



US 50 WEST ACCESS CONTROL PLAN

**PROJECT SUMMARY
PRESENTATION TO ELECTED OFFICIALS
APRIL 6, 2020**

The purpose of access control

- Identify existing deficiencies or areas that can be improved
- Improve safety, mobility, and operations
- Develop a long range plan to optimize access
- Recommend ultimate access conditions
- Provide access to adjacent properties, but better utilize the local roadway network (including improved alley ways)
- Enhance the highway aesthetics to improve the overall experience of those that reside in the area, visitors, and those conducting business



The access control plan was developed by



In coordination with



US 50 WEST
ACCESS CONTROL PLAN

ATKINS
April 6, 2020

Project limits



- US 50 from west City limits to 15th Street
 - Total distance of 2.3 miles

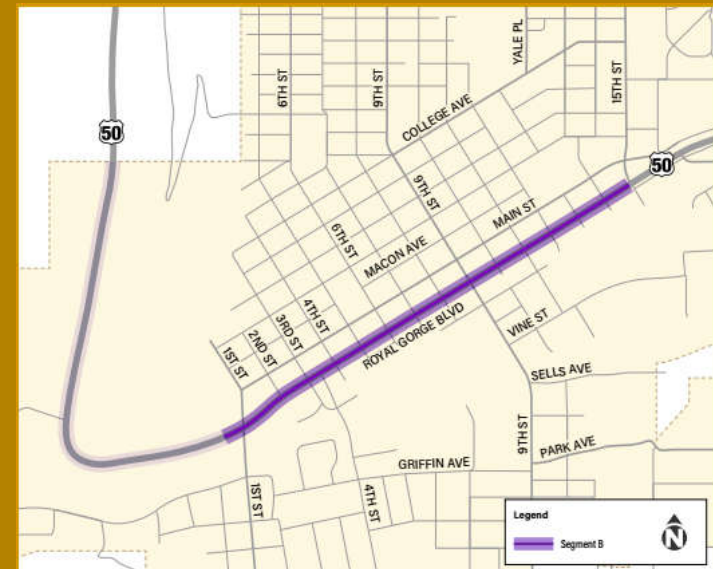
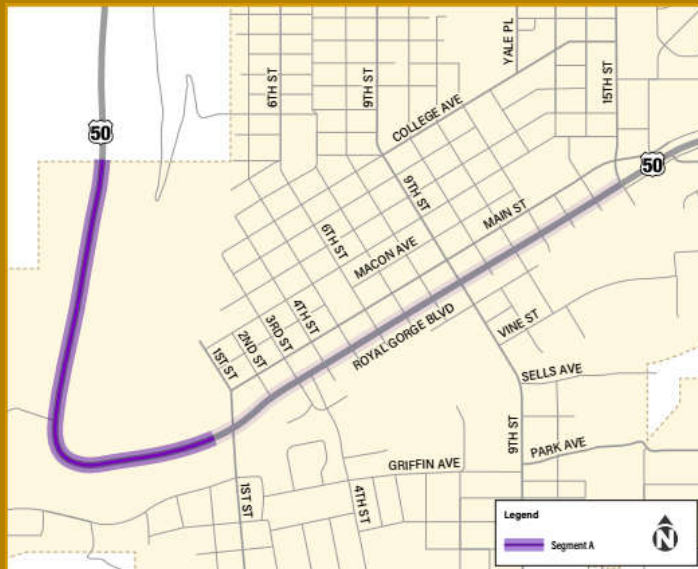


