

PLANNING COMMISSION RESOLUTION R-90-16
CONCERNING INTERCOUNTY NON-MOTORIZED ROUTES MASTER PLAN

WHEREAS, CRS 30-28-106 authorizes County Planning Commissions to make and adopt master plans and parts thereof for the purpose of sharing the Planning Commission's recommendations for the development of the territory covered by the plan; and

WHEREAS, through public meetings and due process, this County Planning Commission has deliberated maps, descriptive matter and other documents attached hereto; and

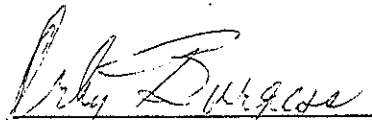
WHEREAS, this Planning Commission has previously adopted intercounty non-motorized routes master plan elements to which this master plan element provides greater detail; and

WHEREAS, the United States Forest Service, the Bureau of Land Management, the general public and the County of Clear Creek, have been participants in the master planning process;

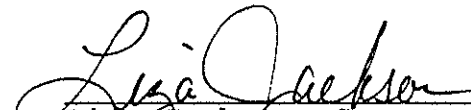
NOW, THEREFORE, BE IT RESOLVED that:

1) The boundaries related to this resolution shall be unincorporated Clear Creek County; and

2) The projects and plan attached hereto and identified as "Clear Creek County Intercounty Non-Motorized Routes Master Plan" is hereby: a) adopted as this jurisdiction's Intercounty Non-Motorized Routes Master Plan Element; b) adopted as a portion of an interjurisdictional major street plan; and c) certified pursuant to CRS 30-28-109, to the Clear Creek Board of County Commissioners and the municipal planning commissions within Clear Creek County as a Clear Creek County Master Plan Element.



Orley Burgess, Chairman



Liza Jackson, Secretary

ADOPTED this 17th day of December, 1990.

RECEPTION # 151034 *NOTE*
PAM PHIPPS, CLERK & RECORDER
CLEAR CREEK COUNTY, COLORADO
RECORDED JAN 4, 1991 AT 10:25 AM

CLEAR CREEK COUNTY
NON-MOTORIZED ROUTES
MASTER PLAN ELEMENT
December 17, 1990

This Intercounty Non-Motorized Routes Master Plan Element provides the Clear Creek County Planning Commission's recommendations for the development of non-motorized routes which interconnect all adjacent counties with the communities within Clear Creek County.



Two types of intercounty non-motorized routes are identified on the accompanying map. A "primary corridor" runs generally from east to west through the County and diverges into two at the east end of the County, running down both Clear Creek Canyon (for access to Gilpin and Jefferson Counties), and along the Floyd Hill frontage roads. "Secondary corridors" expand interconnections to the southeast portions of the County and to Grand and Park Counties. Only the general location of the routes is identified. It is intended that more detailed plans be prepared on a site specific basis as opportunities arise over time.

