



## 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

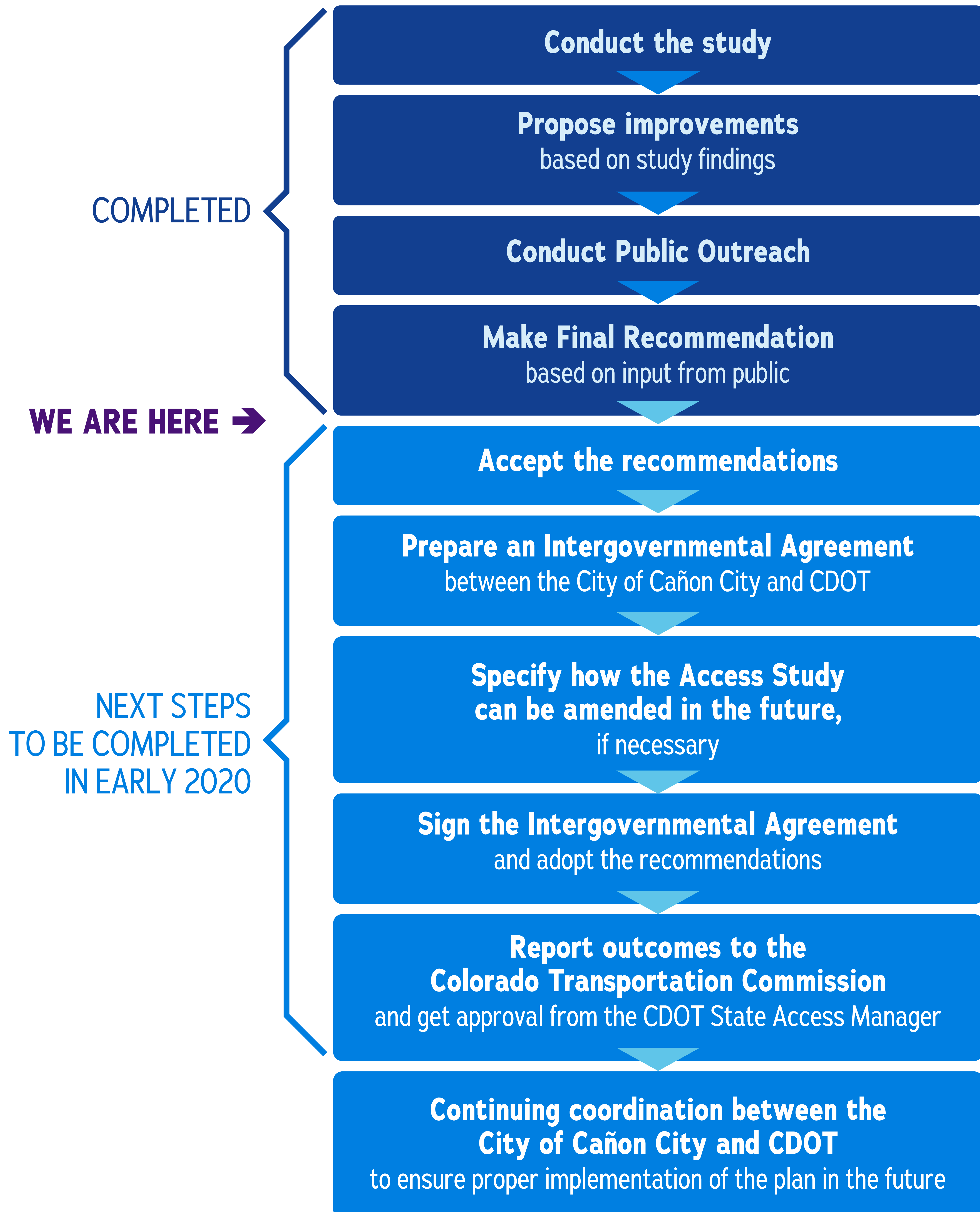
## When should you expect to see changes in access happen?

