



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



COLORADO
Department of Transportation



ACCESS STUDY OVERVIEW

Study Area Map

- The Access Study area is from the west city limits at Milepost 276.9 to 15th Street, a distance of approximately 2.3 miles.



What is an Access Point?

- Any intersection or driveway along a roadway that crosses the right-of-way is called an access point





ACCESS STUDY OVERVIEW

(CONTINUED)

What is an Access Study?

- Evaluates how existing access points impact the operations and safety of vehicles, pedestrians, and bicyclists moving along and across US 50
- Establishes a long-range (2040 and beyond) vision for access points along the highway
- Recommends future:
 - Access point locations
 - Traffic movements allowed at each access point
 - Type of intersection control (yield/stop sign or traffic signal) at each access point
- Ensures each abutting property has access either directly to US 50 or via an adjacent local street
 - This includes identifying alternative access routes such as future road connections or alley ways
- This access study will not determine the future number of lanes or design features of US 50

Why study Access Points?

- There is a potential for a conflict to occur between the different modes of transportation (vehicle, pedestrian, and bicycle) at these locations
- Too many closely spaced access points result in vehicle congestion and an unpleasant experience for pedestrian/bikes moving along US 50





GOALS AND PURPOSE

What are the goals of this Access Study?

- Identify improvements to the local transportation network that promote safety for all modes of transportation.
- Blend the corridor visions from the US 50 Corridor Plan and US 50 Pedestrian Crossing Study with the requirements of the State Highway Access Code.
- Provide the appropriate level of access to properties adjacent to the highway.
- Support future development and redevelopment along US 50.
- Provide efficient movement for all modes of transportation along and across US 50.

Why do an Access Study on US 50 in West Cañon City?

- US 50 has approximately 130 existing access points (driveways and intersections) within the study area limits, which is more than 55 access points per mile.
- Optimizing the number of access points on US 50:
 - Reduces conflict points where a crash may occur on the highway. This is applicable not only for vehicles, but also for pedestrians and bicycles having to cross multiple access points along US 50.
 - Creates fewer locations for vehicles to brake or turn onto or off the highway resulting in more efficient travel for through traffic.
 - Makes the corridor more visually appealing to all users and visitors by reducing the number of driveways.





TIMELINE FOR IMPROVEMENTS

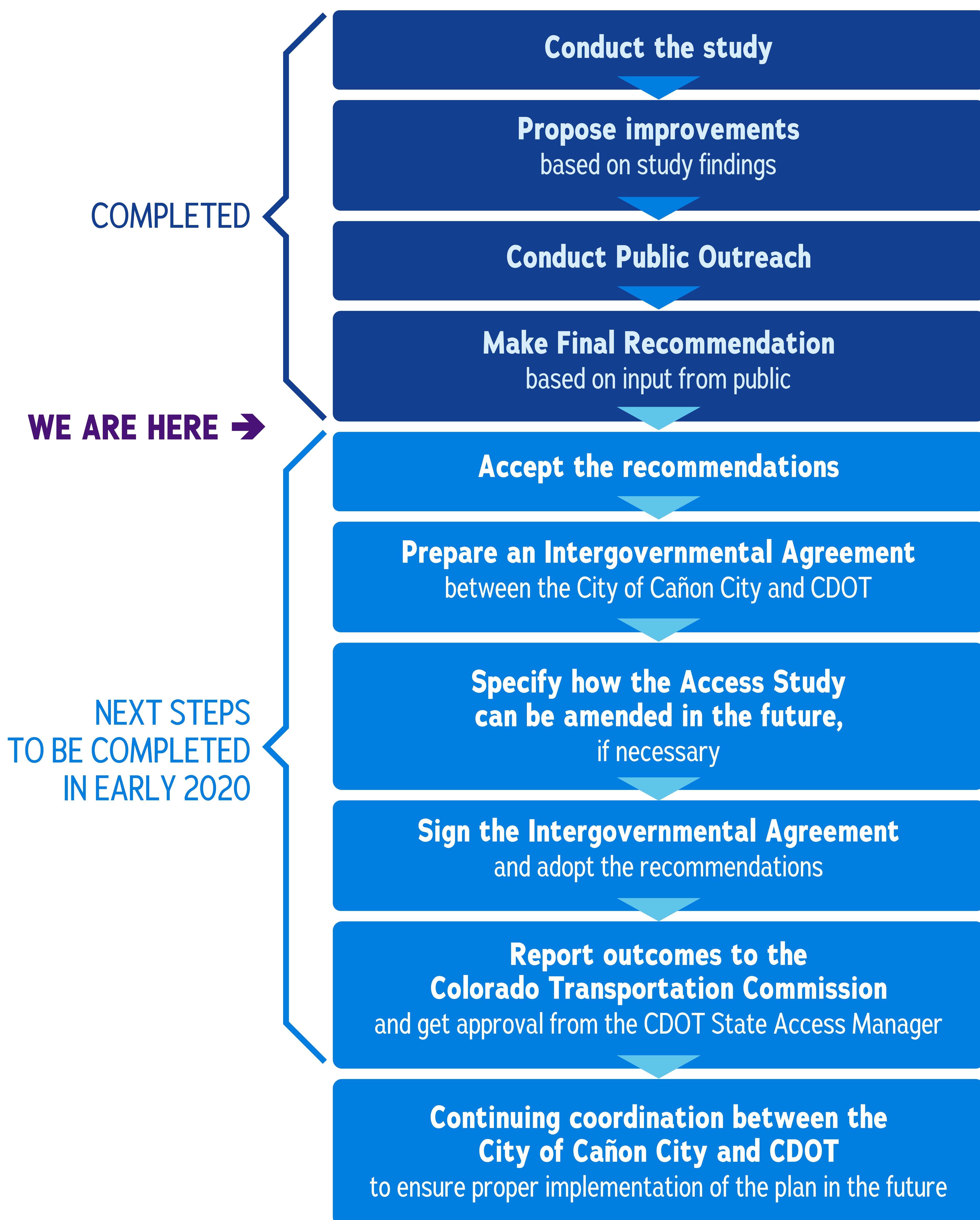
When should you expect to see changes in access happen?