US 50 WEST
ACCESS CONTROL PLAN

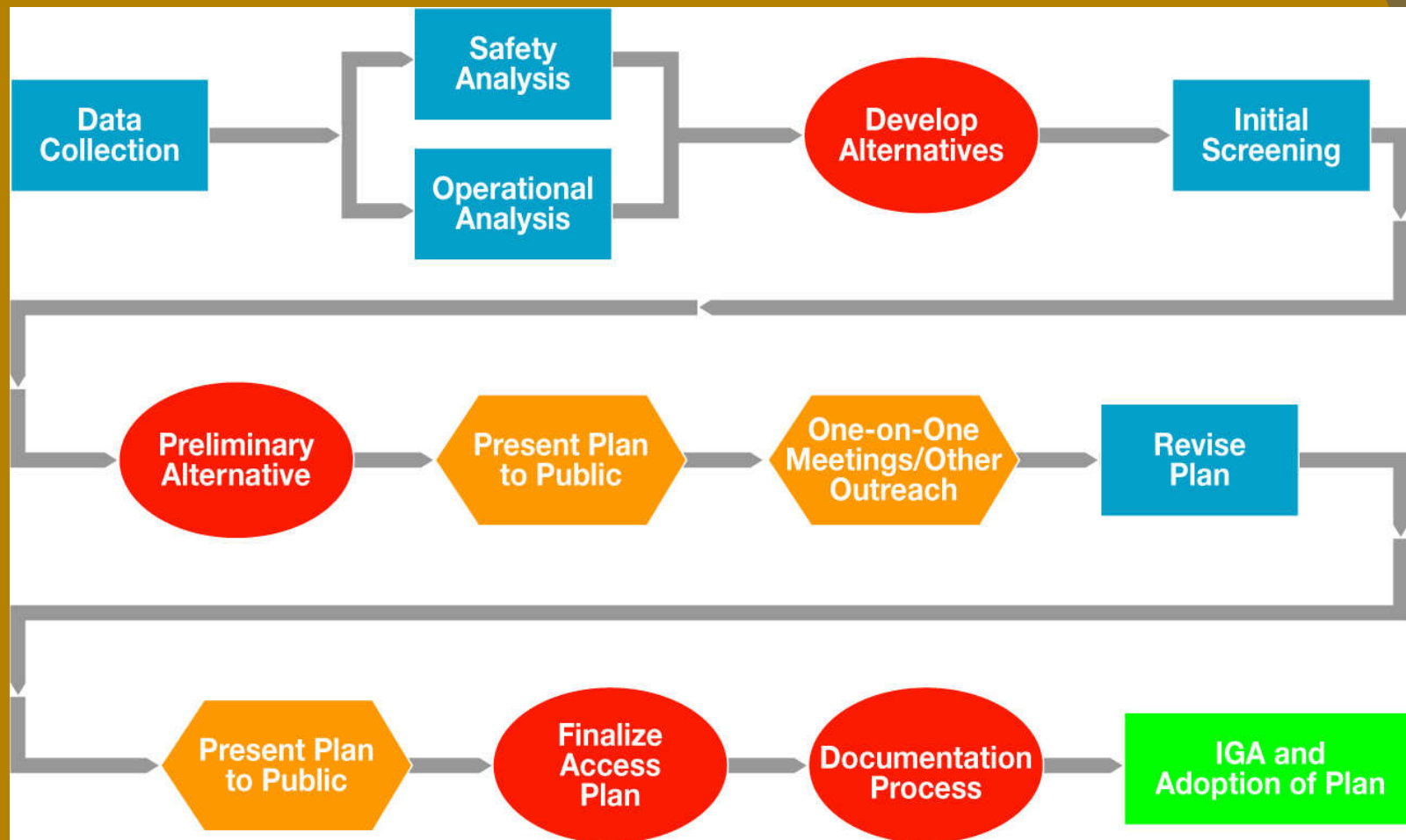
ATKINS
April 6, 2020

US 50 segment characteristics

- City limits to 1st Street
 - Regional Highway
 - Focus on traffic mobility
- 1st Street to 15th Street
 - Non-rural Arterial
 - Balance traffic mobility with access