- 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 ½ 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

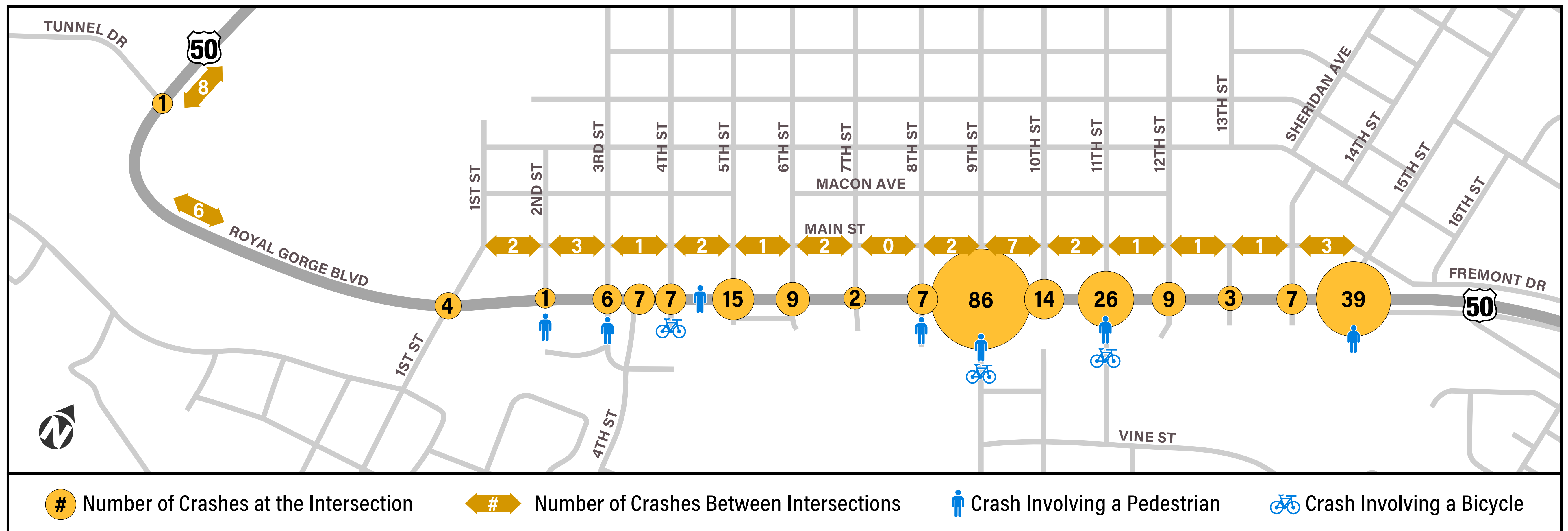
- Classified as a non-rural arterial
- Intended to accommodate moderate traffic volumes at low to moderate travel speeds
- This category of highway provides a reasonable balance between direct access and highway mobility
- If the property has access to a local road, direct access to the highway may be 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

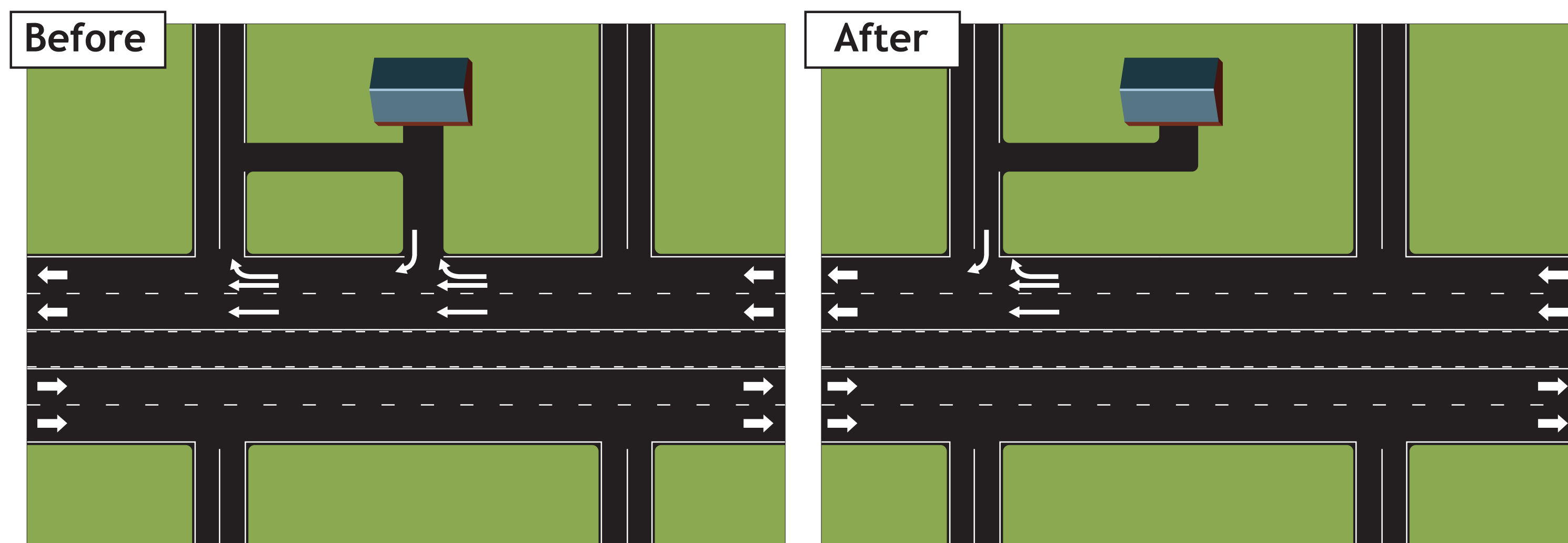
- Typically involves crossing US 50 at unsignalized intersection
- Possible solutions: constructing pedestrian signals or traffic signals that accommodate pedestrians, or raised medians with refuge areas