- This plan is a long-range (2040 and beyond) vision for the highway and will be implemented in phases.
- Changes to access on US 50 will occur in phases or incrementally over time based on:
 - When a property, or series of adjacent properties, is redeveloped, the City and CDOT will work with the developer to ensure the accesses are consistent with the recommendations of this study.
 - If the City and/or CDOT performs a safety study (based on crash history) and identifies a specific safety concern that could be improved by modifying an existing access point.
 - If the City and/or CDOT completes a traffic study and identifies a traffic flow and/or pedestrian/bicyclist movement that would benefit by making a change to the existing access points.
 - If the City and/or CDOT identify a project, secure funding, and complete the necessary design processes to construct improvements that include modifying an existing access point.
- The City and CDOT do not have any planned projects or identified funding that would close any existing access points.
 - The City and CDOT do have a pedestrian crossing project underway that may result in the modification of existing access points.





ACCESS STUDY PROCESS





EXISTING CONDITIONS

Highway Description and Access Requirements based on the CDOT's State Highway Access Code

Segment A: US 50 from western project limits to just west of 1st Street

- Classified as a Regional Highway
- Intended to accommodate medium to high traffic volumes at medium to high travel speeds
- Intended to provide service to through traffic movements with lower priority on providing direct access to adjacent properties
- Access to adjacent properties should be achieved through use of the local streets whenever reasonable
- Preferred spacing between signalized full movement intersections is $\frac{1}{2}$ mile





EXISTING CONDITIONS

Highway Description and Access Requirements based on the CDOT's State Highway Access Code

Segment B: US 50 from just west of 1st Street to 15th Street

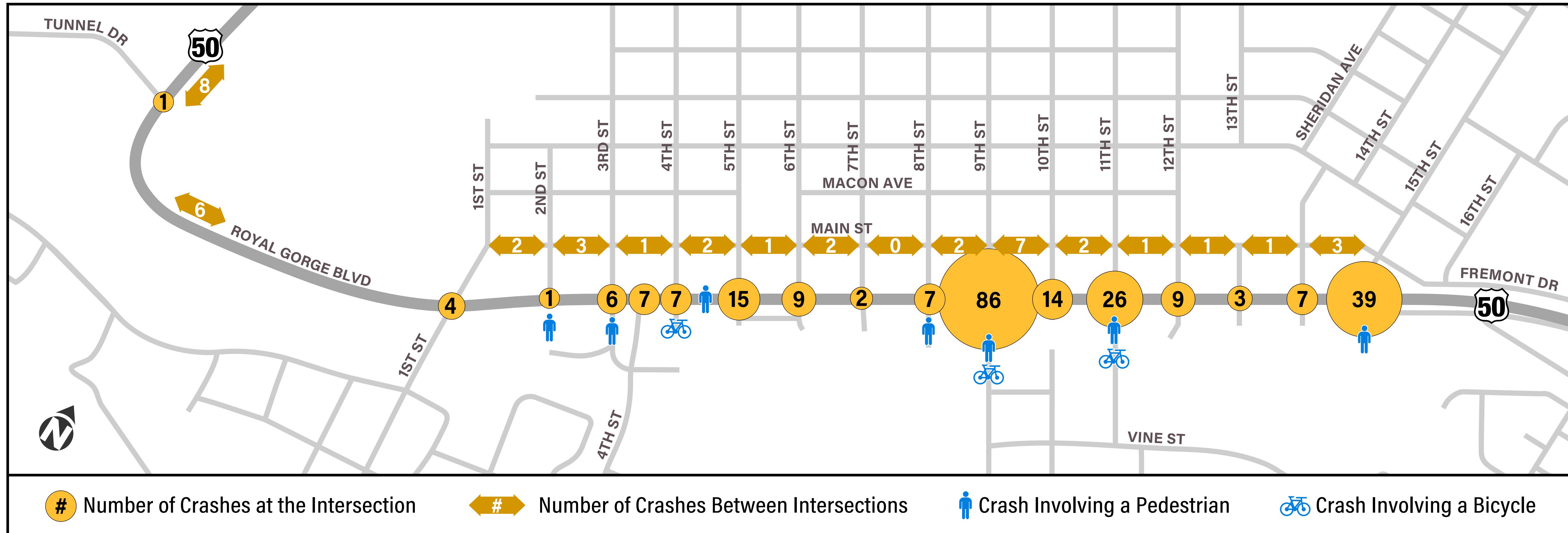
- Classified as a non-rural arterial
- Intended to accommodate moderate traffic volumes at low to moderate travel speeds
- This category of highway provides a reasonable balance between direct access and highway mobility
- If the property has access to a local road, direct access to the highway may be considered if it will not interfere with the highway operations and can meet design standards





