also a right turn deceleration and right turn acceleration lane. As development occurs at the Vandaveer Ranch improvements will likely be needed at this intersection.

CR 125/CR 120/CR 145

The offset intersection of CR 125, CR 120, and CR 145 is located on the southern edge of the mesa. Due to the slope of the mesa, CR 125 and CR 145 do not line up with one another, resulting in an unsafe through connection between US 50 and CR 140. There is a large right of way, which may be adequate to make improvements to create a straight four-way connection. The CR 120 Trail currently terminates at this intersection. Continuing this bike and pedestrian route to Poncha Springs will create a safe route for these users.

CR 144/CR 160

The intersection of CR 144 with CR 160 is not ideally aligned. As development of the area and use of the nearby DOW lands increase, traffic conflicts are anticipated. With additional use, the intersection alignment creates safety hazards for drivers making right or left turns onto CR 160. The steep hill as CR 160 heads west also creates line of sight issues. There is a large right of way for intersection improvements and DOW lands across the street have the potential to offer new trails and expand on the recreational amenities currently offered on these lands.

CR 154/CR 160

CR 154 intersects CR 160 at the bottom of a steep hillside. CR 154 is very narrow and restricts traffic turning from CR 160. The current intersection should be relocated away from the bottom of the hill and the right of way of CR 154 needs to be expanded where the road flattens out to allow vehicles enough room to safely make the right and left turns turn onto CR 154, and allow for two-way travel on CR 154.

CR 154/SH 291

CR 154 connects the DOW lands west of Salida, Franz Lake and the Angler Trail. This intersection is located in close proximity to the SH 291 bridge over the Arkansas River. During the development of the Heart of the Rockies Regional Medical Center, CDOT identified that CR 154 would have to be relocated easterly if additional traffic was generated on the road, to allow for auxiliary lanes between the intersection and the Arkansas River bridge. The relocated road could also provide alternate access to the hospital.

6.5 Bridges: State, Local & City

The Arkansas River, its tributaries, the South Arkansas River and its tributaries, a myriad of irrigation ditches and laterals, and various drainages are a significant component of the topography around Salida. The bridges are maintained either by the State of Colorado, Chaffee County or the City of Salida.

State Bridges

The State of Colorado, through CDOT, owns and maintains two bridges structures in the Salida area: The first is located at the northwestern entrance to the City on SH 291 over the Arkansas River which is a steel truss bridge conveying two lanes of traffic. The second State-owned bridge is located near the southeast entry to the City on US 50 over the South Arkansas River, which is a set of steel arch culverts, with concrete headwalls; US 50 in that area is a 4-lane road section.

The bridge and road sections appear to be adequate with current use levels; however improvements may be needed to the SH291 bridge either related to continued development northwest of the City. Depending on the impact of development, a private developer may be required to contribute to a bridge widening or improvement project. SH 291 is also a popular cycling route; due to the narrow width of the bridge deck, it may be necessary to either widen the bridge or construct a bicycle / pedestrian bridge at this location.

City Bridges

Currently within the City of Salida, there is only a single existing bridge – the F Street Bridge over the Arkansas River. The bridge itself is owned by Union Pacific; however the City has an easement

for public use of the bridge, and maintains the surface. The bridge itself may require work in the future as it appears there is significant scour in the upstream pillar. This structure is listed on the National Register of Historic Places and care should be paid that any future maintenance and repair respects the integrity of the bridge.

County Bridges

Arkansas River Bridges

Two bridges on County roads cross the Arkansas River: northwest of the City (CR 175) and southeast of the City (CR 102). Each bridge is currently rated as sufficient, with no major concerns except on-going maintenance, and no load restrictions posted.

CR 175 Bridge

Spanning the Arkansas River northwest of the City is the CR 175 bridge (CHA 175-00.35), crossing the river along the west side of Sands Lake. The bridge was constructed to replace a previous bridge in 1994. This bridge receives significant traffic from residential, recreational and commercial uses, with an ADT of 1354 (2003). The CR 175 bridge is 34 feet wide and has been adequate for pedestrian / bicycle and vehicular use, however there is increasing likelihood of conflict as development and recreational use are increasing.

CR 102 Bridge

Southeast of the City limits at Cleora, the CR 102 bridge (CHA 102.00.03) was constructed in 1984 to replace a prior bridge at that location. The bridge primarily provides access to the Salida Wastewater Treatment Plant, the livestock sales yard and some other public and private lands, with an ADT of 293 (2003). The CR 102 Bridge is 24 feet wide and has seen no conflicts between transportation modes. If development occurs in Cleora north of the river, improvements possibly to include a pedestrian bridge, will be required at this location to alleviate potential conflicts.

County Bridges over South Arkansas River:

South of US 50 and the current City Limits, five bridges cross the South Arkansas River, from west to east:

South Arkansas River Bridges

Road, Bridge Identification	Year Built	2003 ADT	Bridge* Width (ft)	2008 Bridge Rating	Comments
CR 111 CHA 111-00.15A	1991	383	27.7	97.9	Increasing bike and pedestrian traffic. Deck may require widening or ped bridge
CR 110 CHA 110-00.55A	1995	420	27.8	95.9	Bike traffic common to access trails on Methodist Mountain
CR 109 CHA 109-00.55	1985	76	21.5	90.3	Narrow width adequate, serves limited property. Need improvement with development
CR 107 CHA 107-00.51	1985	869	25.5	82.3	Increasing traffic expected with Vandaveer project. Widening needed with development
CR 105 CHA 105-00.50	1945	151	19.5	66 – FO** \$84,975	

*Bridge Width is the width of the drivable deck surface

**FO = Functionally Obsolete. Functionally Obsolete is defined as a structure that does not meet various geometric standards. In the case of this bridge, the bridge does not meet width requirements. The dollar figure is the 2008 estimate for rehabilitation of the structure.

The traffic on these bridges is primarily residential, with ADT ranging from 76 on CR 109 to 869 on CR 107. The CR 107, 109, 110, and 111 bridges were all replaced between 1985 and 1995 and have no major concerns, while the CR 105 bridge was constructed and has not been significantly modified since 1945. While it is operational with existing traffic loads, the CR 105 bridge is rated as functionally obsolete, and will require replacement as development adds traffic. None of these bridges currently have any load posting restrictions. The bridges range in width from 19 feet to 27 feet, however due to the limited existing traffic, there have been few conflicts between bicycles / pedestrians and vehicular traffic. As development continues, conflicts and improvements will be needed.

County Bridges over minor tributaries and ditches:

Southeast of Salida, CR 105 crosses the tailwater ditch for the Tennessee irrigation ditch. A narrow bridge (CHA 105-00.20) was constructed in approximately 1945, and has not been significantly improved since that time. As with the CR 105 bridge over the South Arkansas River described above, this bridge is operational with current minimal traffic, but is narrow (18 feet) and functionally obsolete and will require replacement as development adds traffic. Northwest of Salida, CR 153 crosses Ute Creek, which is a frequently dry or very low flow stream. Due to the topography, and depth of channel, a bridge (CHA 153-00.52) was constructed in 1940. Even though it is an older bridge, it continues to operate without deficiencies, other than routine maintenance, likely due to the very low (86 ADT) traffic. There are numerous other smaller culverts over creeks, ditches and dry washes throughout the area, but are small enough that they do not meet the criteria to be included in the CDOT Bridge inventory.

6.6 Off Highway Users

A number of people utilize trails for off-highway vehicles, motorcycles and 4-wheelers, which are typically allowed in areas north and south of Salida in the County on BLM and USFS lands. This user group is important in Chaffee County and collaborative efforts should be made to include this group in the planning process for the future. New OHV trails adjacent to County Roads could be developed to connect to the recreational lands north and south of Salida to help improve access for these trail users. County Roads can only be opened for OHV use following approval by the Board of County Commissioners. Additional research on the impacts to public lands and the overall safety of these trails and routes will need to be investigated beyond the general scope of this plan.

6.7 Trails

Salida and the surrounding region currently have a number of trails, paths and sidewalks that connect the region to the heart of the downtown historic district, US 50 commercial corridor, residential neighborhoods, and public lands. The current infrastructure of trails, bike paths, and parks provide the citizens of the region with options for different modes of transportation. There are some missing connections, however, that could improve the overall safety and availability to the Salida trails and public lands system.

The City Grid

The downtown grid as it extends south from downtown is lined with sidewalks and mature vegetated parkways that accommodate pedestrians. These street elements are an integral component to the Salida region's bicycle and pedestrian facilities.

Monarch Spur Trail

The Monarch Spur Trail is the backbone of the bicycle and pedestrian system in Salida and the surrounding region. The trail is anchored at the Arkansas River and travels 2.5 miles southwest, in the shadow of the Sawatch Mountains and the majestic fourteen thousand foot peaks of the Collegiate Peaks Range, past the end of the city limits. Extension of this trail to the Starbuck Subdivision and the CR 111/Wal Mart intersection has been funded and is anticipated for construction in 2010.

County Road 120 Trail

The CR 120 Trail connects to the Monarch Spur Trail at the intersection of CR 140, Holman Avenue and Poncha Boulevard. Continuation of the trail along CR 120 has been planned, and once funding becomes available, this trail should be completed to provide safe access to Poncha Springs.

County Road 140 Trail

The CR 140 Trail connects to the Monarch Spur Trail at the intersection of CR 140, Holman Avenue and Poncha Boulevard. A designated bike lane has been striped along CR 144 between CR 140 and CR 160 to connect the CR 140 and Crestone trails.

Crestone Trail

The Crestone Trail runs along the south side of Crestone Avenue and CR 160 from the Salida Golf Club to the intersection with CR 144. The trail connects to the Angler Trail that heads north to the entrance of Frantz Lake and to the Mesa Lane Trail that connects to SH 291 and Sands Lake.

Mesa Lane Trail

The Mesa Lane Trail begins at the Salida Municipal Golf Course and connects to SH 291 and the Heart of the Rockies Regional Medical Center. This trail currently ends at the northwestern gateway of the City of Salida. There is a crosswalk across SH 291 from the Mesa Lane Trail to Sands Lake and Sands Lake Trail. Future plans for a perimeter path at the medical center and the continuation of the current sidewalk along SH 291 allow the opportunity for future connections to Frantz Lake DOW recreational lands and the Arkansas River to the northwest.

Sands Lake Trail

The Sands Lake Trail runs along the western bank of the Arkansas River from Sands Lake to Frantz Lake and along CR 153. The trail provides a valuable recreational opportunity for anglers who can use the trail's access to fish the Arkansas and the DOW lakes that connect on both ends of the trail.

Angler Trail

The Angler Trail connects Frantz Lake with Crestone/CR 160 Trail and the Sands Lake Trail. The trail serves as an access to anglers for Frantz Lake and the Arkansas River.

Little River Trail

The Little River Trail is planned to run along the banks of the South Arkansas River from Vandaveer Ranch along the south side of US 50 within the city limits of Salida. As new developments continue to increase along the South Arkansas River easements or land dedication will be platted for this trail.

Poncha Boulevard Bike Lanes

Bike lanes line both sides of Poncha Boulevard connect the CR 120 and CR 140 trails to 7th Street. These bike lanes are part of the safe routes to school that connect to Longfellow Elementary on 7th Street and continue onto C Street where it then connects to the High School.

Park Avenue Bike Lanes

Bike lanes line both sides of Park Avenue from Teller Street to SH 291. These bike lanes are part of the safe routes to school and connect the eastern side of residential Salida to the Boys and Girls Club and the High School.

County Road 144 Bike Lane

The County Road 144 Bike Lane runs along the eastern side of CR 144 and connects the CR 140 Trail and Crestone Trail. The centerline of CR 144 was adjusted to allow the bike lane to be striped for safe travel between the CR 140 and Crestone Trails.

6.8 Transit Connections

At the time of publication of this transportation plan, transit is a developing mode of transportation. In addition to school district bus service, transit is provided on the local level by the Columbine Manor assisted living facility, by the volunteer group Neighbor to Neighbor and the Chaffee Shuttle, and by the Chaffee County Veteran's Service. Some local businesses, such as Monarch Ski Area, have developed employee transit.

In 2008 a Transportation Advisory Board (TAB) was formed with the purpose of expanding local transit options. As one of their objectives, the TAB is developing a transit plan for the County. The City of Salida is currently working with the TAB to identify transit connections in and around the City. Future plans to develop transit infrastructure will be established through this organization.