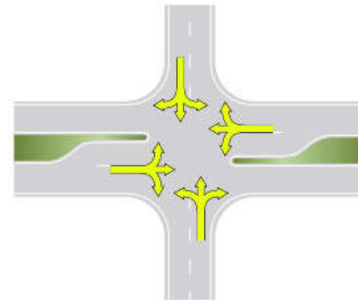
How the plan was developed



Access conditions

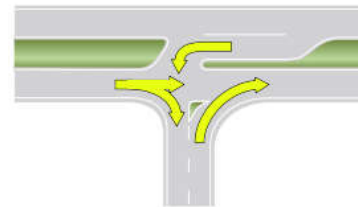
- Study area contains 130 individual access locations (driveways, field accesses, curb cuts, roads)
- Access points are
 - 25% public streets and 75% private driveways
- Almost all access locations allow full movement (no turn restrictions)
- Study area has three existing traffic signals (3rd Street, 9th Street, 15th Street)

TYPES OF ACCESS



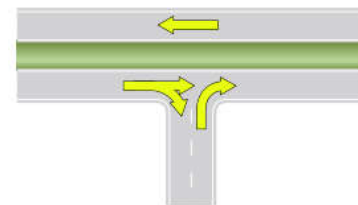
Full Movement

- All movements in all directions are allowed
- May include the need for a traffic signal



3/4 Movement

- Right-in, right-out and left-in are allowed
- Traffic median prevents left-out and straight movements – these movements must be completed at another intersection

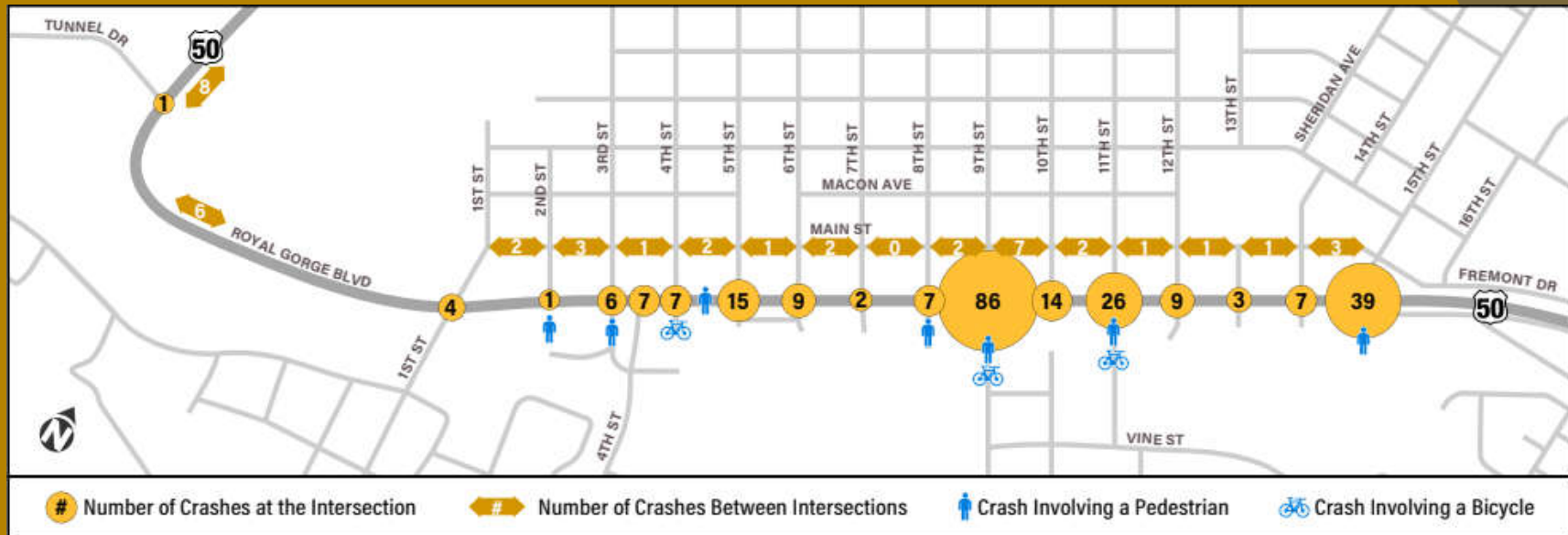


Right-in, Right-out

- Only right turns are allowed
- Traffic median prevents left turns and straight movements – these movements must be completed at another intersection