### 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

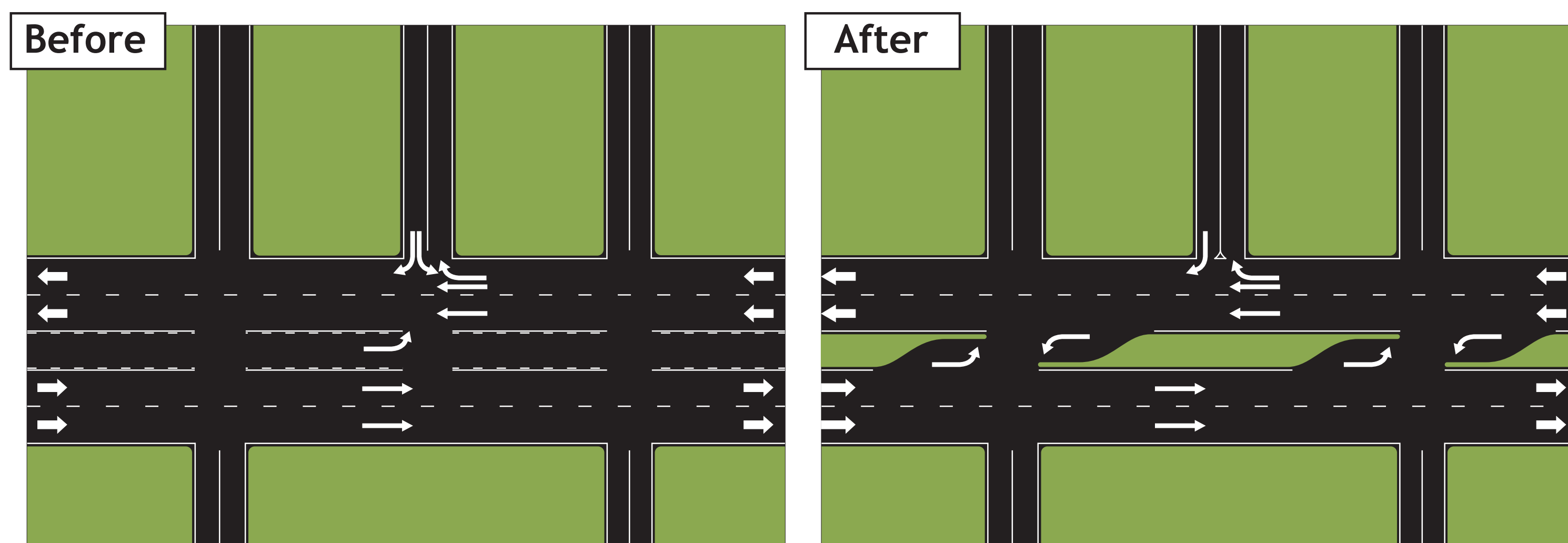


# METHODS TO OPTIMIZE ACCESS



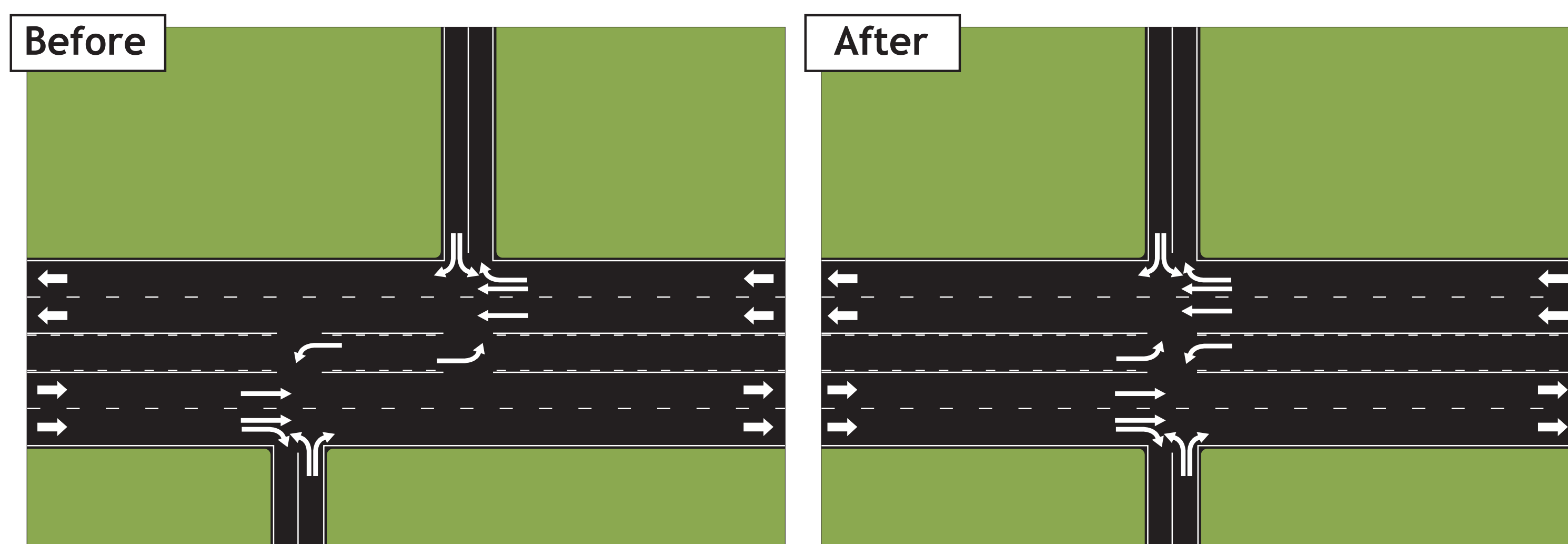