Availability of transit is critical for the elderly and disabled populations of Salida and Southern Chaffee County. These services allow these persons to continue an independent lifestyle and remain active in the community. The continued expansion of transit to areas of the Salida region that provide this population with these essential services is imperative to support these groups, and provide additional transportation options for other members of the community.

In early 2009, a regional bus service between Gunnison and Denver started, with a scheduled stop in Salida. Neighbor to Neighbor, which facilitates the regional bus route, acquired a facility near US 50 in Salida to house their operations and the regional bus stop. This bus service provides an alternative option for regional travel to Denver and other metropolitan areas in Colorado.

6.9 School Bus Routes

The Salida School District R-32-J adopted a school bus route for the schools in the City of Salida, which is updated annually. The school bus route is shown on Map 6.2, which was updated in the fall of 2009. There are six routes identified by the school district (1) Centerville, (2) The Big Bend Loop, (3) Maysville, (4) Howard/Methodist Mountain, (5) Poncha Springs/Salida South, and (6) Pinon Hills/Smelertown.

6.10 Truck Routes

In 2005, the City of Salida adopted an ordinance formalizing truck routes for deliveries. Through truck traffic shall remain on US 50 or SH 291. Any truck having a delivery in town south of 7th Street shall use US 50 to the closest street available to the delivery point. Any truck having a delivery north of 7th Street shall use SH 291 to the closest street available to the delivery point. These truck routes are important to limit truck traffic on residential streets and help reduce maintenance costs of repairing road damage caused by the heavy vehicles.

6.10 Aviation

Chaffee County and the City of Salida jointly own Harriet Alexander Field, located approximately two miles west of the City Limits on CR 140. The airport is managed by the County Commissioners through the airport manager, who works under the direction of the Airport Board. The Airport Board has members appointed by both the City and County. The airport was established at its present location in the 1950's, with a runway extension in the 1990's.

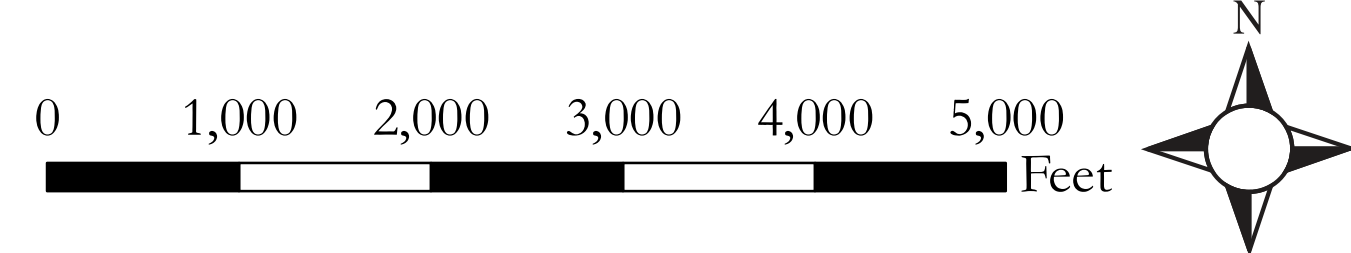
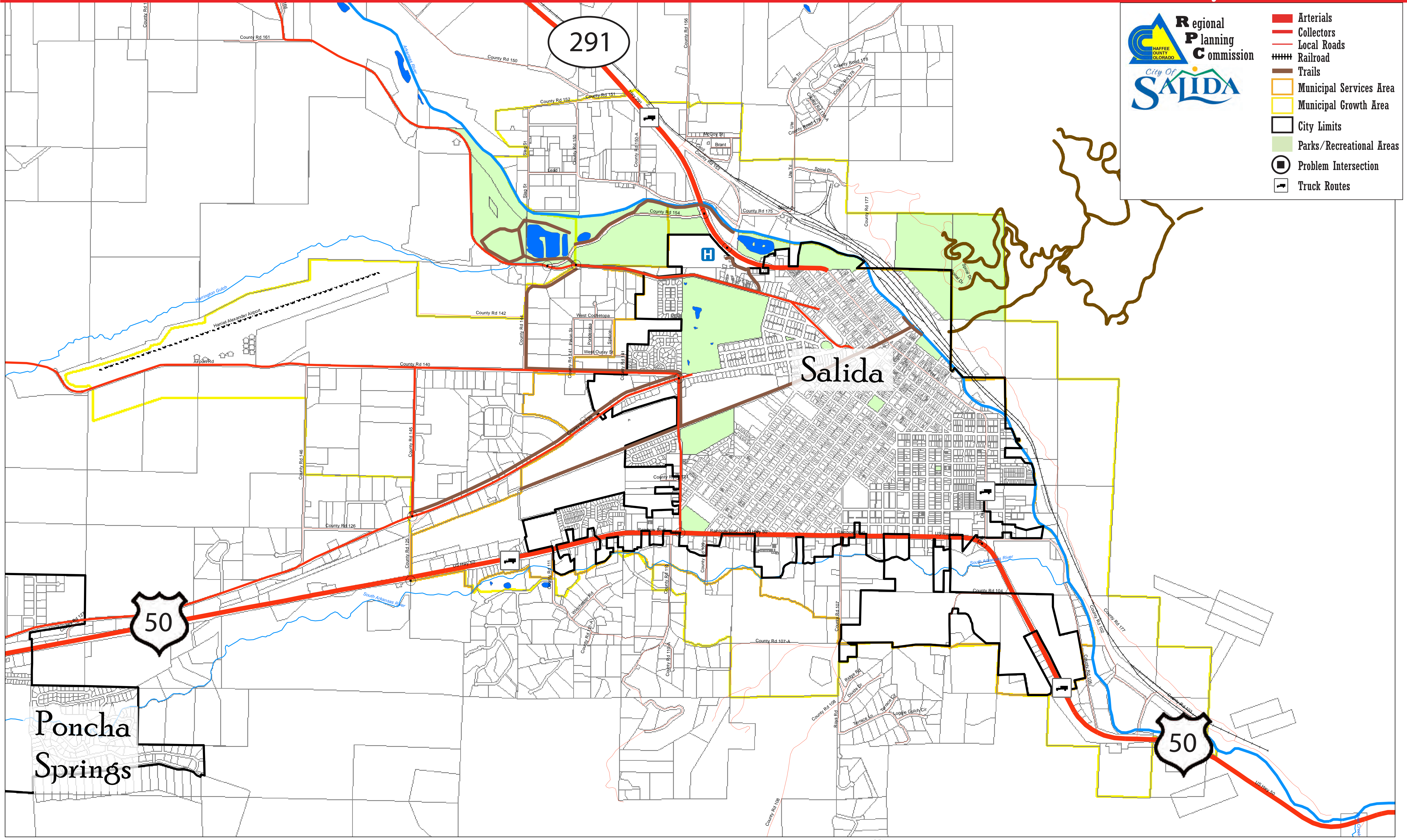
The "Harriet Alexander Field: Chaffee County Airport Master Plan" prepared in 2002 by the Airport Development Group Inc. details the future needs for expansion of the airport and forecasts future demands for air transportation in southern Chaffee County. As the demand for air transportation continues in the Salida region, this master plan will guide future expansions at the airport.

Harriet Alexander Field is classified as a General Aviation airport, with a single runway, terminal building, a helipad, and private lease hangars. Since it is a public-owned facility, it is eligible for grant funding for facility improvements from both the Federal Aviation Administration (FAA) and the CDOT Division of Aeronautics.

6.11 Railroad

The railroad line along the north / east side of the Arkansas River was established in the late 1870's by the Denver and Rio Grande Railroad, and operated steadily through the 1970's as a freight hauler, with some passenger service. The line, which connects Pueblo on the east and Grand Junction on the west, is known as the Tennessee Pass line, and is one of a few rail routes over the continental divide. In 1988 D&RG merged with Southern Pacific Railroad, and in 1996, Union Pacific purchased Southern Pacific. With closure of many mining operations, and mergers and consolidations of railroad operators, Union Pacific ceased regular operations on the Tennessee Pass line in 1997. The line has not been abandoned, leaving potential for future use.

6.1 Existing Transportation Systems



Chapter 7

Physical Constraints to Transportation



The rugged topography in Chaffee County substantially constrains development patterns as well as transportation connections. As depicted on Map 7, the major constraints in the Salida region include (1) the Mesa, (2) Tenderfoot Hill and its foothills, (3) Methodist Mountain and its foothills, (4) the Arkansas River, (5) the South Arkansas River and (6) US 50.

The mesa separates the lands around the City in two places and presents challenges in making north south connections in the area. The south side of the mesa drops off south of CR 120 from the west towards the center of town, diminishing near the County Courthouse. The north side of the mesa creates a distinct break between the DOW and agricultural lands north of CR 160. Harriet Alexander Field is located on top of this mesa between CR 140 and 160.

Tenderfoot Mountain and its foothills on the opposite side of the Arkansas River adjacent to the city limits contains some private land in-holdings; however steep slopes, drainage and erosion issues, and lack of access are problematic for development of those properties. The City of Salida owns 137 acres on and around Tenderfoot Mountain and the Bureau of Land Management owns much of the remaining land extending north from the old railyard. The area beyond the foothills becomes more rugged, public lands and is heavily used for recreation purposes.

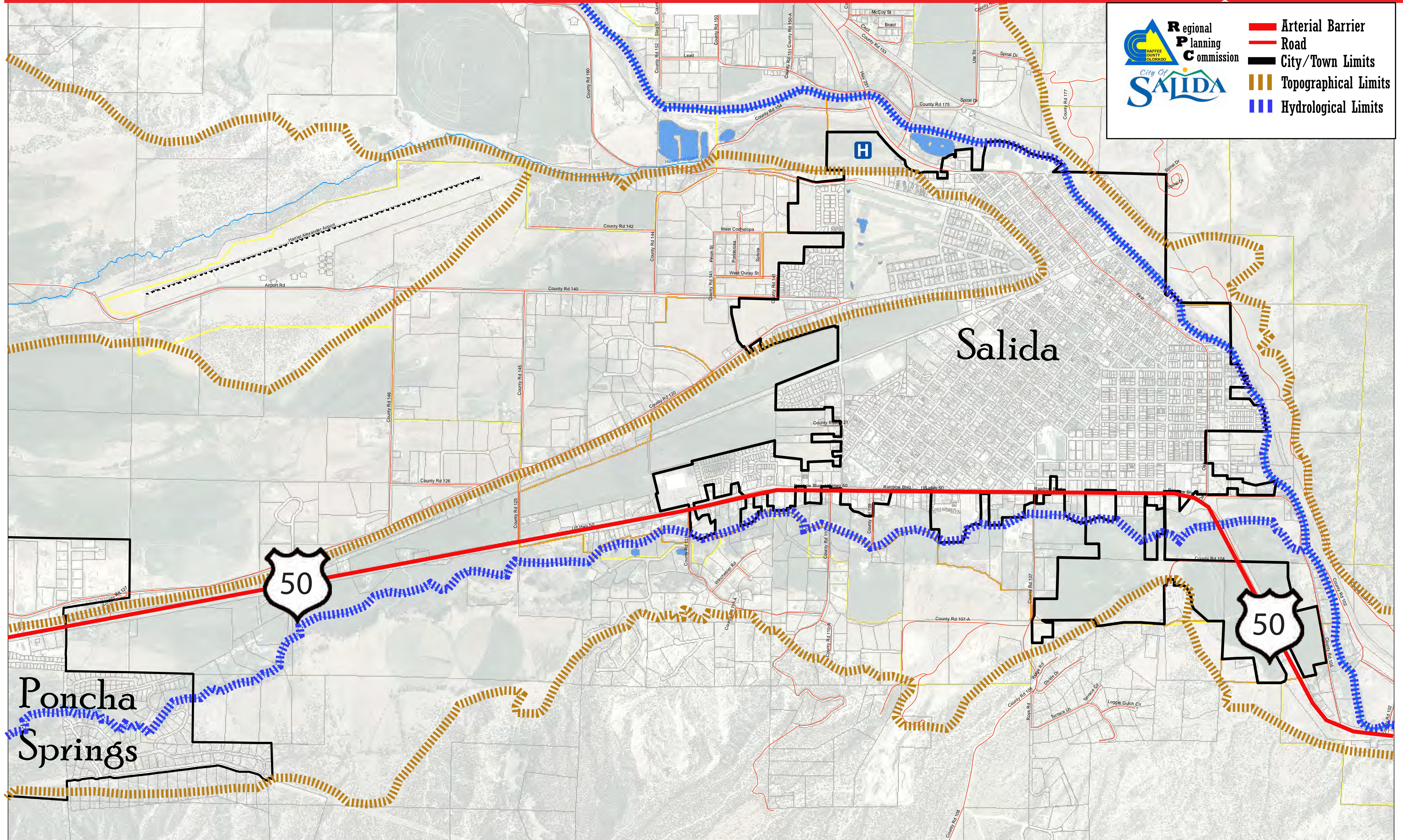
Methodist Mountain and its foothills have already seen a fair amount of development; however, past developments have presented issues with respect to water availability, erosion, sedimentation and storm water runoff. Best management practices for road design will need to be considered in these areas, and future development carefully planned.