Safety conditions



- Crashes from 7/1/2013 to 6/30/2019 (CDOT data for reported crashes)
- 279 crash events
 - 269 vehicle-vehicle
 - 10 vehicle-pedestrian/cyclist



US 50 WEST
ACCESS CONTROL PLAN

ATKINS
April 6, 2020

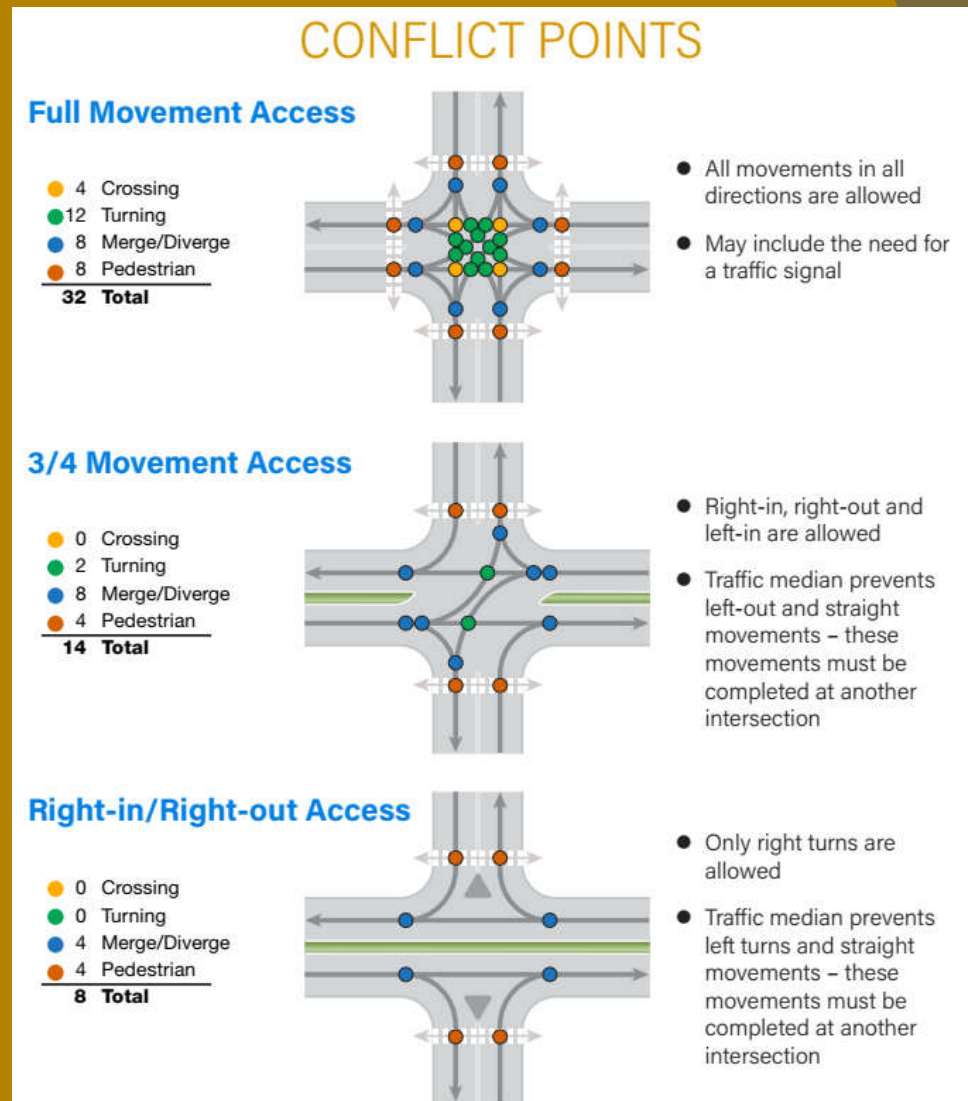
Safety conditions

- Crashes involving a pedestrian or bicycle
 - Typically trying to cross US 50 at unsignalized locations, which supports a need for more signals (if warranted) and/or dedicated cross-walks.
- Vehicle-vehicle events
 - Signalized intersections – supports changes to signal operations to consider protected-only left turn movements or improved signal coordination timing
 - Unsignalized intersections – supports restricting turning movements or constructing signals (only if warranted)
 - Midblock – supports restricting turning movements or number of access locations