## Use Local Streets

- 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



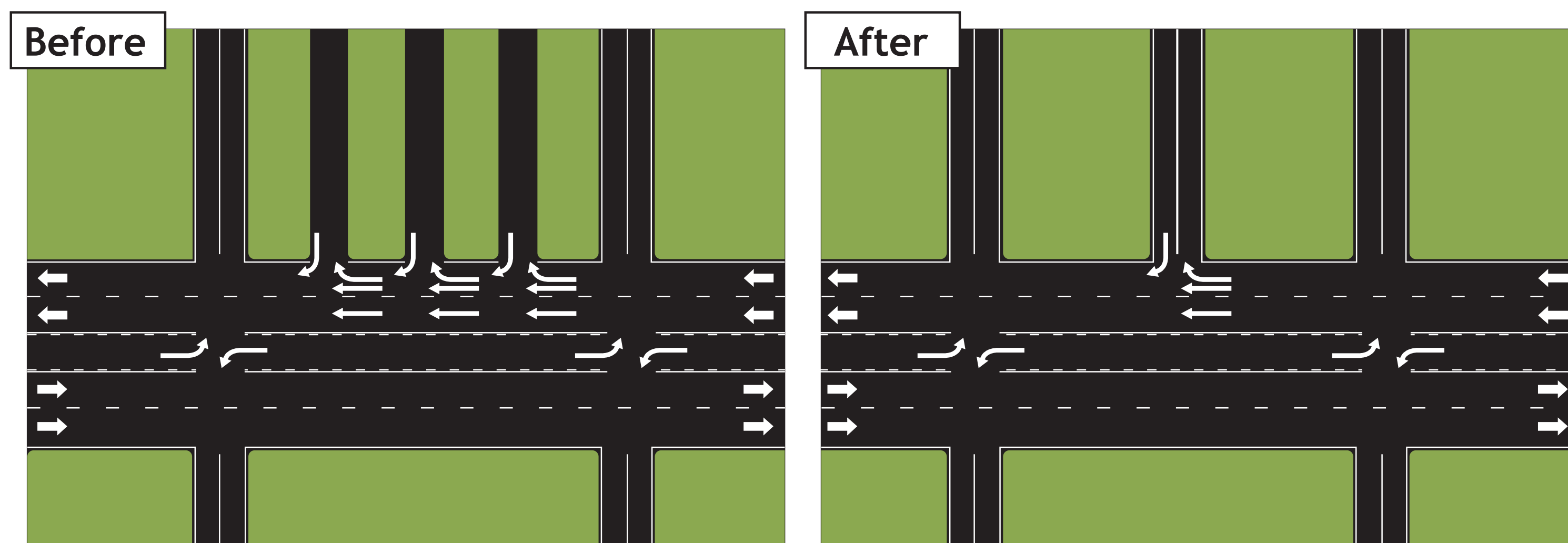
## Addition of Median Treatment

- 