CRASH SUMMARY

(CDOT crash data from 7/1/2013 to 6/30/2019)



Observed US 50 crash patterns

Crash involving two vehicles on US 50

- Typical types of crashes: rear end, side-swipe, and left turn
- Possible solutions: reducing turn movements or using protected green arrows at traffic signals

Crash involving one vehicle on US 50 and one vehicle on a side street

- Typical types of crashes: broadside and left turn
- Possible solutions: reducing turn movements or constructing traffic signals

Crash involving a pedestrian or bicycle

- Typically involves crossing US 50 at unsignalized intersection
- Possible solutions: constructing pedestrian signals or traffic signals that accommodate pedestrians, or raised medians with refuge areas

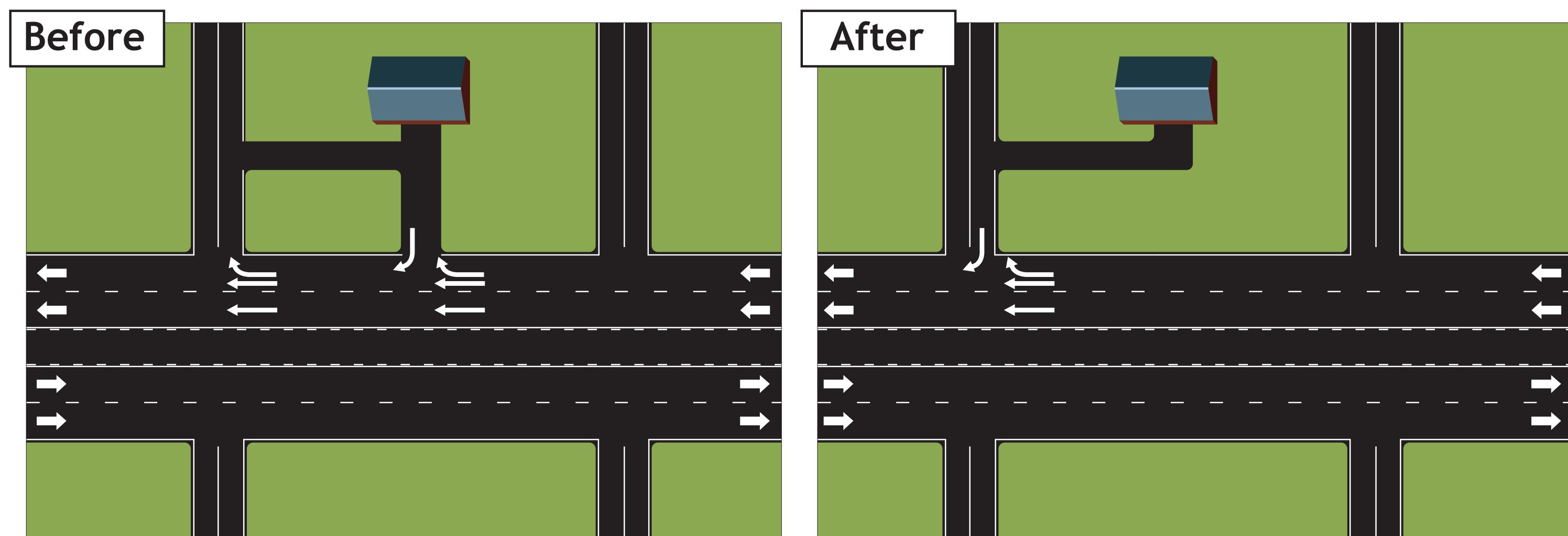
Crash involving two vehicles at a location between intersections on US 50

- Typical types of crashes: rear end, broadside, and side-swipe
- Possible solutions: reducing turn movements, increasing spacing between driveways, or restricting driveway access near intersections