Safety conditions

- Traffic growth without access control may result in an increase in the frequency and severity of crashes on US 50
- Optimization of the number and type of accesses will reduce the number conflict points and improve safety

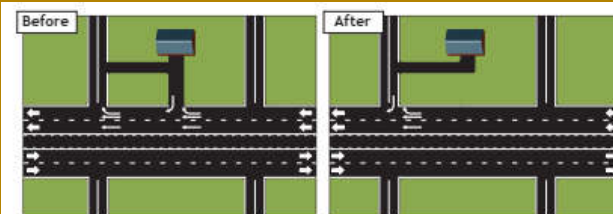


Mobility conditions

- Three intersections in the projects limits with traffic signals
 - These provide designated (protected) cross-walks for pedestrians/bicyclists
 - Provide protected left turn movement (green arrows) for turning vehicles
- Existing traffic operations are considered good overall
 - Vehicles beginning to experience difficulty turning left onto US 50 or traveling across US 50
 - Conditions are likely worse on peak seasonal days
- No immediate need for access changes, but should plan for future traffic growth
 - More unsignalized intersections will fail, congestion will increase, mobility for vehicles and pedestrians/cyclists will deteriorate, and visitors may choose to do business elsewhere
 - Supports the need to consider optimize the number, location, and design of access points on west US 50

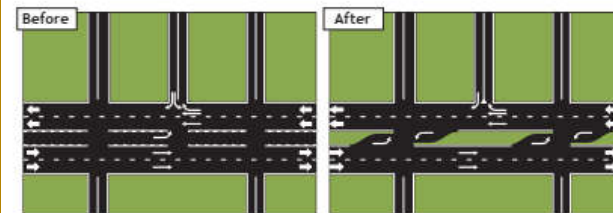


Methods to optimize access



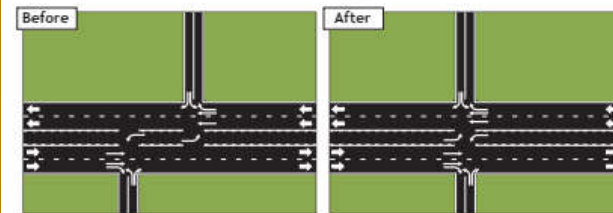
Use Local Streets

- Access to local properties through secondary roads
- Consolidate number of access locations where vehicles may enter or exit the highway
- Reduces the number of conflict points



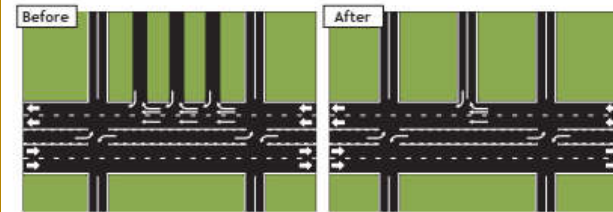
Addition of Median Treatment

- Limit turning movements to locations with a dedicated left turn lane
- Reduces the number of conflicts between left turning vehicles and through vehicles on the highway



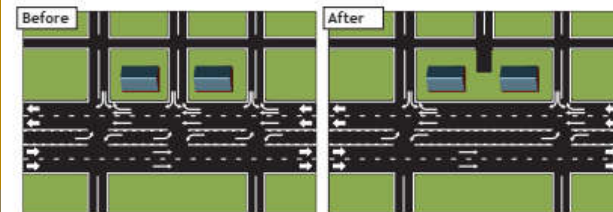
Realignment

- Align opposite approaches
- Creates a more familiar intersection design



Consolidation

- Consolidate adjacent access points into fewer locations
- The number of conflict points are reduced



Alternate Access Route

- Provide access to properties via an improved/new alternate access road
- Reduces the number of access points along the highway



US 50 WEST
ACCESS CONTROL PLAN

ATKINS

April 6, 2020

Stakeholder/public outreach efforts

- Monthly project team meetings (10 meetings)
 - Open invitation to elected officials and public
- Public open houses
 - November 6, 2019 – present draft plan, receive input from public
 - February 20, 2020 – present final plan
 - Both well attended (50+ stakeholders at each meeting) with media coverage



**US 50 WEST
ACCESS STUDY**

WELCOME

to the

US 50 WEST ACCESS STUDY FINAL OPEN HOUSE

Purpose of tonight's meeting:

- Review the goals and purpose
- Present the final recommendations
- Discuss the next steps
- Gather your comments regarding the final recommendations

We Appreciate Your Participation.