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



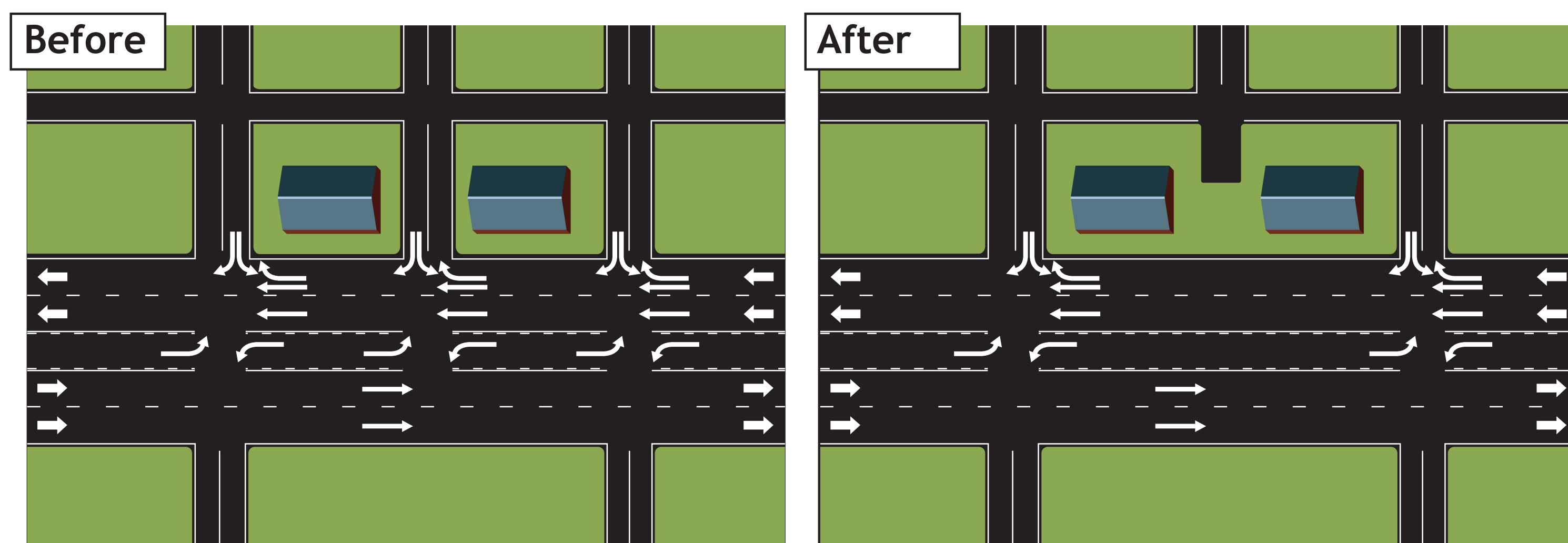
## Realignment

- 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





