



## US 50 Pedestrian Improvements Project – Frequently Asked Questions

### **How did this project come about?**

This project is a partnership between the Colorado Department of Transportation (CDOT) and the City and it was born as an action step out of the [Highway 50 Corridor Master Plan](#) that was completed in 2015. This plan identified many unsafe conditions along Highway 50 including pedestrian and ADA mobility. To try and find a solution to these issues the City commissioned a [Highway 50 Pedestrian Crossing](#) study in 2016 that looked at various alternatives to facilitate safe crossings for pedestrians including building a pedestrian bridge, tunnels under the highway, and ultimately the safe harbor medians that are being installed today.

### **How are medians seen as the best solution for pedestrians?**

The installation of the medians allows for pedestrians to cross 2 lanes of traffic at a time, instead of 5 lanes of traffic, while making it to a pedestrian safety refuge before continuing across the highway. The safety beacons signal to oncoming traffic that pedestrians are crossing at the crossing strips which also makes it safer for pedestrians to cross the highway. Finally, additional signage will let drivers and pedestrians know this is the safe and appropriate place for pedestrians to cross.

### **How are medians seen as the best solution for drivers?**

The installation of the medians also helps to solve a couple of other safety issues for the City, CDOT, and law enforcement. By building the medians and eliminating the points of conflict for the center lane, it helps establish dedicated turn lanes rather than the open center lane which are sometimes referred to as “suicide lanes”. These center lanes can be a source for many accidents in the corridor. When we met with businesses along the corridor, many of the busier businesses mentioned this as a concern for the preexisting configuration and were hopefully that the median project would help alleviate this dangerous condition that they see on a regular basis. Second, the median also narrows the open span (five lanes) of the highway which effects driver behavior and having a narrower span and a more confined space should help provide a traffic calming effect to assist in keeping the speed down to posted limits.

### **Why don't you just add more traffic lights?**

We don't use stop lights for speed control, however, a signal is being considered at 1st & Hwy 50. This is in our long-term [US 50 Corridor Plan](#) and in our [US 50 West Access Control Plan](#).

### **Who decided on the medians.**

A broad committee of elected officials, city staff, county officials, CDOT, and community representatives was established to review a variety of options to improve pedestrian crossings of US-50 and to produce a recommendation for the best possible solution. The [Preferred Alternatives Report](#) summarizes all the efforts of the project team and how they arrived at the solution for medians.

### **Was the public informed of this project?**

Yes! This project was discussed during multiple City Council meetings and two public open houses were held to meet with the public and discuss what the project entailed.

The first public open house was held virtually via Zoom and was live streamed to Facebook. Questions submitted via Facebook were answered in real time. There were 803 views of that initial open house and 13 comments/questions from citizens. Video of that presentation can be viewed online at <https://fb.watch/q61LHFcUTi/>

A second public open house was held at City Hall on August 10, 2023 at City Hall. Project design maps were on display for the public to view and Engineering Department staff and Kelly Fredell (project designer) with Wilson and Company were available to answer questions about the project.

Information about both open houses was published on the City's website, social media platforms, City Hall, and the Daily Record and Shopper weeks in advance and leading up to the open house.

In addition, MapSocial, a public engagement tool, was available for the public to view project concepts and give feedback during the months of November and December of 2020.

Additional public outreach and engagement was done with multiple meetings dating back through 2014-2017 during the development of the previous planning efforts that directed focus towards this project. Information on the public engagement/outreach done during the development of the predecessor plans are available within the final plan documents for the US-50 Corridor Plan and the US-50 Pedestrian Crossing Study, specific pages with the most information are noted below, however there is more detail on the public process throughout each of the documents.

- [US-50 Corridor Plan \(Pages I.3–I.6\)](#)
- [US-50 Pedestrian Crossing Study \(Page 7\)](#)

### **Who is paying for this project?**

Funding for the project is derived primarily from CDOT grants totaling near 90% of the total project cost and approximately 10% local match.

### **How long is this project scheduled to last?**

Work began in December 2023 and is expected to be completed in May 2024.

### **Where can I find out more information about this project?**

The [US 50 Pedestrian Improvements page](#) on the City's website.