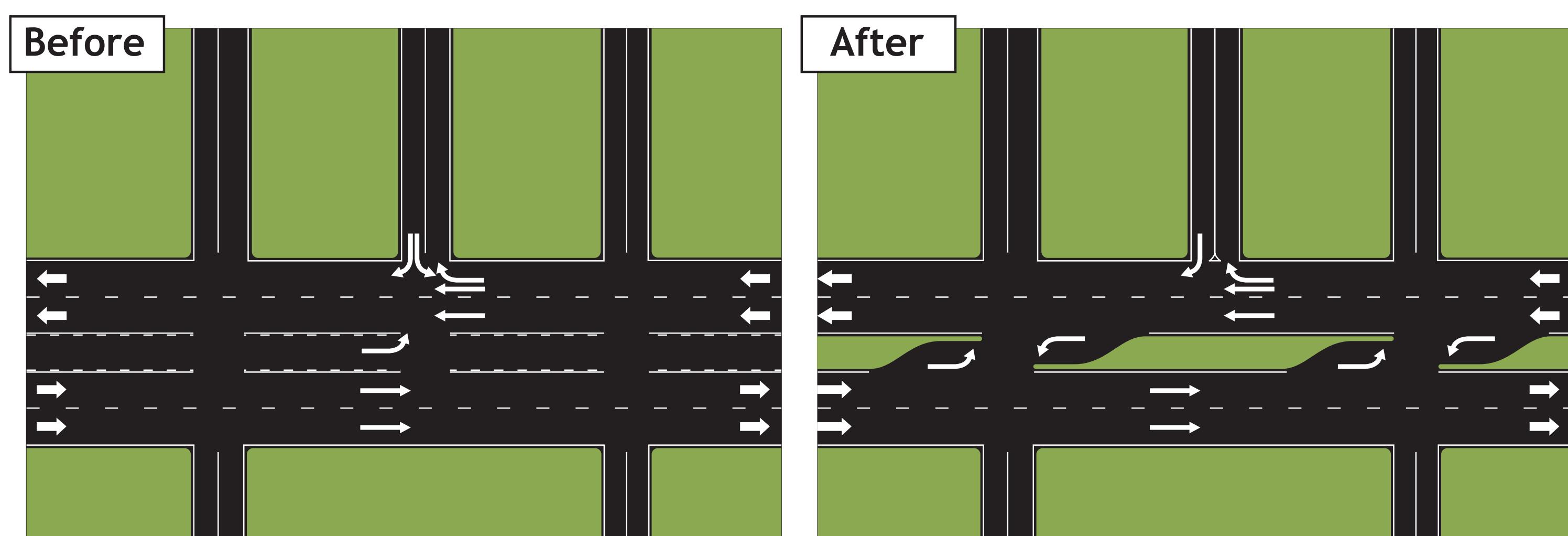


METHODS TO OPTIMIZE ACCESS



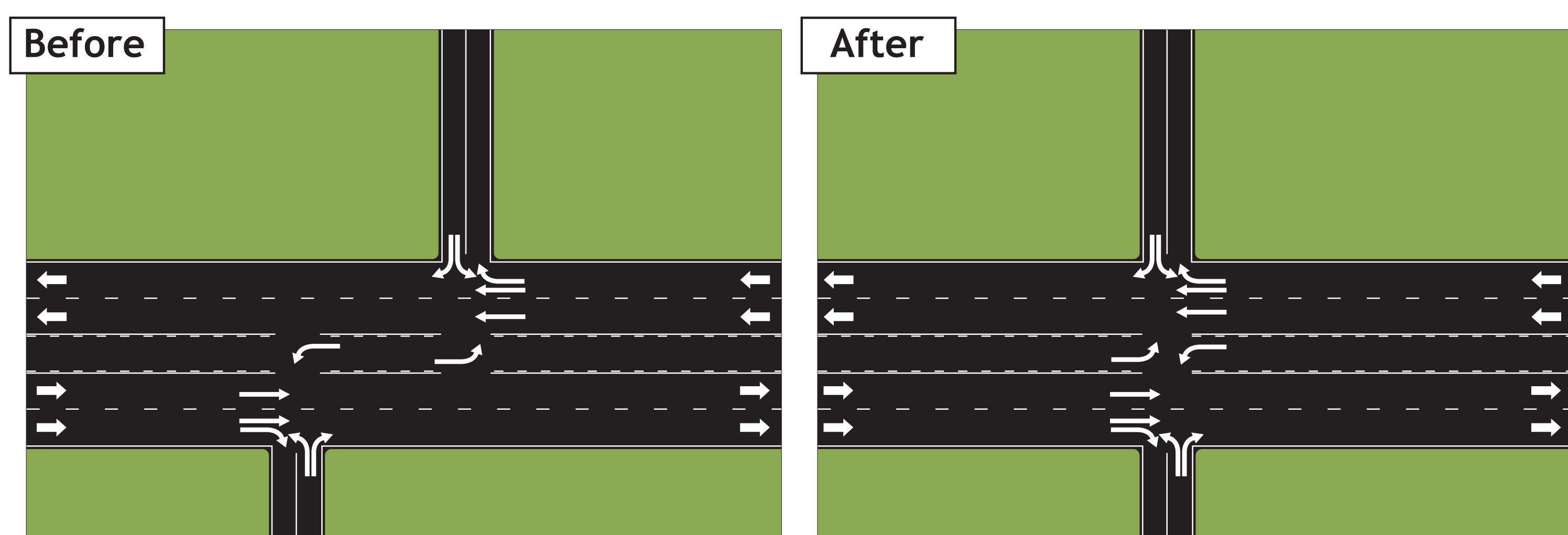
Use Local Streets

- 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