The Arkansas River and South Arkansas River create natural barriers for future development of roads and trails. The Arkansas River cuts through the Salida region separating Smelertown from CR 160 and the developed parts of Salida. As the Arkansas River runs south it cuts through Downtown separating it from Tenderfoot Hill. The South Arkansas River is directly south of US 50. North - south county roads connecting to US 50 require bridges to cross this river. The needed connections over this section of river have been established and need continued maintenance and improvements.

US 50 acts as a physical barrier to transportation due to high traffic volumes and lack of multi-modal connectivity. US 50 cuts through the highway commercial district south of the City with four travel lanes and a center auxiliary turn lane. The expanse of over 60 feet of pavement that is dominated by

automobile traffic limits the usability for pedestrians and other forms of transportation. Although there have been considerable efforts to provide additional amenities for pedestrians throughout city limits, US 50 will continue to cut off the south side of Salida from the historic neighborhood grid north of the highway.

7. Physical Constraints to Transportation



Chapter 8

Connections for Emergency Services

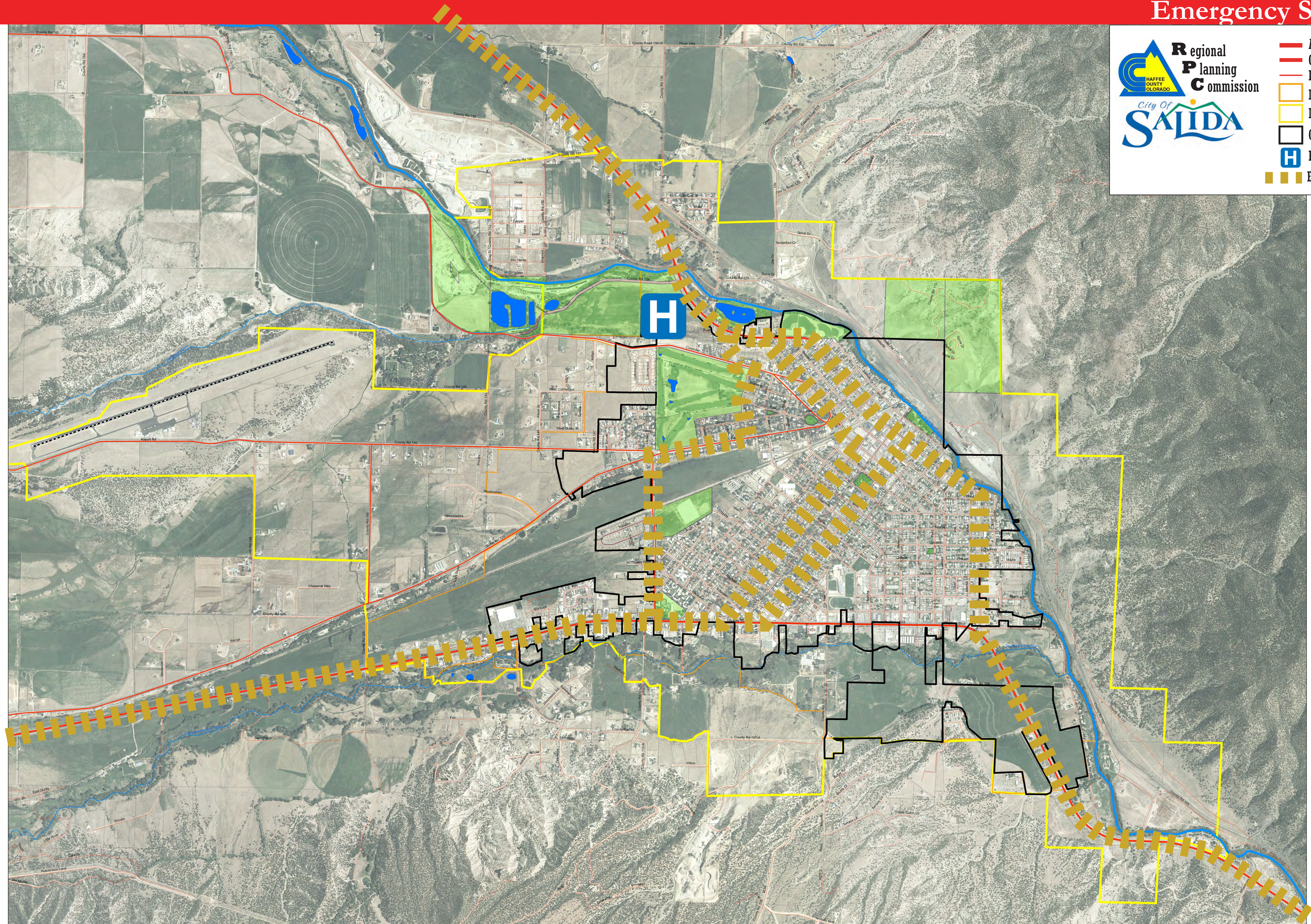


The current connections for emergency services to the new Heart of the Rockies Regional Medical Center force emergency services to use residential streets. For EMS to reach the hospital from Poncha Springs they currently use US 50 to G Street to 3rd Street to SH 291. The County roads surrounding Salida do not allow a direct north-south through route between SH 291 and US 50. New subdivisions in the city and development in the county surrounding Salida have not established viable connections for through traffic.

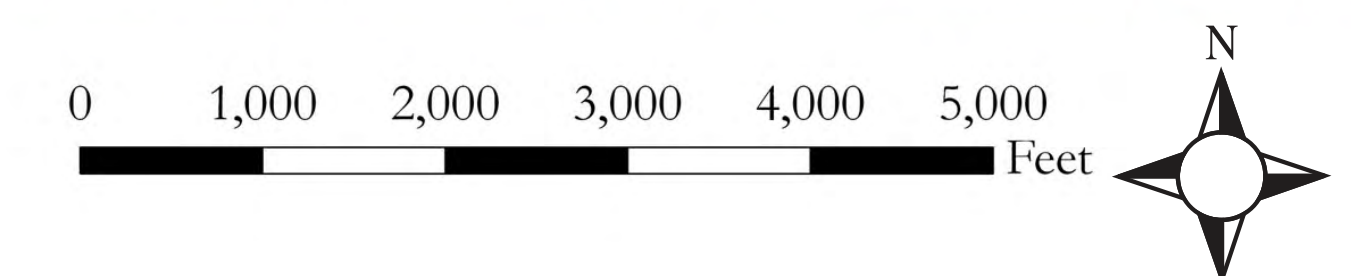
For faster response times to and from the Hospital to be realized, a north - south connection needs to be established from US 50 to SH 291. Improvements along existing County Roads to improve problem intersections and to help straighten roads will assist in creating better connections. EMS staff also stated a preference for routes with fewer stops, turns, dips or speed bumps. Straight unobstructed routes provide for faster response times and less discomfort for patients during transport.

The hospital includes a helipad for flight for life operations, and the airport is also utilized for fixed wing emergency transports. A direct road route between the hospital and the airport has not been established.

8. Existing Connections for Emergency Services



- Arterial Road
- Collector Road
- Local Road
- Municipal Services Area
- Municipal Growth Area
- City Limits
- H Hospital
- Emergency Service Route



Chapter 9

Future Transportation Plan



9.1 This Plan in Context

This Regional Transportation Plan sets forth the framework for managing, maintaining and developing transportation infrastructure associated with new development in an effort to preserve quality of life and foster a healthy community in the lands surrounding Salida. Recall that this plan covers the area set forth in the City's Municipal Growth Area, as set forth in the City/County Intergovernmental Agreement (IGA). It must be reiterated that the proposed improvements set forth in this plan are conceptual in nature and any development applications that trigger the creation of new roads, trails or intersection improvements will undergo the formal development review process through the Regional Planning Commission, Chaffee County or the City of Salida. The aim of the plan is to provide a general description of how the larger area should be evaluated with respect to transportation needs.

The intent of this Plan is: (1) to respond to existing transportation patterns; (2) to be proactive in providing transportation for the future, (3) to alleviate pressures on our current transportation network; (4) to provide route alternatives; and (5) to encourage other modes of travel. The Transportation Plan (Map 9.1) is a depiction of the future transportation system for the Salida region. This map is the culmination of input from the Salida Regional Planning Commission, numerous public workshops, and input from various stakeholders, which was consolidated and assembled by the planning staffs of the City of Salida and Chaffee County.

9.2 Opportunities for Implementing the Plan

At several of the public meetings, citizens and Planning Commission members asked how the proposed transportation improvements set forth in this Plan will be implemented and what circumstances will require construction of improvements. The following are examples of how and when transportation improvements can occur; these examples have been based largely on the (IGA) between the City and the County.

1. Land Development. This is development that includes, but is not limited to, new or expanded commercial use, subdivisions, annexations, special land use permits, zoning changes, planned unit developments, or other applications that typically undergo review by the Chaffee County or City of Salida Planning Commissions.

2. Grant Opportunities. The City and the County pursue appropriate grant opportunities, and some grants may be available for projects identified in this plan. Depending on the nature of the grant and the resources available, transportation grants may be awarded that assist with the construction or design of some of the elements identified in the plan.
3. Capital Improvement Opportunities. It is possible that the governing boards of the City or the County may find an area of special concern that requires immediate attention. For example, critical intersections have been identified as a high priority for improvement. In this case, available resources may be focused on a specific improvement.
4. Agency Collaboration Opportunities. Other agencies, such as CDOT or SPOT may define a priority and ask the City or the County for help either in funding or with in-kind donations.
5. Other Opportunities. There could be other opportunities including citizens initiatives, volunteer programs or other programs or plans that may present themselves.

Uses by right, including residential building permits and agricultural land uses, will not require any transportation improvements set forth in this plan. Other land use applications that will not trigger improvements include minor plat corrections, lot line adjustments, special land use permits for temporary mobile homes, and subdivision exemptions, with the exception of road dedication along prescriptive rights-of-ways.

9.3 Collaborative Planning

As with all planning documents, the plan should be continually reviewed as development and conditions change, to ensure relevance and continuity. A number of non-governmental and government agencies at the federal, state and local level also actively develop and implement transportation plans. It is essential that this document be continually reviewed to reflect those documents; and that the local community becomes actively involved in those agencies' planning processes to ensure that their policies reflect the desires of the Salida community. Some of the other agencies and their planning documents include:

- Colorado State Parks – SCORP, OHV Trail Plans and Trail Master Plans
- Bureau of Land Management – Arkansas River Travel Management Plan
- US Forest Service – Forest Plan
- Arkansas Headwaters Recreation Area – Trails Master Plan
- Salida Mountain Trails, SPOT – Trail plans
- Colorado Department of Transportation – Access Management Plans, US 50 Corridor plan, General Aviation plan
- Chaffee County Airport Board – Harriet Alexander Field Master Plan
- Union Pacific Railroad – Tennessee Pass
- Transportation Advisory Board – any future transit plans that may be adopted

Another important opportunity is the collaboration with the Town of Poncha Springs. The Town was involved in review of this Plan and desires to be involved as a “stakeholder” in developing transportation plans in this area. The Town of Poncha Springs, the City of Salida and Chaffee County all recognize the need to develop a more comprehensive transportation plan that would include southern Chaffee County. Such a plan could include traffic counts and population

projections and a more specific road plan that connects Poncha Springs to Salida while maintaining the desired separation between the two municipalities. This effort will require an in-depth public outreach program that would involve the property owners situated between the two municipalities, as well as coordination with relevant review agencies.

9.4 The Transportation Plan

The Transportation Map (Map 9.1) depicts the existing regional transportation system combined with proposed road and trail connections, new bridge locations, new connections for emergency services, transit, and intersection improvements, and considers the factors and constraints described in this Plan. The following Chapters 10, Construction and Development Standards, and 11, Implementation, detail the expectations for developers and discuss strategies for prioritization and funding to help make the improvements identified in this plan a reality.

The proposed roads, trails, and bridges shown on the Transportation Map will require additional engineering to determine precise alignments. As with all development applications, the governing body will work with the landowners to determine the specific locations and construction details of these improvements. Any public improvements will require engineering to ensure environmental sustainability, cohesiveness with this plan, and proper alignment.