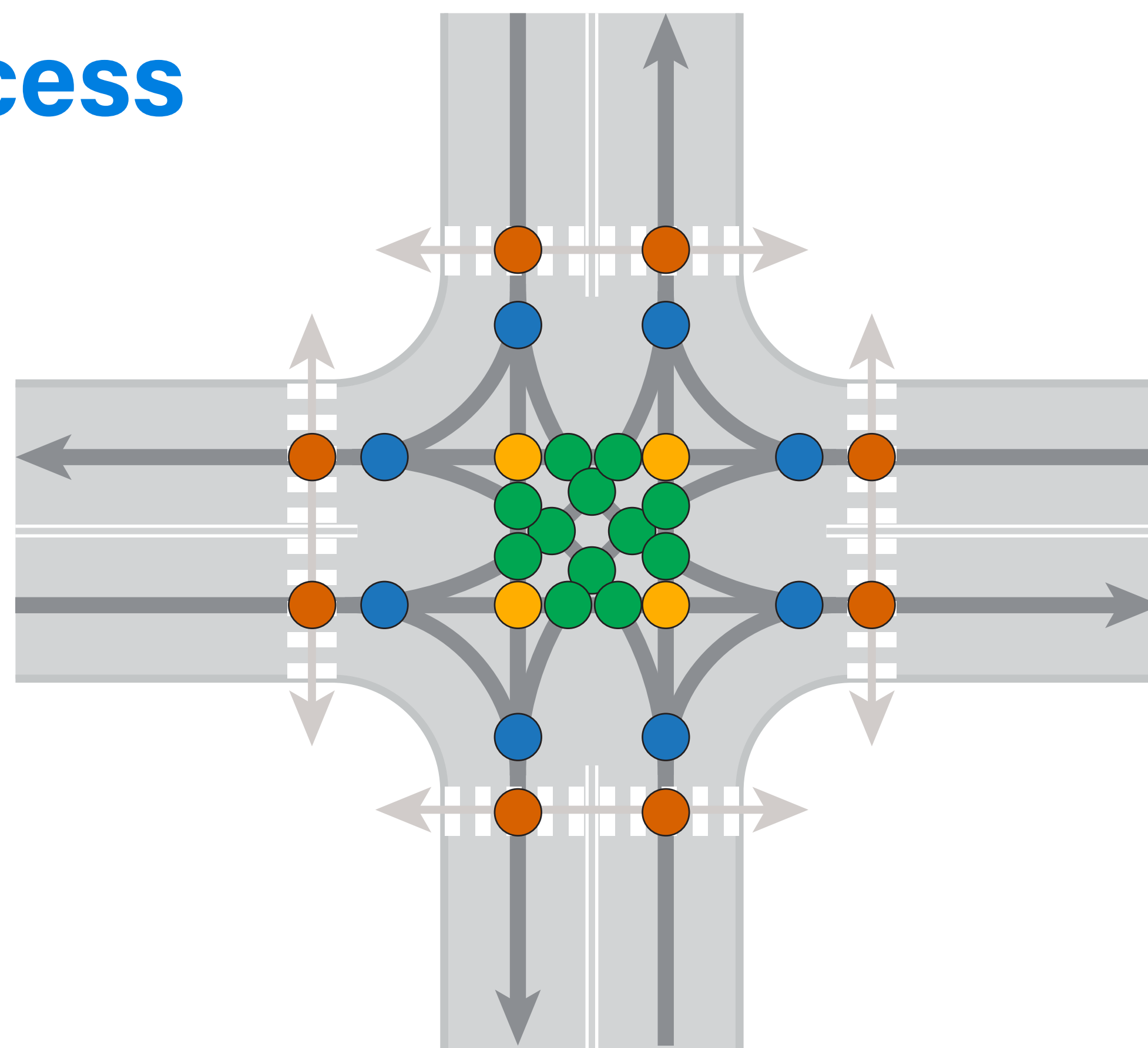
# CONFLICT POINTS

## Full Movement Access

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

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- 