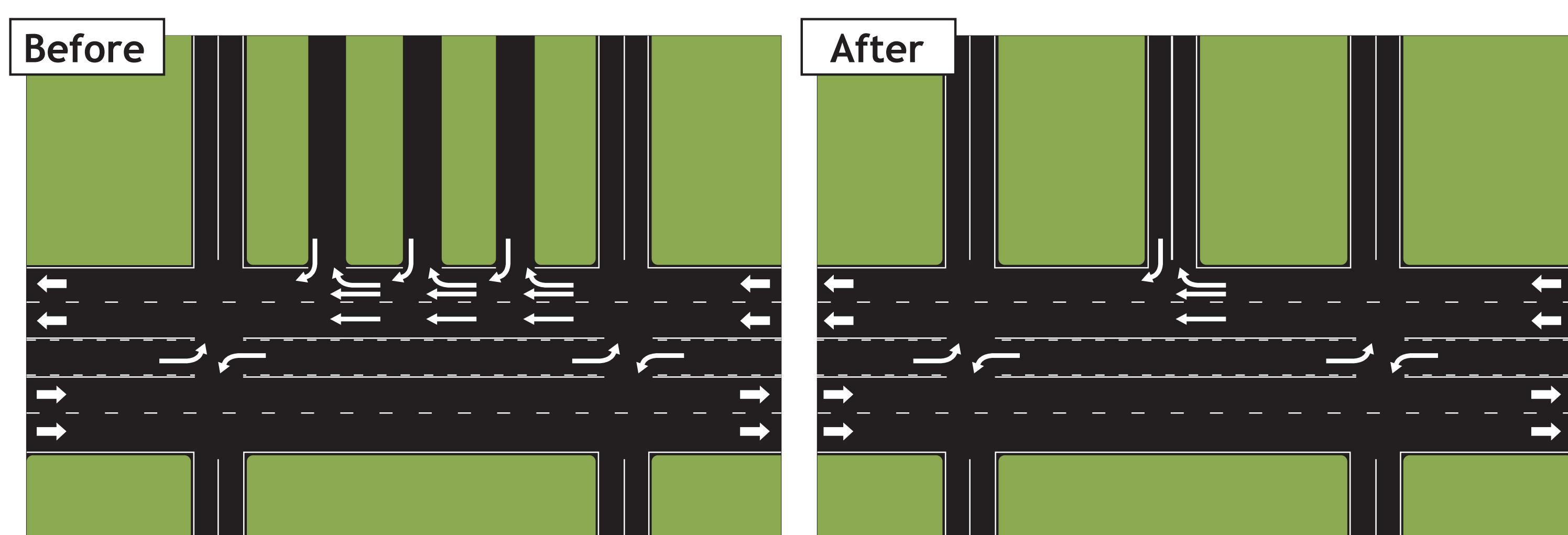
Addition of Median Treatment

- 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



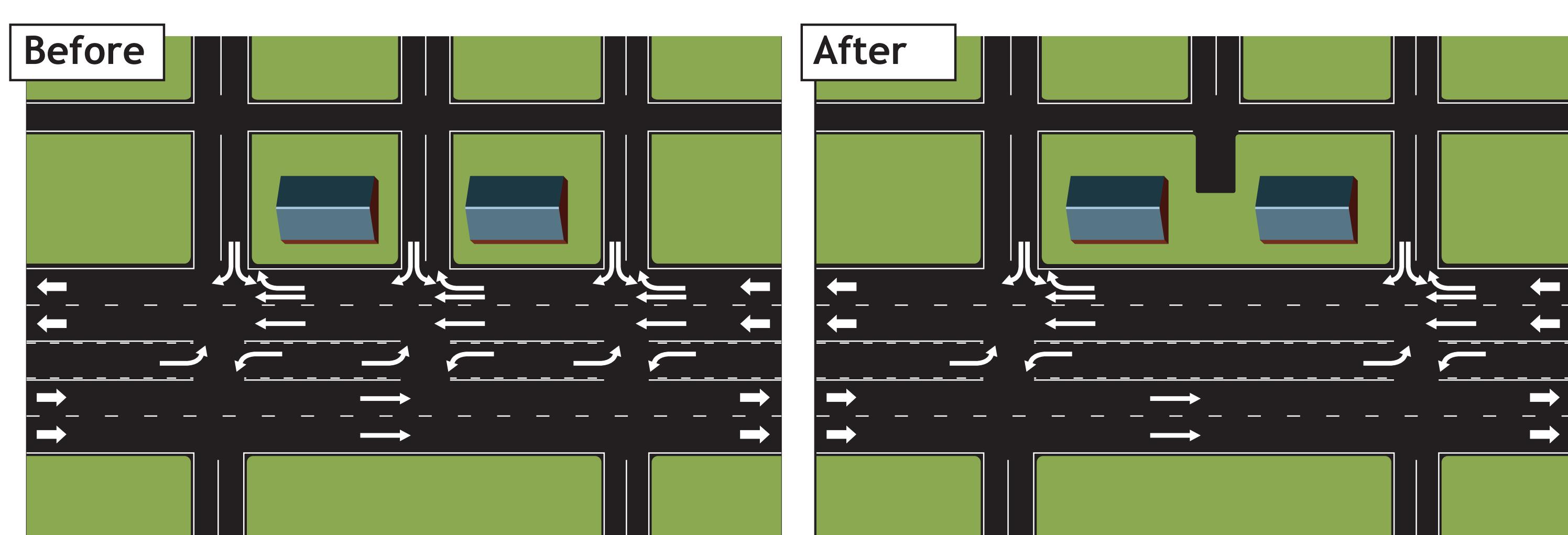