Study team members wearing name badges can answer your questions and listen to your comments

Please sign in

THANK YOU



**US 50 WEST
ACCESS CONTROL PLAN**

ATKINS

April 6, 2020

Stakeholder/public outreach efforts

- One-on-one meetings with property owners and other representatives
 - Total of 7 after first open house and 1 after second open house
- Web site
 - City maintained a project site and posted all project related materials throughout the study process



**US 50 WEST
ACCESS CONTROL PLAN**

ATKINS

April 6, 2020

What the final plan does

- Create a long term (2045 and beyond) plan for access
- Optimize the location, number, and type of access in order to help promote safety and mobility (along and across US 50) for all modes of transportation
- Support the City's vision for US 50
- Provide the appropriate level of access to adjacent properties
- Meet the requirements of the State Highway Access Code
- Address concerns raised by stakeholders
- Creates the opportunity to enhance alleyways or create parallel roads to
 - Help make the final access changes more accommodating to traffic
 - Increase connectivity and access to adjacent businesses
 - Improve overall traffic mobility and circulation



The final plan does not

- Identify specific projects
- Establish a timeline for when changes will occur
- Include design details of potential access, mobility, safety, or capacity improvements within the project limits (done as part of future projects/studies)
- Preclude current City projects planned for US 50 including the pedestrian crossing project
- Prohibit future amendments to the plan's final recommendations
- Preclude future development or redevelopment along US 50