32 Total**



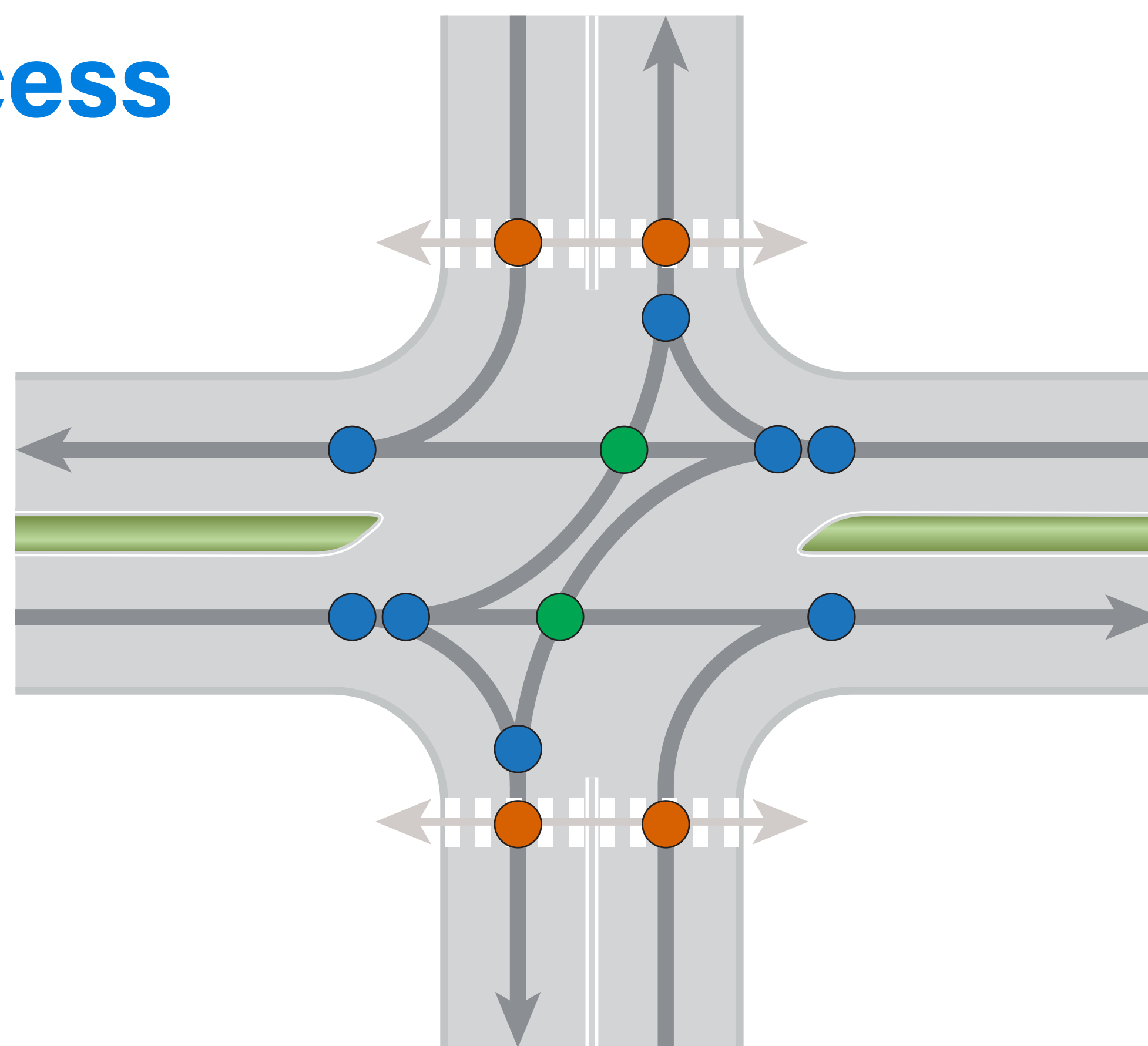
- All movements in all directions are allowed
- May include the need for a traffic signal