This Plan will allow citizens of the Salida area to collaborate with governmental agencies and developers who will use this plan as a guideline for future development to ensure that our transportation system will be safe and efficient for future generations.

9.5 Proposed Collectors

Proposed collectors are shown as red dashed lines on the overall maps. Four new collectors are proposed, which create additional connections to State Hwy 291 or US Hwy 50. Two of the connections are located on the northwest side of Salida, one is located on the south side and the last parallels the Arkansas River on the east side of the City of Salida. In most cases, these roads will be constructed only as development of the immediately adjacent and nearby areas occurs. Phasing of the road improvements may be considered depending on the type and intensity of development.

Collector A (US 50 to SH 291)

This route is proposed as a north-south connection in the western portion of the region, and functions to connect US Highway 50 to State Highway 291 through improvements to existing roads and construction of new road sections, with the alignment following parcel boundaries where feasible. It includes a transit stop at CR 125 and CR 140 and a new vehicle bridge over the Arkansas River. The road begins at the intersection of CR 125 and US 50, and proceeds north through an improved intersection at CR 125, CR 120, and CR 145. From there, the collector would require improvements to CR 145, and then construction of a new road down the hill by the east end of the airport and east towards the Arkansas River, at which point a vehicle bridge is proposed to connect to County Road 152. Improvements to CR 152 and CR 150 would then complete the connection to SH 291. If constructed, this route may serve as an additional truck route from Smelertown for the region.

Collector B (County Rd 140 to SH 291)

This proposed road is a north-south connection on the outskirts of the developed area west of

Salida for main the purpose of connecting to the hospital. This route was the subject of much collaboration with the Colorado Division of Wildlife and the alignment was amended to accommodate topography and the Mt. Shavano Fish Hatchery's needs. This collector follows the existing CR 144 north from CR 140, and would join with CR 160 for a short distance, proceeding down the slope crossing the Briscoe Ditch, and then following the slope northeast toward the Hospital and State Hwy 291. The alignment of this proposed collector is generally located and will require engineering prior to construction. The trigger for developing this collector will likely be based on city/county initiatives due to increased traffic to the hospital. Expansion of the hospital, the creation of a hospital campus, or the development of new facilities as proposed by the DOW may also trigger the construction of this new collector. As with all development in this Plan, further collaboration with all stakeholders including the hospital and the DOW will be essential to finalizing the design and implementation of this collector

Collector C (County Rd 107 to US 50)

This route is located south of the South Arkansas River in the Vandaveer Ranch area, which is currently owned by the City of Salida. The proposed collector functions to extend County Road 104 to connect County Road 107 to US Hwy 50; it then crosses the highway and connects farther east to County Road 105. Improvements to CR 104 would be required and new road sections would be constructed between CR 107 and CR 104, and between US 50 and CR 105. Improvements would occur as the Vandaveer property develops.

Collector D (County Rd 177)

This route is located northeast of the Arkansas River and the railroad tracks, and would connect US 50 near Cleora to CR 175, partially following the existing prescriptive easement along CR 177 within the railroad property. The route is designated as a collector road for two reasons; first is that is designated as a collector road in Salida's Comprehensive Plan, and second is due to the limited opportunities to connect to existing streets due to the location of the Arkansas River.

There are several large parcels along County Rd 177 that have development potential, including a parcel that is currently owned by Union Pacific, which could be sold a private developer at some point in the future. When development is proposed in this area, design of this road and related trails will need to be evaluated in more detail, and will include public hearings for major development proposals.

During the creation of this Plan, members of the public expressed concern that this route may be used as a "bypass" or "truck route" that may divert commercial business from downtown Salida. They were also concerned the road would serve as a barrier or create user conflicts for trail users of the developing Arkansas Hills Trails system. Substantial efforts have been made to increase the number of trails in this area and opportunities to bring more people into the Salida area are increasing with this effort. Having a trail system linked to downtown along with the Arkansas River is a unique amenity. Additional design criteria will need to be developed to reduce user conflicts and enhance trail use experiences, which may include underpasses or overpasses, appropriate signage, pedestrian and bicycle infrastructure, and/or other improvements. This plan does not designate this collector as a truck route.

9.6 Proposed Local Streets

Proposed local streets are shown as orange dashed lines on the overall maps. These streets represent localized routes that provide direct connections to other local streets and neighborhoods (See Section 6.3 Local Streets). There are three main areas where new local streets are specifically identified: the Smelertown area, the area west of Salida and the Vandaveer area. Within developments, local streets will also be required, using the design guidelines identified in Section 10.3 of this plan. This plan does not preclude the creation of other local streets. The design and construction of new local streets will occur only after collaboration among all of the key stakeholders during the triggers of development, as set forth above.

9.7 Trails

The Trails Plan proposed is intended to update and amend the trail plans that are identified in Salida's 2000 Comprehensive Plan and the Chaffee County Trails Master Plan, and includes plans prepared by Salida Mountain Trails, Salida-area Parks Open Space and Trails, and the Salida Recreation Advisory Board. Trail Map 9.3 identifies three different trail types (1) Developed Trails, (2) Bike Lanes, and (3) Share the Road routes. The developed trails are trails that have a separate trail associated with them and are maintained separately from roads. Bike lanes are located between the vehicle travel lane and on-street parking or may involve a wider shoulder on a highway, and are striped to designate the bike lane. Share the Road routes are typically along highways or along County Roads where a shoulder may or may not be available, and are typically designated with signs.

9.8 Transit Stops

Local public transit is limited as there is currently no local public transit and no designated transit stops. Reducing the need for automobile dependency is a fundamental reason for creating transit options in the community. As the population ages and fuel prices rise, accessible mass transportation becomes more important.

The Transportation Advisory Board (TAB) has identified potential transit stop locations, which are identified below. Typically, these transit stops are located near major employers, public places, shopping or event centers. The TAB transit plan will need to incorporate connections with other important destinations in Poncha Springs and Buena Vista, such as the Fairgrounds and Colorado Mountain College. As major developments occur, transit agencies should be included in the review process to identify transit opportunities and needs.

Regional Stops (Park and Ride):

- CR 156/ SH 291 - Park and Ride
- Chaffee Shuttle - 54 Jones Ave.
- Hwy 50/Oak Street

Intercity Stops:

- Central on the South side of US 50
- HRRMC
- Wal-Mart
- Safeway

- Hot Springs Pool
- City County Community Services Complex
- Downtown - SteamPlant
- Courthouse

In addition to TAB's recommendation, the following locations have been identified as part of this planning process as being important for future transit planning:

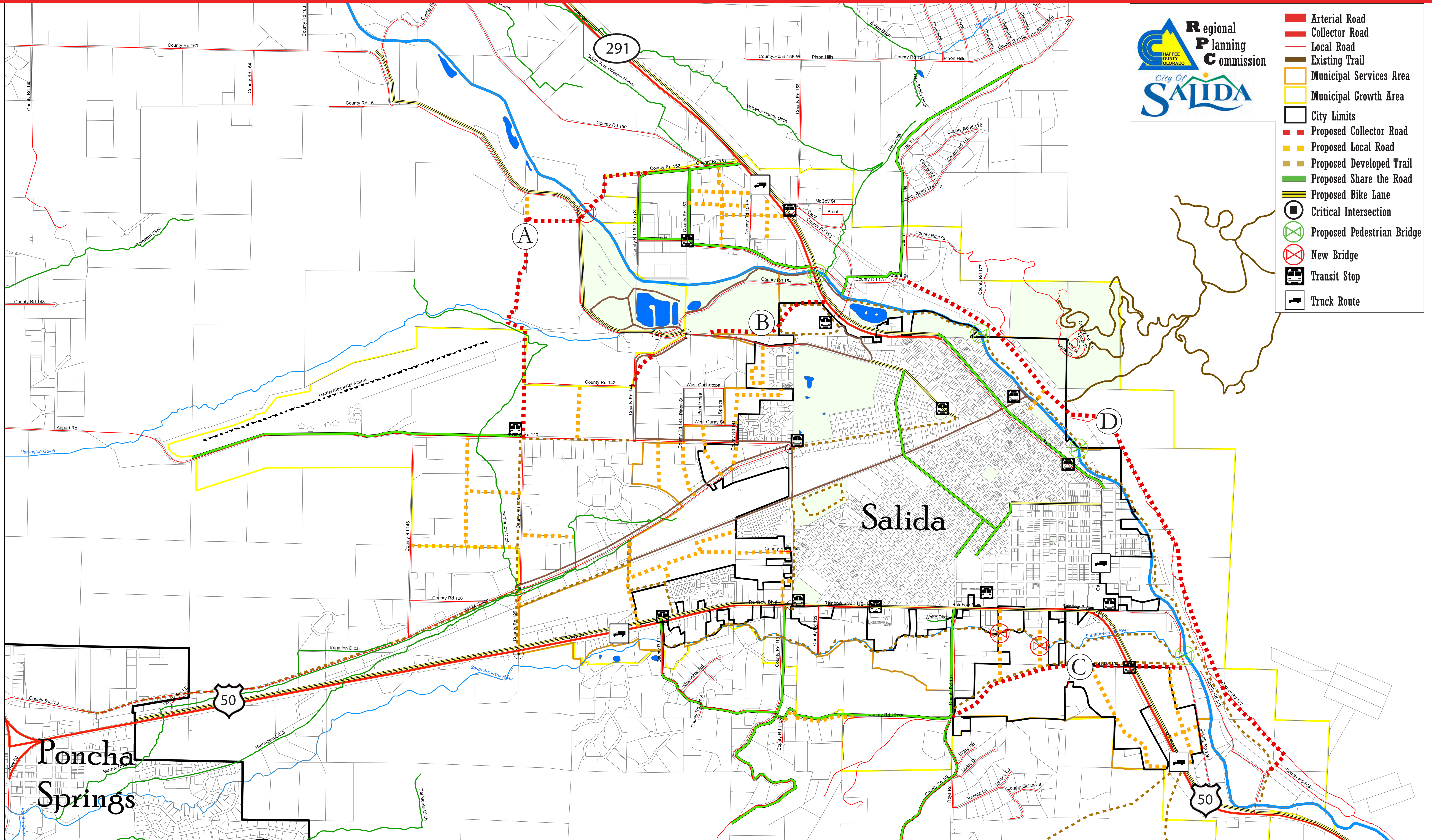
Additional Stops:

- CR 120/CR 140/ Holman Ave
- CR 140/CR 145
- Hwy 50/CR 104
- Smelertown

9.1 Transportation Plan



- Arterial Road
- Collector Road
- Local Road
- Existing Trail
- Municipal Services Area
- Municipal Growth Area
- City Limits
- Proposed Collector Road
- Proposed Local Road
- Proposed Developed Trail
- Proposed Share the Road
- Proposed Bike Lane
- A Critical Intersection
- X Proposed Pedestrian Bridge
- X New Bridge
- T Transit Stop
- T Truck Route