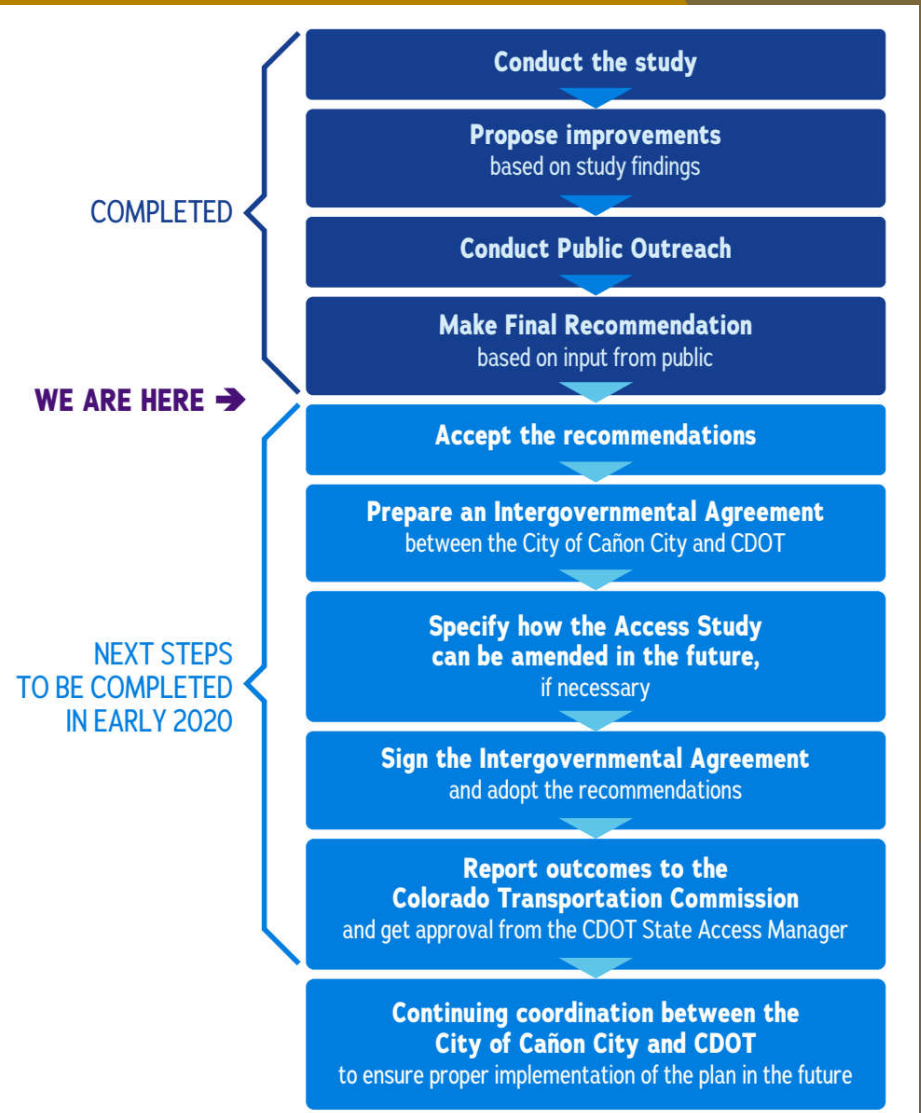
Implementation of the plan

- Phased approach (will not occur as a single project)
 - The plan represents a long range vision for the highway
 - There is no identified state or federal funding to implement the improvements at this time
 - There are no identified projects to implement the plan's full recommendations
- Triggers for implementation include:
 - Traffic operational issues
 - Increase in safety concerns
 - As a result of a roadway improvement project
 - Part of the development or redevelopment process
- The City's pedestrian mobility project will be the first opportunity to implement parts of the plan



Next steps

- Adopt/sign Intergovernmental Agreement between City and CDOT
- Provide City with project documentation
- Coordination between the City and CDOT to ensure proper implementation of the plan
- Amend the plan in the future if conditions change, unexpected development occurs, future projects occur, or better solutions are identified



In summary (expected benefits)

- Improve Safety
 - Reduces the number of conflict points which should reduce crashes
- Improve Mobility
 - Supports on-going plans and future opportunities to add dedicated crossings for pedestrian/cyclists
 - Reduce congestion allowing for better flow of traffic
- Improve Planning
 - Provides a long-range plan that will assist the City during the development/redevelopment process
- Improve Economics
 - Access control improves the visual appeal of the highway and encourages visitors to stop