Realignment

- 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



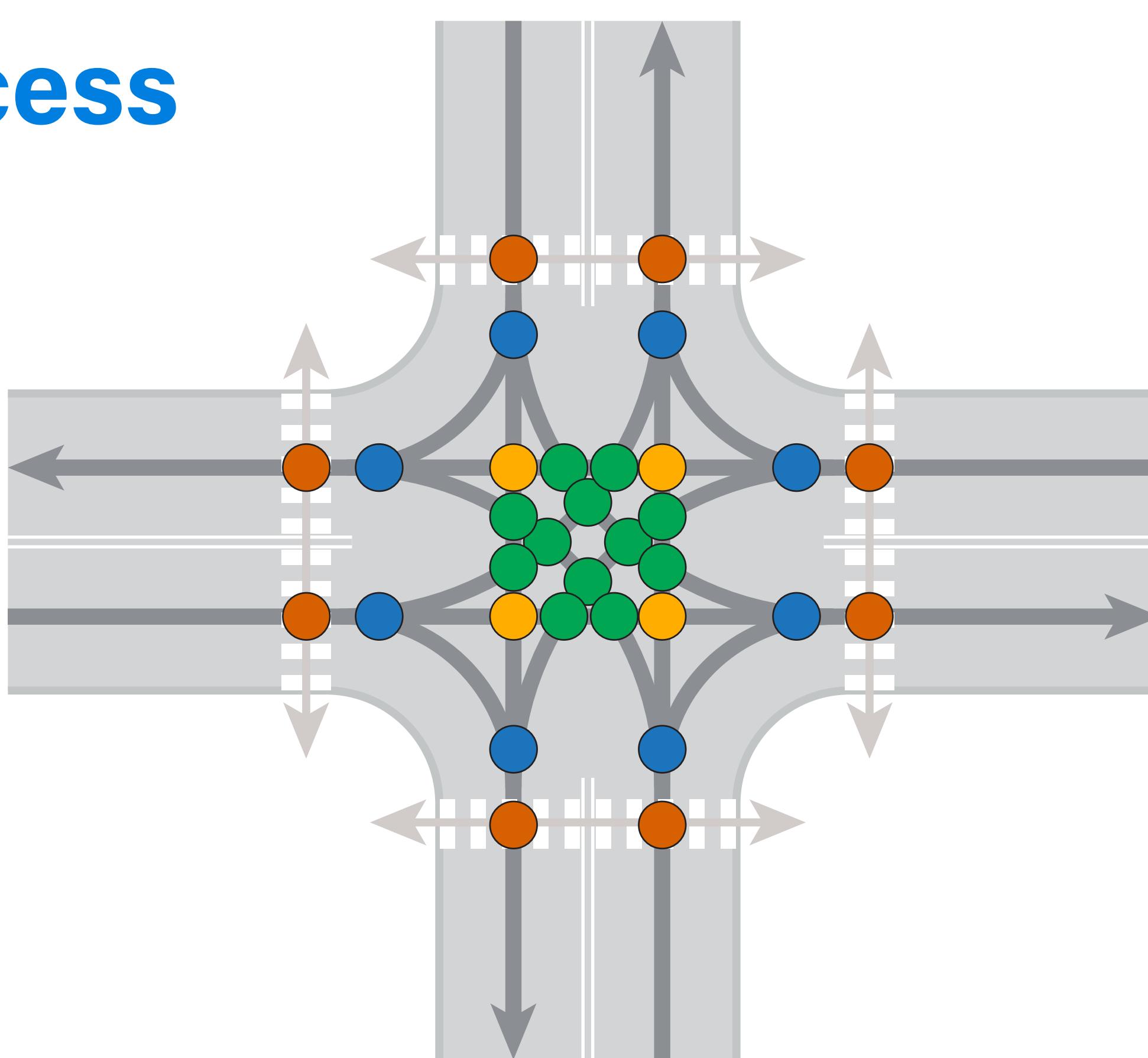


CONFLICT POINTS

Full Movement Access

- 4 Crossing
- 12 Turning