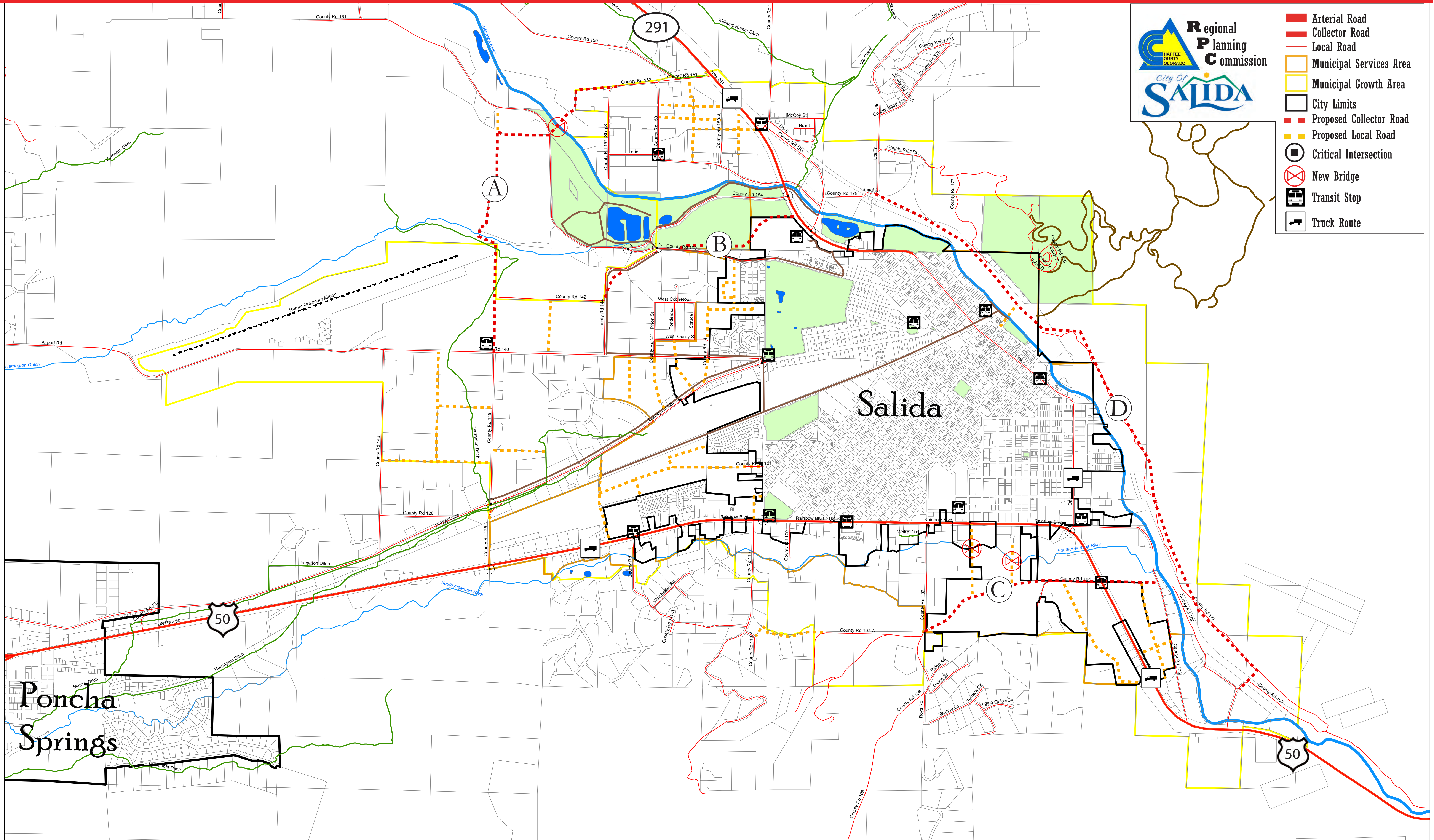
0 1,250 2,500 3,750 5,000 Feet



9.2 Road Plan



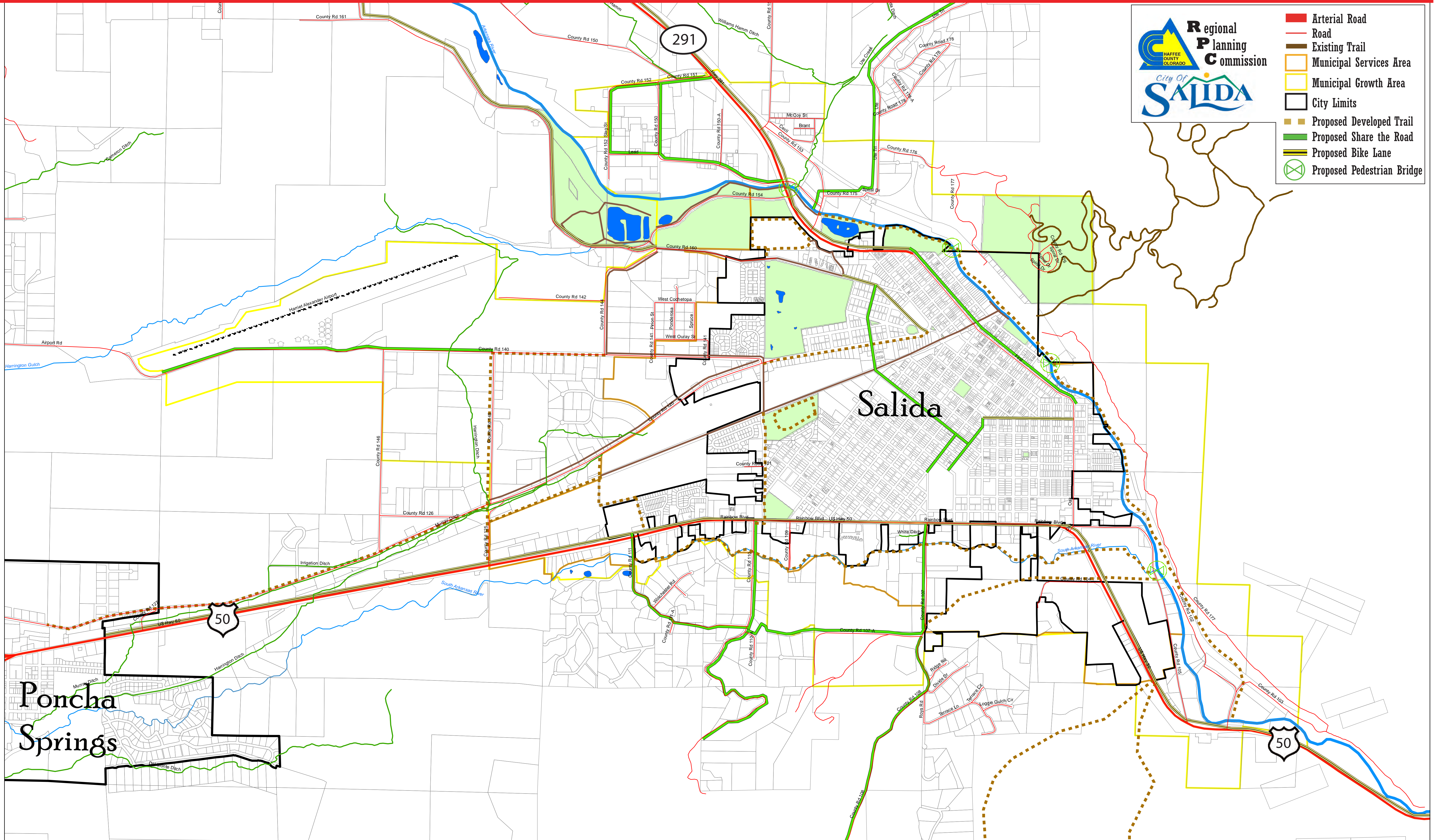
- Arterial Road
- Collector Road
- Local Road
- Municipal Services Area
- Municipal Growth Area
- City Limits
- Proposed Collector Road
- Proposed Local Road
- Critical Intersection
- ⊗ New Bridge
- ⊞ Transit Stop
- ⊞ Truck Route



9.3 Trail Plan

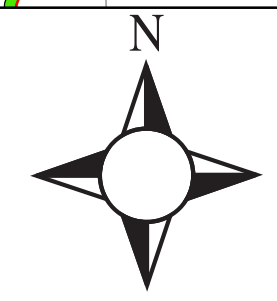


- Arterial Road
- Road
- Existing Trail
- Municipal Services Area
- Municipal Growth Area
- City Limits
- Proposed Developed Trail
- Proposed Share the Road
- Proposed Bike Lane
- X Proposed Pedestrian Bridge



Poncha Springs

Salida



Chapter 10 Salida's Construction & Development Standards



10.1 Chaffee County/City of Salida Intergovernmental Agreement

In the spring of 2008, the City of Salida and Chaffee County entered into an intergovernmental agreement (“IGA”) to coordinate land planning in areas around the City of Salida, whereby a Joint Planning Map was created (Map 10). The agreement sets forth policies and procedures whereby applicants submitting land use development applications undergo a review process by the Salida Regional Planning Commission. The IGA states that *“examples of land use developments that are subject to this process include but are not limited to new or expanded commercial uses, subdivisions, special land use permits, zoning changes, planned unit developments, or other applications that typically undergo review by the Chaffee County Planning Commission. Land use development does not include minor plat corrections, lot line adjustments, special land use permits for temporary mobile homes, and subdivision exemptions specifically defined by the Chaffee County Land Use Code.”*

The IGA sets forth two areas within the joint planning area: (1) the Municipal Services Area (MSA), and (2) the Municipal Growth Area (MGA). The MSA is that area which is currently served or is capable of being serviced by municipal sewer, water and infrastructure. Properties within the MSA are subject to annexation and will be required to develop to City of Salida standards when developed, as stated above. The MGA is the overall area that may or may not be appropriate for urban growth, but is subject to joint planning to ensure compatibility with regional growth patterns.

The IGA provides guidelines for properties within the Salida area that may be eligible for annexation. Along these lines, construction and development standards for new roads, or dedication of land for new roads and trails, as outlined in this plan, will be an integral part of the planning process.

10.2 Construction Standards/Maintenance

All developments in the Salida planning area are subject to the development standards set forth in the Salida Regional Transportation Plan, the Salida/Chaffee County Intergovernmental Agreement, the Chaffee County Land Use Code and the Salida Municipal Code, in effect at the time the development application is submitted. These standards will include road, driveway and sidewalk standards, as well as infrastructure related to utilities. Traffic studies, drainage studies, grading and

stormwater management plans may need to be submitted based on site-specific attributes or intensity of development. It is important to note that situational circumstances will always bring forth nuances that will need to be addressed during the planning processes. Collaborative partnerships between the developer and the governmental agencies result in the most successful developments.

10.3 Road Classifications

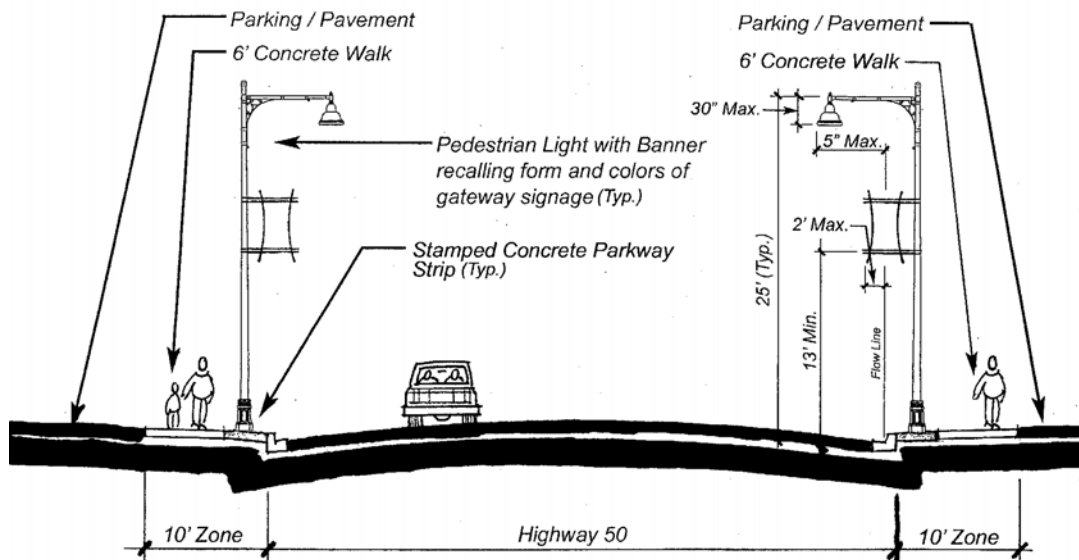
The roads surrounding Salida have seen an increase in traffic due to the low density two-acre residential development that has occurred in the county in the past two decades. Additionally, developments around the edge of the City have varied from the historic grid pattern, instead using cul-de-sacs and roads which do not connect to adjacent developments. The transportation plan aims to connect existing roads and developments outside city limits to downtown Salida by using a variety of transportation modes to relieve congestion and encourage community connectivity – socially and physically. Construction standards and guidelines for the different types of roads are discussed below.

Arterials:

US Highway 50 and SH 291 are managed and maintained by the Colorado Department of Transportation; accordingly any developments occurring along these stretches will need to adhere to CDOT’s construction specifications and access management regulations. In the Salida City limits, US 50 is know as Rainbow Blvd, and SH 291 is know as Oak Street or 1st Street in downtown. Although arterials are important connections that run through the heart of Salida commercial districts, this plan is focused on new developments on the periphery of City limits along the unincorporated areas of Chaffee County.