US 50 WEST ACCESS CONTROL PLAN

Final Plan Recommendations



Legend



Final Access Control Plan
April 6, 2020
Map 1

0 75 150 300 Feet



US 50 WEST
ACCESS CONTROL PLAN

ATKINS
April 6, 2020



Legend



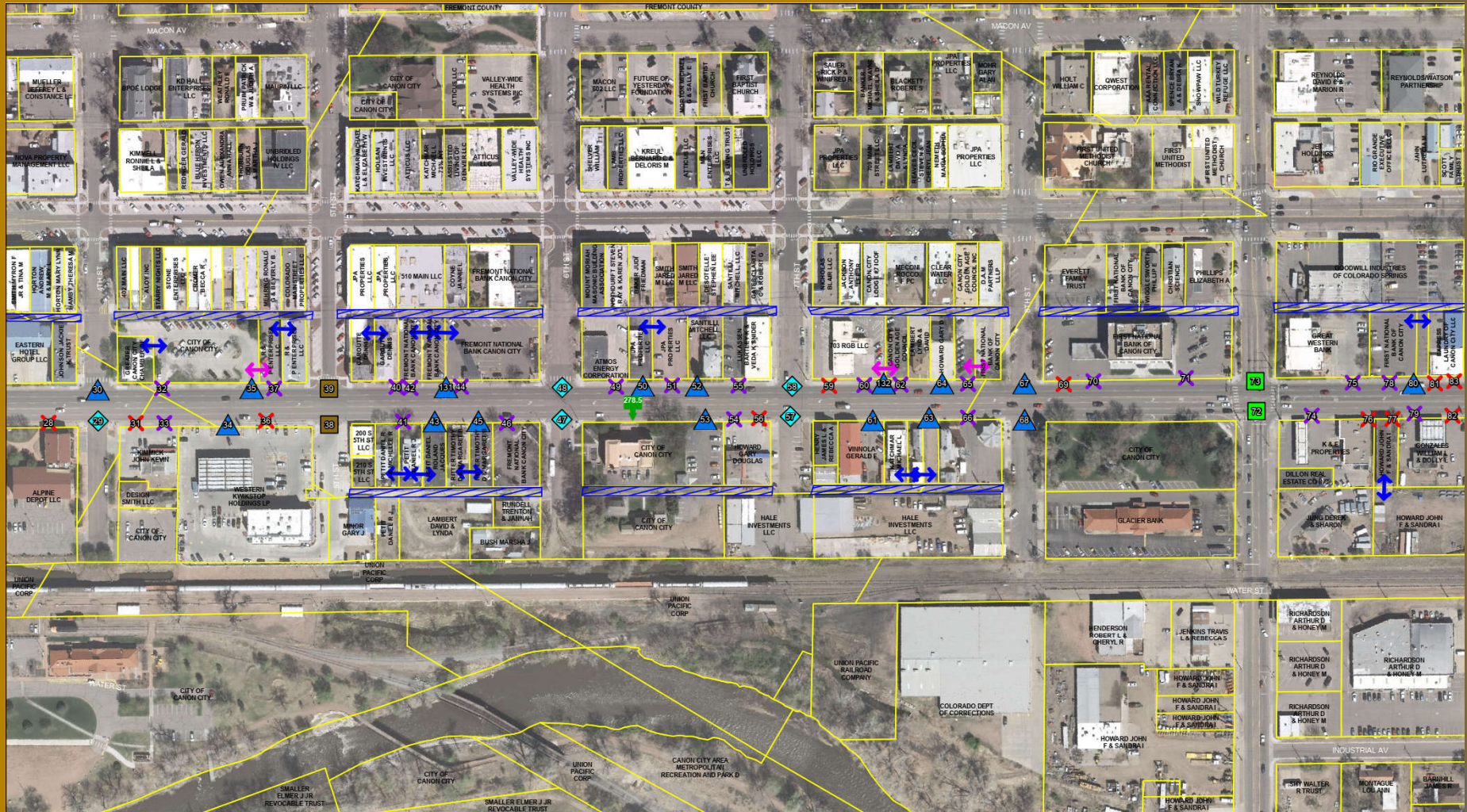
Final Access Control Plan
April 6, 2020
Map 2

0 75 150 300 Feet



US 50 WEST
ACCESS CONTROL PLAN

ATKINS
April 6, 2020



Legend

- | | | | | |
|-------------------------------|---------------------------------------|---|----------------------------|---|
| Parcel Boundary/ ROW Boundary | Existing Cross/Shared Property Access | Full Movement (Existing Signal) | 3/4 Movement (No Left Out) | Close Access (Anytime) |
| City Limits | Existing Contiguous Property Access | Full Movement (Possible Future Signal) | Right-In, Right-Out | Restrict access to Right-In, Right-Out with addition of median and close access upon redevelopment and/or cross-access agreement |
| Milepost | Proposed Cross/Shared Property Access | Full Movement (Unsignalized, Stop Signs for Side Streets) | Emergency Access Only | Alley or roadway identified as a candidate for improvement to create connectivity and provide needed mobility in support of the recommended access changes. |
| | | Railroad Access Only | | |

Document Path: C:\Transport\100005785 US 50 West Canon City ACP\2018 US 50 West ACP-Proposed_Na_Visual_Street5.mxd



Final Access Control Plan
April 6, 2020
Map 4

0 75 150 300 Feet



US 50 WEST
ACCESS CONTROL PLAN

ATKINS
April 6, 2020

THANK YOU
QUESTIONS?



US 50 WEST
ACCESS CONTROL PLAN

ATKINS
April 6, 2020