- 8 Merge/Diverge
- 8 Pedestrian

32 Total

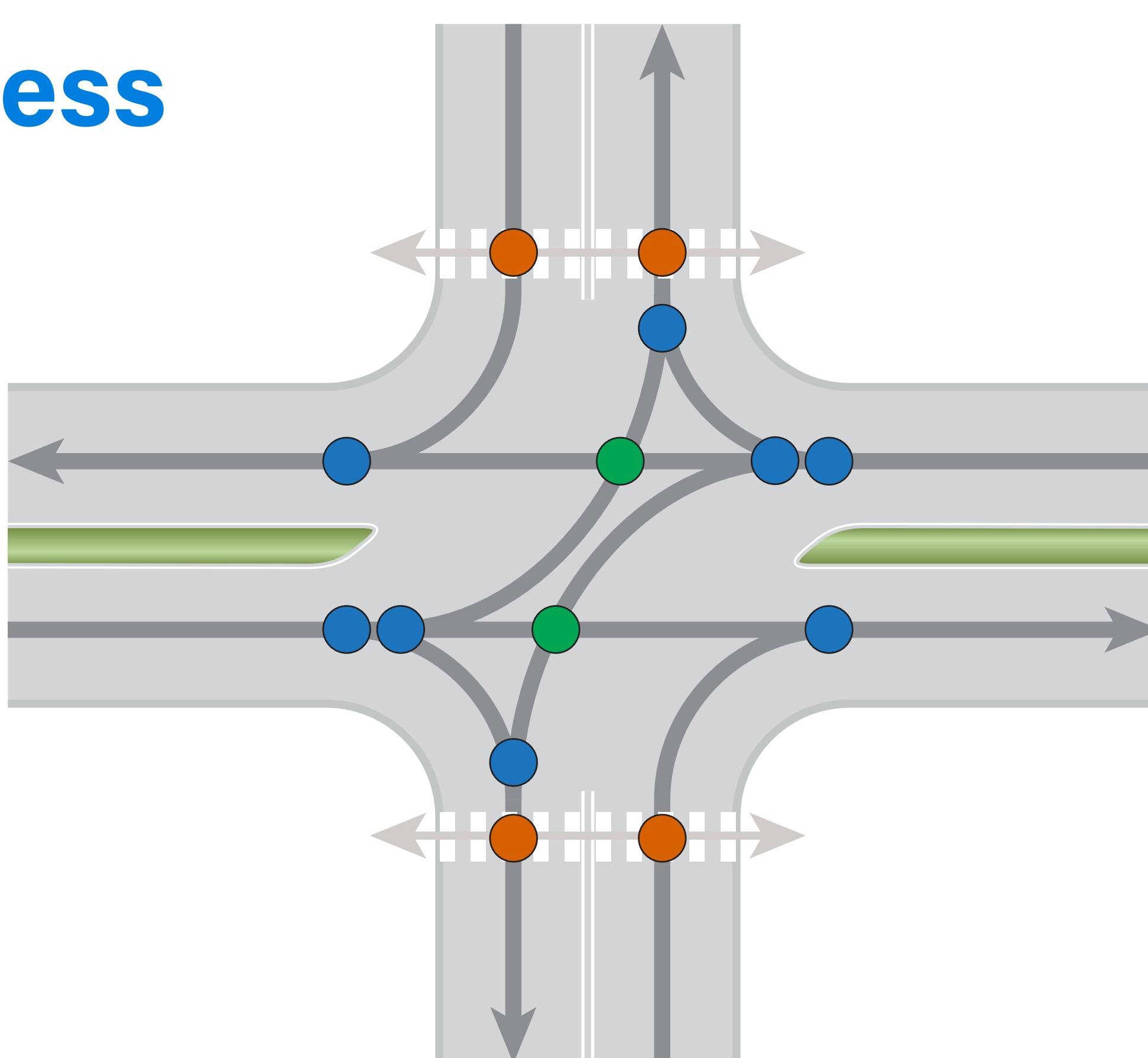


- All movements in all directions are allowed
- May include the need for a traffic signal