Salida has adopted the “Highway Corridor Improvement Plan,” adopted in 2007, for US 50. As new development continues to occur along the US 50 corridor new road designs will have to follow the streetscape design shown in Figure 10.1

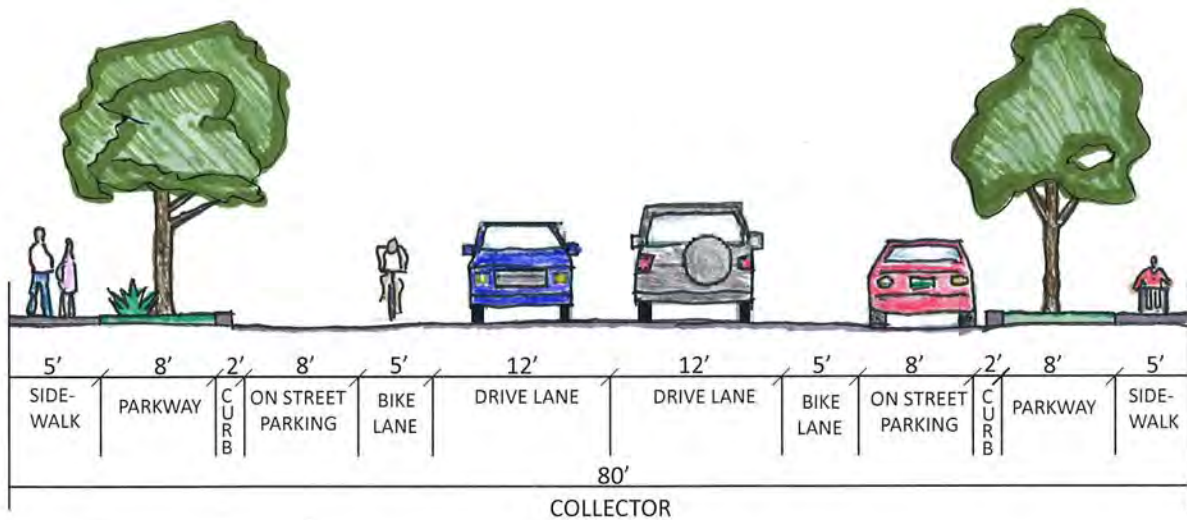
Figure 10.1
Road Design – US 50



Collector Roads:

New developments along collectors (as defined in this Regional Transportation Plan) will include road designs based on the cross-section as shown in Figure 10.2. Dependent upon the intensity of the development, phasing of construction may be permitted; however, dedication of appropriate right of way will be required. Development along existing roads will be required to dedicate land and improve the roads to meet design standards. Phasing of improvements and alternative designs that make adequate provisions for pedestrians, bicycles, and drainage will also be considered by the approving body.

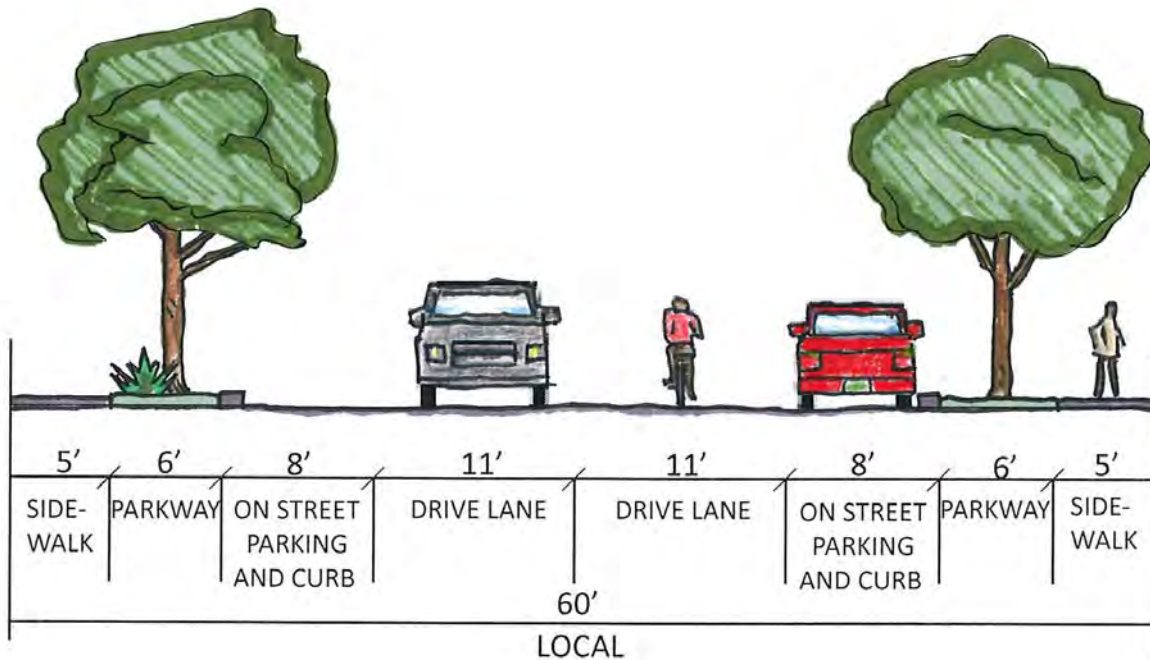
Figure 10.2
 Preferred Road Design – Collectors



Local Streets:

Developments that create new local streets will need to adhere to the design standards set forth in Figure 10.3. In the case where new roads are not being constructed, easements and rights of way will need to be dedicated to create future cross connections to local or collector roads. A grid layout and connection to the existing grid system shall be the default layout for planning of new developments; deviations from the grid can only occur with approval by the City and/or County, which will likely be based on topographic or other constraints. Development along existing roads will be required to dedicate right-of-way and improve the roads to meet design standards. All developments with new local streets shall include a provision for safe bicycle travel. Variations from the typical section presented below may include widening the sidewalk into a primary trail, providing separated trail systems inside new development that connects to the primary trail network, widening the right of way to 70' to make provisions for bike lanes, or other creative solutions that make appropriate provisions for bicycles.

Figure 10.3
Preferred Road Design – Local Streets



10.4 Transit Stops

The Transportation Advisory Board (TAB) was instrumental in creating the objectives and guidelines that are discussed herein regarding transit, which will need to be considered when identifying future transit stop locations and facility types. For example, Transit stops will have different purposes, such as a “park and ride” for regional trips, or collection points for inter-city movement.

TAB also suggested that the regional stops be designed to accommodate automobile parking and include bike racks. Covered shelter should also be present for those waiting for transit. Intercity stops may or may not require covered shelter, but in all cases should have a pullout designated for

the transit provider (with length determined by the provider), a bike rack, trash cans, and route schedule. Examples of transit stops which would not require covered shelter include destinations such as HRRMC, Wal-Mart and the Chaffee County Courthouse, which have existing structures. All transit stops, shelters and pullouts should be ADA accessible and should have an accessible route leading from the stop to the intended destination. The proposed transit stops are identified in Chapter 9.

10.5 Trails

Trail construction requirements will vary depending on the type and location of the trail. The Chaffee County Trails Master Plan categorizes trails as spine trails, county connections, and municipal trails. Surface materials range from hard surfaced (asphalt or concrete), gravel or crusher fines, to natural. These trails are generally flat and relatively wide to accommodate a range of users, from pedestrians to bicycles.

Trails recently established by Salida Mountain Trails connecting to BLM trails are constructed as narrow, rough, natural trails built to IMBA standards. The Salida Parks, Recreation, Trails, and Open Space Plan provides specifications for new trail construction within the city limits of Salida. SPOT is working with the Salida Recreation Advisory Board to develop standards to guide construction of future developed trails.

The Trail Map (Map 9.3) identifies three different trail types (1) Developed Trails, (2) Bike Lanes, and (3) Share the Road signs. New development that implements new trail infrastructure will also need to incorporate new parks, open spaces, and restroom facilities. Other infrastructure such as benches, picnic tables, bike racks, drinking fountains, and other street furniture need to be incorporated into the overall design of these trails.

Developed Trail

Developed trails are part of the primary trail network and provide important connections into and within the City. These non-motorized trails are usually separated from the vehicle travel on roads and may be completely independent from roads. Plans for these trails will be submitted to the Salida Recreation Department for their comment. Dependent upon the type of trail that is proposed the Salida Parks, Recreation, Trails, and Open Space Plan specifications shall be followed. Developed Trails can range from hard surfaced trails to natural surface trails. The type of trail that is implemented should be consistent with the other trails it will connect to and be planned for the intended use.

Bike Lanes

Bike lanes shall be placed alongside the drive lane and be striped at a 5 foot width. Smaller bike lanes maybe approved by the administrating body. Several of the proposals are for bike lanes along CDOT right of ways and collector streets. These bike lanes shall follow the CDOT design specifications.

Share the Road

Development that occurs along roads that are designated as share the road on the Trails Map shall be responsible for purchasing and installing the approved Share the Road signs. These roads are typically gravel County Roads that are utilized by a variety of recreational cyclists, and public recreational land and trail users.

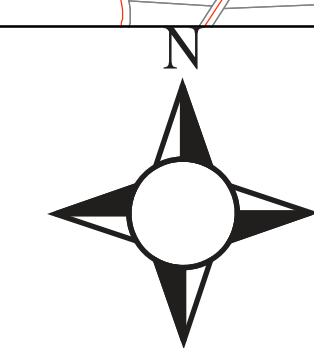
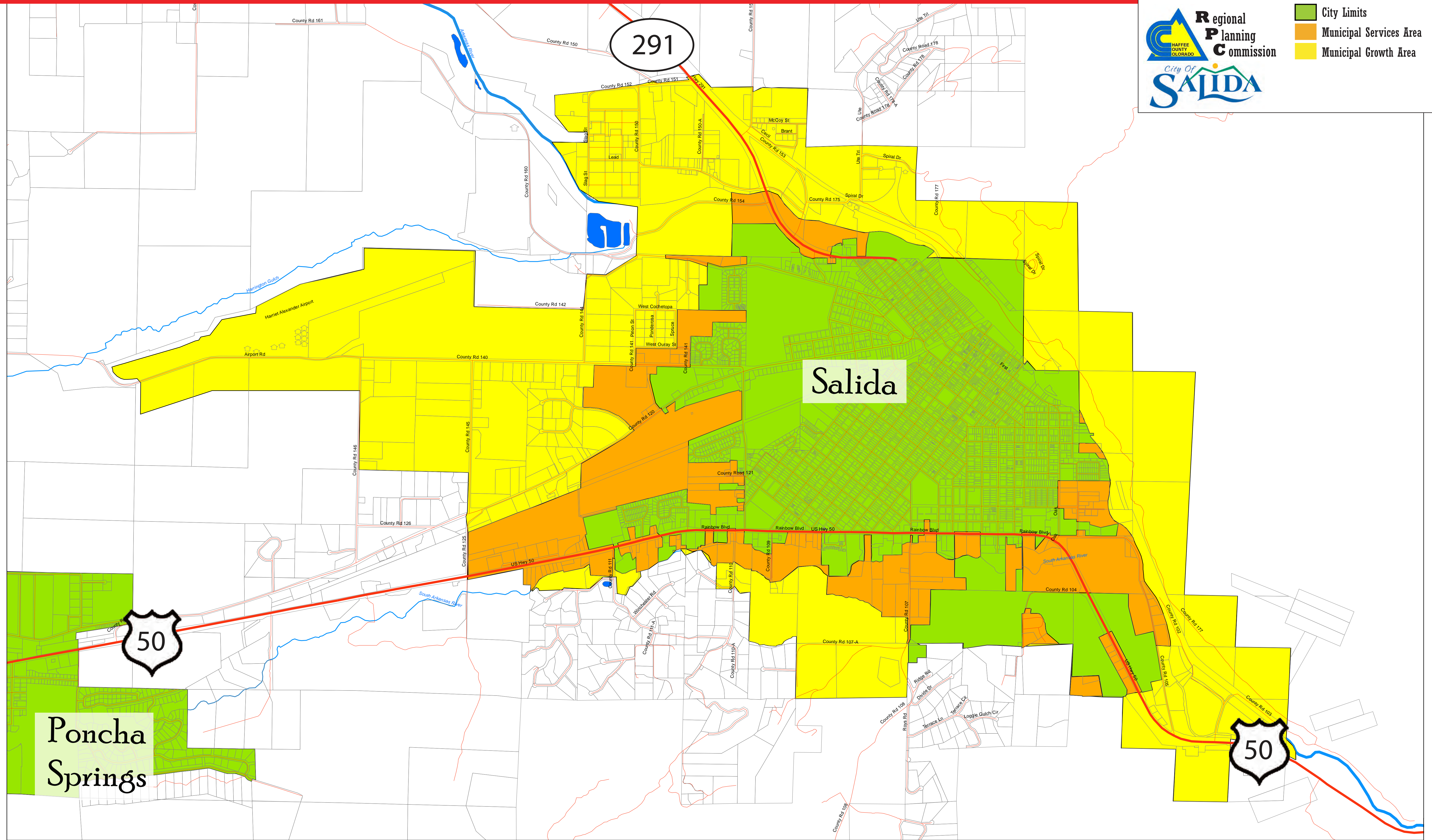
10. Joint Planning Map



Regional
Planning
Commission

City of
SALIDA

- City Limits
- Municipal Services Area
- Municipal Growth Area



Chapter 11

Implementation Plan



11.1 Planning for Improvements – Capital Planning

Local governments have to consider a wide range of public facilities and equipment when prioritizing capital expenditures. Expenditures typically have a high cost and a useful life of several years, and can include purchase or construction, reconstruction or replacement of capital items such as buildings, utility systems, roadways, bridges, parks, landfills, and heavy equipment. A systematic approach to capital planning provides a number of advantages to the local citizens. Capital planning and prioritization for projects should consider:

- Assessment of the need for repair, replacement or expansion of facilities
- Coordination with other projects
- Land acquisition
- Project financing
- Community needs, goals and vision
- Economic activity and development
- Future operating / maintenance costs of the facility

This regional transportation plan primarily discusses the area immediately around the Salida City Limits. Currently, the roads and other transportation facilities are maintained by the County, and are generally adequate for current use. However, as development occurs, any needed improvements will be required as part of new development. The purpose of the IGA for land use and this transportation plan is to identify to the extent possible needed improvements, potential funding sources, and priorities for specific projects. Projects may be funded entirely by the developer, the City, or the County, or some combination.