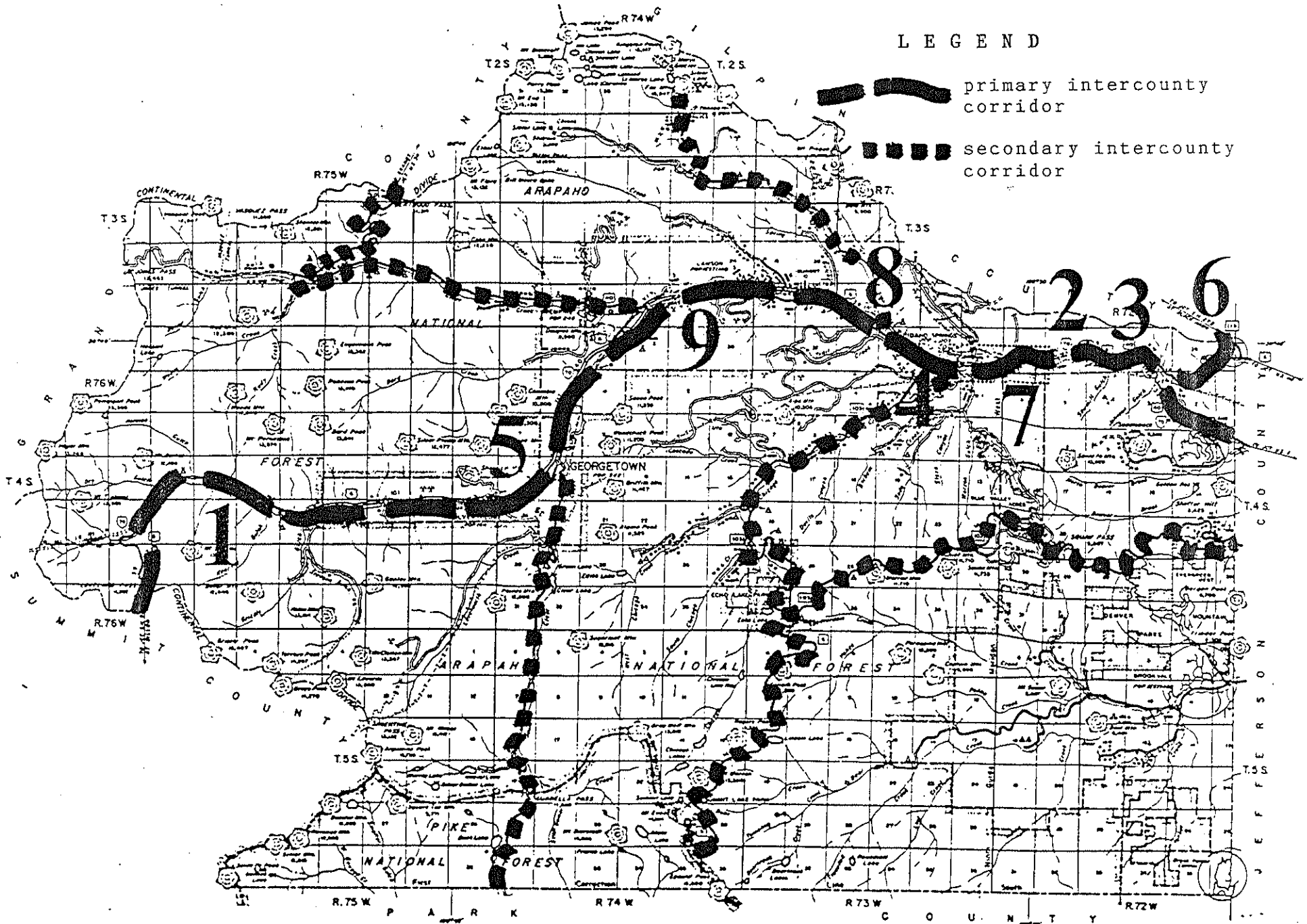
A primary goal in the development of this plan has been the utilization of existing, but unimproved for non-motorized corridor purposes, facilities including historic railroad bed. The accompanying chart identifies nine project areas within the primary corridor. General locations of the projects are identified by corresponding project numbers on the map.

All of the corridors involved in this plan are to a greater or lesser extent currently used as non-motorized corridors. At the present time very few exist, however, as separate alignments or pathways, and share the alignment with motorized uses. It is the Planning Commission's recommendation that separate alignments be created wherever practical along these corridors to reduce the likelihood of conflict between motorized and non-motorized corridor users. In narrow areas, pathways adjacent to the current travel surface for automobiles will be necessary.

INTERCOUNTY NON-MOTORIZED ROUTES MASTER PLAN ELEMENT

LEGEND

-  primary intercounty corridor
-  secondary intercounty corridor



CLEAR CREEK COUNTY, COLORADO

INTERCOUNTY NON-MOTORIZED ROUTES
 MASTER PLAN ELEMENT PROJECT SUMMARY
 December 17, 1990

PROJECT AREA	DESCRIPTION	QUANTITIES	COMMENTS
1	Constrn of new route thru USFS property exclusively for non-motorized use (pedestrians, equestrians, bicyclists & cross-country skiers).	4.5 mi.	USFS Project; (see Note 1).
2	ROW acqn & constrn of pathway separated from frontage road along existing ditch.	Frank Lowe's property.	Existing frontage road, only 20' in width & unpaved, too hazardous for bicyclists.
3	Partial ROW acqn & asphalt surfacing of existing roadbed.	1.5 mi.	(See Note 1.)
4	ROW acqn, bridge installation & surfacing of existing roadbed.	.6 mi.	Would provide link with USFS Visitor Center, high school & Jackson Monument; highly visible.
5	Constrn of separate bicycle lane separated by guard rail on Interstate Hwy ROW.	.7 mi.	Selection of this route presumes lack of opportunity thru CSHS property; (see Note 1).
6	Partial ROW acqn, partial reconstrn of RR roadbed & constrn of pathway separated from roadway whenever possible.	Bridge .2 mi. E. of Tunnel 5 (See Bridge R&I Master Plan Proj. 7 (3 mi.)).	Route includes near-wilderness experience around Tunnels 5 & 6 and access to Gilpin Co.; continuation into Jeffco unlikely.
7	Partial ROW acqn & surfacing of existing roadbed.	.5 mi.	Utilizes existing unused 27th Ave. Interstate Hyway underpass; highly visible.
8	Fall River Rd. bridge (see Bridge R&I Master Plan Project 5).		
9 (thru-out Co)	Striping, alignment separation from auto route, signs & other accomodation of existing routes or paths of least resistance.		Only increasing usage rather than either designation or signage; define existing routes throughout County.

Note 1: Existing "path of least resistance" does not provide a practical alternative for bicyclists.