3/4 Movement Access

- 0 Crossing
- 2 Turning
- 8 Merge/Diverge
- 4 Pedestrian

14 Total

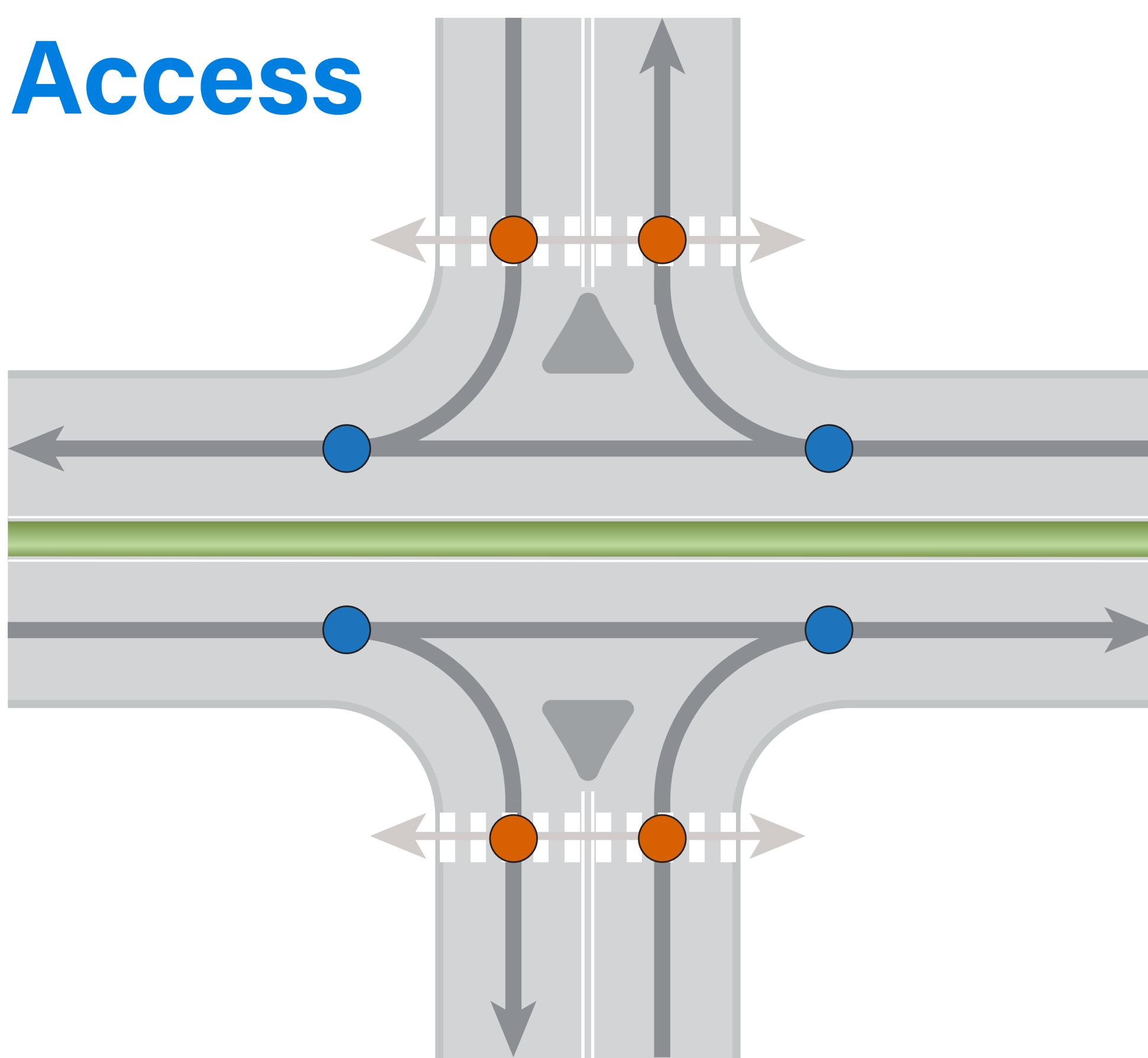


- Right-in, right-out and left-in are allowed
- Traffic median prevents left-out and straight movements – these movements must be completed at another intersection

Right-in/Right-out Access

- 0 Crossing
- 0 Turning
- 4 Merge/Diverge
- 4 Pedestrian

8 Total



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





EXPECTED BENEFITS OF THE US 50 ACCESS STUDY

How will the recommended changes in access benefit Cañon City and US 50 users?

Safety

- A reduction in the number of conflict points reduces the potential for crashes

Support City Plans

- Supports opportunities to improve the movement of pedestrians across US 50
- Does not interfere with connecting the downtown and river/park areas

Provide Access to Adjacent Properties

- All properties have access to US 50 or the local streets

Support Future Development/Redevelopment

- Improves visual appeal of the highway to help attract business and visitors

Efficient Movement

- Fewer access points reduces vehicle congestion and allows pedestrians/bicycles a better experience moving along the sidewalks





US 50 WEST ACCESS STUDY

THANK YOU FOR ATTENDING THE OPEN HOUSE

Your participation is appreciated, please:

- Complete a comment form
- Get the latest project information at
www.CannonCity.org/WestACP
- Request an individual workshop if you have additional concerns (if you are interested in participating please talk to a project team member tonight)

Contact the study team:

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Send comments to:

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