11.2 Sources of Funding

Local government budgets are constrained in several ways. Tax revenues are restricted by statewide ballot measures, such as TABOR, state legislative bills such as Gallagher amendment, and distribution of fuel taxes (Highway Users Tax Fund – HUTF), as determined by a state formula. The City and County currently each have differing mechanisms for funding transportation.

City of Salida

City of Salida Public Works Department operations are funded by a number of sources, including HUTF (approximately \$170,000 per year), dedicated sales tax, and general funds. The City actively pursues grant funds from various sources to implement transportation projects. The City also appropriates 35% of the 2% sales tax imposed by the city to the Sales Tax Capital Improvement Fund to be used to provide streets and other capital improvements or to pay debt service on bonds or other obligations of the City issued to provide for such capital improvements. In the 2008 General Election, voters approved ballot measure 2A, a 1% sales tax increase to be used for the purpose of funding construction, operation, maintenance, and repair of roads and other public infrastructure of the city. The 2A ballot measure is projected to generate an additional \$1.2 million in funding for the capital funding and maintenance/ operations of roads and public infrastructure.

In 2009, 25% of the 2A funds are appropriated towards maintenance/ operations and 75% allocated for capital projects.

Chaffee County

Chaffee County Road and Bridge Department operations are funded through HUTF distributions from the State, and by general fund dollars. Chaffee County maintains approximately 350 miles of road throughout the County. County fund sources are adequate only for maintenance of existing facilities, with small portions available for major reconstruction or construction of new roads, trails or bridges. The County has not taken on any new roads since 1994, when the HUTF distribution formula was recalculated. New developments are expected to maintain all infrastructure within the subdivision.

Colorado Department of Transportation

CDOT is responsible for maintenance and improvements to US 50 and US 285, and SH 291. Chaffee County is part of CDOT Region 5, headquartered in Durango, and is part of the San Luis Valley Transportation Planning Region (TPR), centered in Alamosa. Region 5 receives an apportioned share of the overall State of Colorado Transportation budget, to fund projects throughout the region. The TPR's within the region identify and prioritize projects for inclusion in the Statewide Transportation Improvement Program (STIP) for funding. In addition to STIP projects, CDOT has budget lines for maintenance programs, bridge projects, transit, and enhancement programs. Enhancement programs are discussed further under Grants, below.

Grant Sources

A number of grant sources are available to supplement funding for transportation projects. Programs for road improvements include CDOT enhancement funds which may be used for rail crossings or intersection safety improvements, and Scenic Byway funds. Trail projects can also apply for CDOT Enhancement program funds and State Parks grants. Local community groups such as SPOT, Salida Mountain Trails, and the Arkansas River Trust have participated in funding and developing trails projects. The US Environmental Protection Agency has programs to implement smart growth policies, which may be utilized to enhance transportation systems. The Colorado Department of Local Affairs (DOLA) may have funds available for qualified projects under the Energy and Minerals Impact program. Also, private groups and foundations, such as the Orton Family Foundation, may contribute funding to certain projects. As additional grant funding opportunities become available, this plan will contribute to obtaining funding.

Impact Fees

New developments often create impacts to existing services and road systems resulting in increased government expenditures for maintenance or construction. Frequently, property taxes and other revenues produced by the new development are not adequate to cover the expenses associated with the increased service requirements. State statutes authorize communities to assess impact fees on new developments in order to implement capital improvements that are necessitated by new developments. At this point in time, neither Chaffee County nor Salida have adopted an impact fee structure, however many local governments, including Poncha Springs and Buena Vista, have adopted impact fees for certain road improvements. These improvements may be made at the time of development of the project, or may be deferred to the time of development of individual units within the development.

General Improvement Districts (GID)

Depending on the size and scope of a development, the City or County may require creation of a GID to ensure funding is in place for continued maintenance of the public facilities, including roads, trails and parks. At this point in time, a GID has not been utilized by either the City or County; however it may be a viable option for future projects.

11.3 New Development

New developments are expected to “pay their own way” related to internal roads, bridges, trails, sidewalks and transit. Developments are also expected to cover their fair share of impacts to existing infrastructure. In the County, developments adjacent to an existing County Roads are required to dedicate adequate right of way to accommodate the road. New developments may also be required to acquire adequate right of way if needed to accommodate traffic between the development and a collector or highway. New developments are required to construct all internal infrastructure, as well as make improvements to adjacent or nearby impacted transportation systems. Larger projects may require traffic studies to determine their impact to municipal streets, county roads, or the state highway. CDOT regulates access for new developments to the highway system through its Access Code. If the scope of a development has a significant impact on the highway system, CDOT may also require a development to perform intersection improvements or construct auxiliary lanes.

New developments subject to the IGA or City development standards will be required to adhere to all aspects of this plan related to proposed roads and trails, and future connections. Developers will be required to dedicate right-of-ways for the planned collectors, and to design the development consistent with the criteria identified in this plan. If a road, trail or transit stop is identified in this plan, the developer is required to construct the portion within the development and any needed external connections as part of the development. Chaffee County requires that all new developments approved in the County implement a mechanism to maintain subdivision infrastructure. The City of Salida will take over maintenance of approved infrastructure for developments within the City limits.

11.4 Additional Plans

As discussed in previous Chapters of this plan, other plans will continue to be developed, requiring updating of this plan and adjustments in any prioritization. Access Management Plans for US 50 and SH 291 need to be developed in cooperation with CDOT, to identify appropriate spacing for individual property access, and locations for new public roads and streets, to expand the grid system

as possible. In conjunction with the access plan, drainage and streetscape plans should be developed to ensure continuity.

A major part of the success of this transportation plan is education of the citizens about reducing motor vehicle and pedestrian / cyclist conflicts. Law enforcement participation to encourage safer practices will also be critical. A plan which identifies appropriate locations for bicycle racks at will also be necessary.

11.5 Project Priorities

The projects identified are not prioritized in any particular order; however they can be expected to be necessary within the noted time frames. As development occurs, adjustment of the timing and priority of these projects is to be expected.

Current Projects

Project Name	Projected Amt	Funding Source	Comments
CR 120 Trail Extension	\$350K	Grant, County	Designed, needs funding
US 50 / Holman signal	\$650K	CDOT, City, County	Funded, to construct Fall 2009
US 50 Streetscape	\$950K	CDOT, City	Fall 2009
Milk Run Trail	\$350K	City, GOCO, County	Spring 2010
Salida Mountain Trails		City, State Parks	Volunteer resources, ongoing

1-5 Year Projects

Project Name	Projected Amt	Funding Source	Comments
CR 105 Bridge (South Ark)	\$200K	Developer	Vandaveer
CR 105 Culvert (Tennessee)	\$100K	Developer	Vandaveer, could be reduced to culvert from existing bridge
CR 104 / CR 107 reconstruct, connection		Developer	Vandaveer Developer
Union Pacific - Arkansas River Trail	\$1 million	State Parks, City, County, GOCO	Currently in Plan development, need UP cooperation
F Street Bridge Rehabilitation	\$25K	CDOT, City, UP, State Historic Fund	
US 50 Streetscape	\$2 million	CDOT, City	
SH 291 / US 50 / CR 105	\$300K	City, CDOT	Designed, includes Gateway
US 50 Access Management Plan	\$50K	City, County, CDOT	
SH 291 Access Management Plan	\$40K	City, County, CDOT	
W Hwy 50 stormwater management design	\$50K	City, County, CDOT	
SH 291 stormwater management design	\$50K	City, CDOT	
W Hwy 50 Drainage		City, CDOT, Developer	

5-10 Year Projects

Project Name	Projected Amt	Funding Source	Comments
CR 120/145/125 intersection	\$400K		Utility, ditch crossings
SH 291 / CR 175 / Rush Dr	\$500 – 800 K	CDOT, City, County, HRRMC, Developer	May require signal; roundabout also proposed. Amt depends on design
CR 120 / CR 140 / Holman	\$50K	City	Intersection, crosswalk, sidewalk, ADA ramps, streetscape
CR 144 / CR 160	\$150K	City, County, Developer	Part of Short term north south connection to SH 291
CR 154 / SH291; CR 154 realign	\$900K	City, County, HRRMC, CDOT, Developer	Part of Short term north south connection to SH 291. Need ROW across DOW, design down hill, intersection improvement
SH 291 streetscape	\$600K	City, County, Developer	Include drainage, bike, pedestrian facilities
W Hwy 50 drainage		City, CDOT, Developer	

10-20 Year Projects

Project Name	Projected Amt	Funding Source	Comments
Transit Park N Ride Facility			Necessary as part of regional transit plan
CR 177 reconstruct along railroad corridor	\$4 million	City, County, CDOT, developer	Need right-of-way, design

20 + Year Projects

Project Name	Projected Amt	Funding Source	Comments
US 50 / CR 125		City, CDOT, Developer	May require signal, AC / DC, right of way.
CR 145 Extension thru Smelertown to SH 291	\$7 million	City, County, CDOT, Developer	Need ROW, Bridge of Ark River, major design work.

Glossary of Terms Used

AADT	Average Annual Daily Traffic. Annual average two-way daily traffic. The total traffic on a section of roadway for the year, divided by 365.
ADT	Average Daily Traffic. The total traffic volume during a given period of days, divided by the number of days in the time period.
AHRA	Arkansas Headwaters Recreation Area. This agency manages the commercial recreation and public access sites along the Arkansas River, including sites in and around the Salida area.
BLM	Bureau of Land Management. Generally refers to public lands north and south of Salida. These lands have multiple uses including agriculture, recreation and mining. BLM manages travel on their lands through a travel management plan.
CDOT	Colorado Department of Transportation. CDOT regulates access to the highways managed by the state, and is responsible for maintenance of those highways
CR	County Road. Roads maintained by Chaffee County, and which generally have a number designation.
DOLA	Colorado Department of Local Affairs. DOLA provides assistance to local governments in many functions, including the Office of Smart Growth, the State Demographer's Office, and administration of the Mineral Impact grant program.
DOW	Colorado Division of Wildlife
HRRMC	Heart of the Rockies Regional Medical Center
IGA	Intergovernmental Agreement, in this document between Sal ida and Chaffee County
LOS	Level of Service. A measure describing operational conditions within a stream of traffic; factors include speed, travel time, ability to maneuver, traffic interruptions, safety, delay and convenience.
RPC	Salida Regional Planning Commission. This group consists of three members and one alternate from each the City and County Planning Commissions.
SH	State Highway
TAB	Transportation Advisory Board. The TAB was created by the Board of County Commissioners in 2008 to assist with matters associated transportation planning and implementation of transportation services.
US	United States (generally used as an abbreviation for (US Highway)
USFS	US Forest Service. Generally refers to multiple use forest service lands north and south of Salida. USFS implements travel management plans within the forest.

ORDINANCE NO. 16
(Series of 2009)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, AMENDING SECTIONS 16-1-80, 16-9-20, 16-13-90, 16-13-100, 16-14-80, AND 16-16-50 OF THE SALIDA MUNICIPAL CODE TO REFERENCE THE SALIDA REGIONAL TRANSPORTATION PLAN.

WHEREAS, by Resolution No. 51, Series of 2009, the Salida City Council adopted the Salida Regional Transportation Plan as a framework to govern and guide future development in the Salida region with respect to future transportation improvements; and

WHEREAS, City staff wishes to incorporate references to the Regional Transportation Plan in Chapter 16 of the Salida Municipal Code to ensure land use applications are consistent with the Regional Transportation Plan; and

WHEREAS, the Salida City Council finds and determines that the best interests of the City of Salida will be served by amending Chapter 16 of the Code as set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO:

Section 1. The aforementioned recitals are hereby fully incorporated herein.

Section 2. Section 16-1-80 of the Salida Municipal Code is hereby amended to include a definition of "Regional Transportation Plan," with revisions shown in bold, double underlined text.

16-1-80. Definitions.

Regional Transportation Plan means the October 2009 plan prepared by the City of Salida and Chaffee County, as may be amended, which provides a framework to govern transportation improvements and patterns in the Salida region.

Section 3. Section 16-9-20(f) of the Salida Municipal Code is hereby amended to read as follows, with revisions shown in bold, double underlined text.

16-9-20. Road, driveway and sidewalk standards.

* * *

(f) Street Design Standards.

- (1) Street Plan. Streets shall generally conform to the City's transportation plan adopted as a component of the Regional Transportation Plan, Comprehensive Plan, and any amendments thereto.

Section 4. Section 16-13-90 of the Salida Municipal Code is hereby amended by the addition of a new subsection (a)(19) to read as follows, with revisions shown in bold, double underlined text.

16-13-90. Evaluation standards.

(a) Evaluation Standards for All Planned Developments. The following standards or requirements shall govern the application of all planned developments and shall be utilized by the Planning Commission and the City Council in evaluating any PD plan:

(19) The development is consistent with the City's Comprehensive Plan, Regional Transportation Plan, and other adopted plans.

Section 5. Section 16-13-100(f)(1) of the Salida Municipal Code is hereby amended to read as follows, with revisions shown in bold, double underlined text.

16-13-100. General submittal and processing requirements; overall development plan

(f) Review Criteria Used by Planning Commission and City Council. Overall development plans shall be reviewed to ensure that the general public health, safety and welfare are safeguarded and for substantial conformance to the following applicable review criteria:

- (1) The overall development plan is consistent with the City's Comprehensive Plan, Regional Transportation Plan, and other adopted plans.

Section 6. Section 16-14-80 of the Salida Municipal Code is hereby amended with the addition of a new subsection (12) to read as follows, with revisions shown in bold, double underlined text.

16-14-80. Subdivision review standards.

In order to achieve the intent and purpose of this Chapter, the proposed subdivision shall comply with the following standards:

(12) Regional Transportation Plan. The proposed subdivision shall carry out the purpose and spirit of the Regional Transportation Plan and generally conform to the Plan's applicable objectives, guiding principles, and recommended actions concerning transportation improvements.

Section 7. Section 16-16-50 of the Salida Municipal Code is hereby amended to read as follows, with revisions shown in bold, double underlined text.

16-16-50. Review standards for annexation.

It shall be the general purposes of the City in respect to annexation:

(5) Implementation of Comprehensive Plan **and Regional Transportation Plan**. To consider land for annexation that conforms with the purposes of the Comprehensive Plan **and Regional Transportation Plan**. The annexor shall include a development plan for the property, which at a minimum shall demonstrate that the proposed development of the property is in general conformance with the Comprehensive Plan **and Regional Transportation Plan**.

INTRODUCED ON FIRST READING, ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation in the City of Salida by the City Council on the 20th day of October, 2009 and set for second reading and public hearing on the 3rd day of November, 2009.

INTRODUCED ON SECOND READING, FINALLY ADOPTED and ORDERED PUBLISHED BY TITLE ONLY, by the City Council on the 3rd day of November, 2009.

CITY OF SALIDA, COLORADO

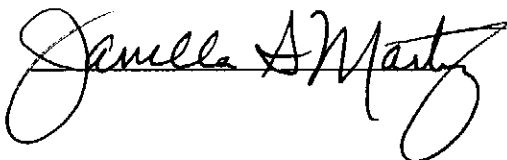


Charles Rose, Mayor



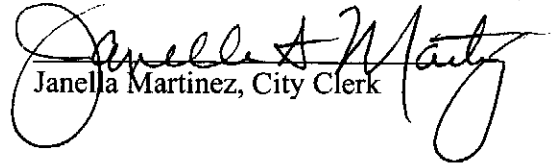
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ATTEST:



Janella Martinez, City Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the 23rd day of October, 2009, and BY TITLE ONLY, after final adoption on the 6th day of November, 2009.


Janella Martinez, City Clerk

RESOLUTION NO. 51
(Series of 2009)

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO,
ADOPTING THE SALIDA REGIONAL TRANSPORTATION PLAN.**

WHEREAS, the City of Salida ("City") and Chaffee County ("County") entered into an Intergovernmental Agreement ("IGA") in April of 2008, establishing the Salida Regional Planning Commission ("RPC") to oversee land use applications in the lands surrounding Salida and create a regional transportation plan; and

WHEREAS, since August of 2008, the City, County, and RPC have worked to create the Salida Regional Transportation Plan with the intent to respond to existing transportation patterns, to be proactive in providing transportation for the future, to alleviate pressures on our current transportation network, to provide route alternatives, and to encourage other modes of travel; and

WHEREAS, a Draft Salida Regional Transportation Plan was presented for review and comment at the Salida City Council meeting held on October 20, 2009; and

WHEREAS, upon incorporating comments and input from the public, state and local agencies, and the City and County Planning Commissions, the City Council wishes to adopt the Salida Regional Transportation Plan.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO THAT:

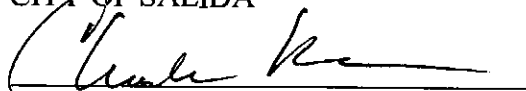
1. The Salida City Council incorporates the foregoing recitals as its conclusions, facts, determinations, and findings.
2. The Salida City Council hereby adopts the Salida Regional Transportation Plan attached hereto as Exhibit A and incorporated herein by this reference.

RESOLVED, APPROVED AND ADOPTED this 20th day of October, 2009.

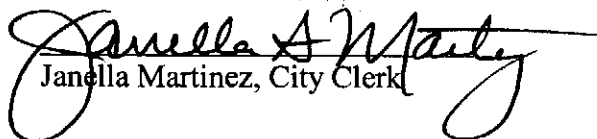
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CITY OF SALIDA

By:


Charles Rose, Mayor

ATTEST:


Janella Martinez, City Clerk



**CHAFFEE COUNTY COLORADO
RESOLUTION 2009-51**

**ADOPTING A NEW SUBSECTION 6.17.2.1
OF THE CHAFFEE COUNTY LAND USE CODE
REGARDING THE SALIDA REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Land Use Act (§ 29-20-101, C.R.S., et seq.) and the County Planning Code (§ 30-28-101, C.R.S., et seq.) authorize county regulation of land use in the unincorporated areas of the county; and

WHEREAS, the City of Salida (“City”) and Chaffee County entered into an Intergovernmental Agreement in 2008 establishing the Salida Regional Planning Commission (“RPC”) to oversee land use applications in the lands surrounding Salida and create a regional transportation plan; and

WHEREAS, since August of 2008, the City, County and RPC have worked to create the Salida Regional Transportation Plan with the intent to respond to existing transportation patterns, to be proactive in providing transportation for the future, to alleviate pressures on our current transportation network, to provide route alternatives, and to encourage other modes of travel; and

WHEREAS, Section 30-28-106(3) of the County Planning Code authorizes the County to incorporate all or part of its regional planning documents into binding land development regulations; and

WHEREAS, at its September 29, 2009 regular meeting, the County Planning Commission voted to approve the Salida Regional Transportation Plan (“SRTP”) and at its October 27, 2009 regular meeting, the County Planning Commission voted to adopt Subsection 6.17.2.1 as part of the Chaffee County Land Use Code; and

WHEREAS, on October 13, 2009, continued to November 4, 2009, and to December 8, a public hearing was held, following proper notification publication, for the purpose of receiving public comments with respect to the proposed adoption of the SRTP and related land use code changes; and

WHEREAS, the people of Chaffee County have had an opportunity to review the proposal and have had an opportunity to make public comment for or against its adoption; and

WHEREAS, the Board has had an opportunity to review public comments with respect to the proposal and finds that publication of notice of the public hearing has been properly published and the requirements have been satisfied with respect to the public hearing; and

WHEREAS, the Board has determined that it would be in the best interests of the citizens of Chaffee County if the SRTP and related land use code changes be adopted; and

WHEREAS, the Board has determined that it will better promote the health, safety and welfare of the citizens of and visitors to Chaffee County if it adopts new Subsection 6.17.2.1 to the County’s Land Use Code, as attached hereto as Exhibit 1.

NOW THEREFORE be it unanimously resolved by the Board of County Commissioners of Chaffee County as follows:



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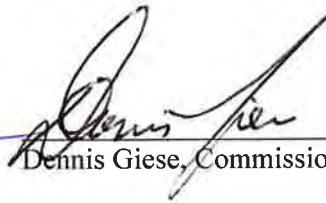
2 of 3

1. Adoption. The Board hereby approves the proposed SRTP and the addition of Subsection 6.17.2.1 to the Chaffee County Land Use Code, attached hereto as Exhibit 1. Unless readopted by the Board of Commissioners, the Plan shall be in full force and effect for a period of ten years, at which time a public hearing shall be held for the purpose of evaluating compatibility of this Plan with community conditions and goals at that time.
2. Severability. All provisions of this Resolution and the adopted Section of the Chaffee County Land Use Code are intended to be severable. If a court or administrative body declares any provision or its application to be invalid or unenforceable, in whole or in part, such determination shall not affect, impair or invalidate any other provision of this Resolution or the adopted Code. If a court or administrative body determines a provision or its application to be valid or enforceable only if its application is limited, its application shall be limited as required to most fully implement its purpose.
3. Repealer. All resolutions, or parts thereof, in conflict with this Resolution and Subsection 6.17.2.1 of the County's Land Use Code, as adopted pursuant to this Resolution are hereby repealed, provided that this repealer shall not repeal the repealer clauses of such resolutions nor revive any resolution thereby.
4. Effective Date. This Resolution shall be in full force and effect immediately upon adoption by the Board.

ADOPTED AND APPROVED by a majority of the Board this 8th day of December 2009.

BOARD OF COUNTY COMMISSIONERS


Frank Holman, Chairman


Dennis Giese, Commissioner

STATE OF COLORADO)
) ss.
CHAFFEE COUNTY)

ATTEST:

The above is a true and correct record of Resolution 2009-51 duly adopted by the Board of County Commissioners of Chaffee County (Commissioner Glenn recused himself) at a regular meeting, properly noticed and held on December 8, 2009.


Chaffee County Clerk





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3 of 3

**EXHIBIT 1 to Resolution 2009-__
Chaffee County, Colorado**

THE NEW SECTION IS IN **YELLOW**

6.17 Coordinated Land Planning with Local Municipalities

6.17.1. General: Cooperation with local municipalities for the purposes of planning and regulating the development of land will better promote the efficient provision of public services and better protect open lands and agricultural lands. Further, cooperation will help ensure that land use decisions are made in a coordinated and responsible manner.

6.17.2. Salida Intergovernmental Agreement. The County has entered into an Intergovernmental Agreement Between the City of Salida, Colorado and Chaffee County, Colorado, dated March 18, 2008, as may be amended from time to time (the "Salida IGA"). The Salida IGA identifies a Municipal Service Area ("MSA") and a Municipal Growth Area ("MGA"). All Land Use Development applications, as defined in the Salida IGA, involving property located within the MSA or the MGA shall comply with the terms of the Salida IGA, as amended from time to time.

6.17.2.1. Salida Regional Transportation Plan. All Land Use Development applications, as defined in the Salida IGA, shall be evaluated, with respect to transportation needs, pursuant to the 2009 Salida Regional Transportation Plan ("SRTP"), as may be amended from time to time. The SRTP is hereby incorporated by reference. Any and all transportation improvements, design and development standards set out under the SRTP will be required only after a duly noticed public hearing and compliance with the Salida IGA. Any improvements, design and development standards will be required only after consideration of the impacts of the proposed development and the development potential in the surrounding areas.