## 3/4 Movement Access

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

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- 14 Total**



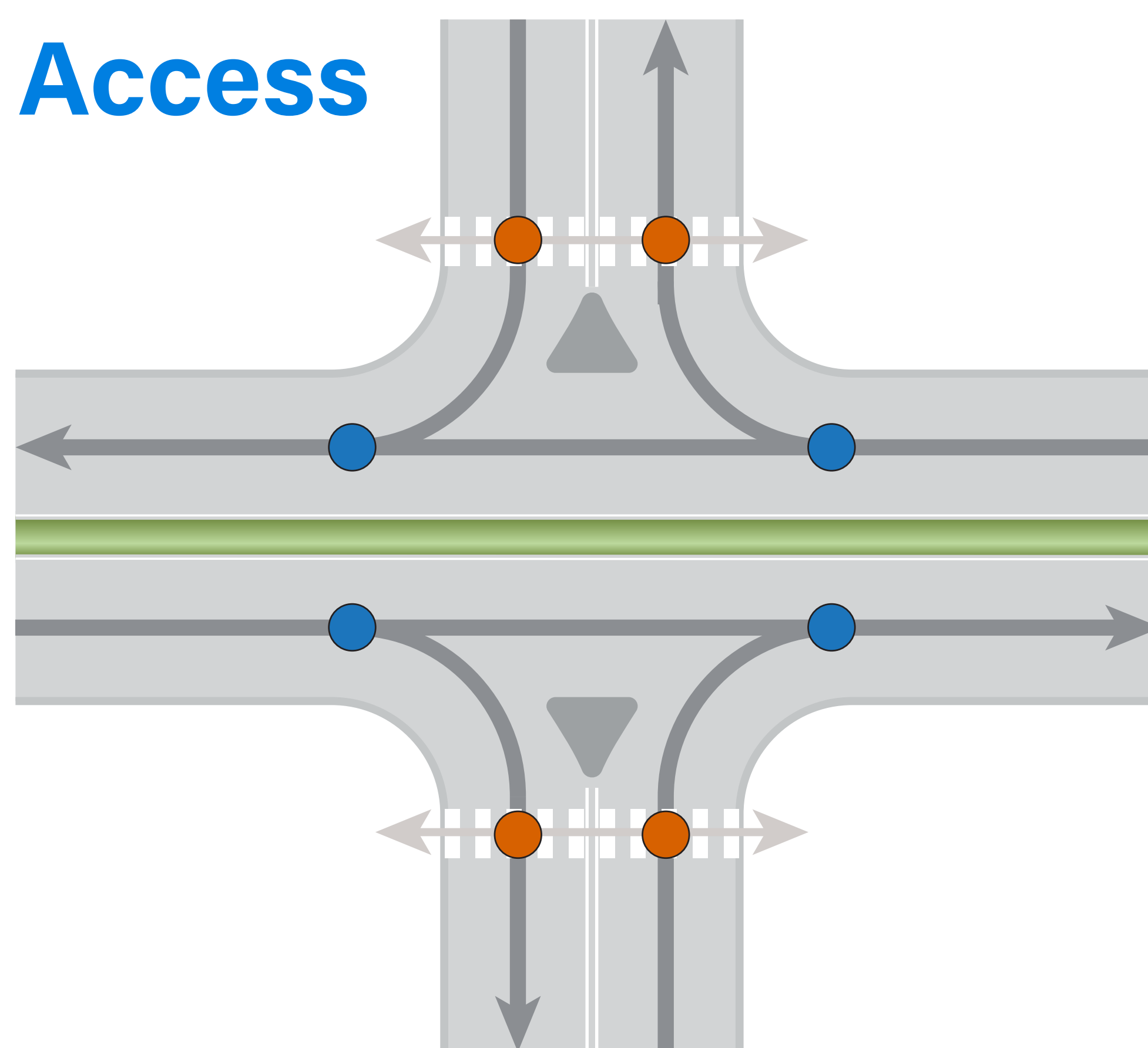
- Right-in, right-out and left-in are allowed
- Traffic median prevents left-out and straight movements – these movements must be completed at another intersection

## Right-in/Right-out Access

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

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- 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](http://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:

Adam Lancaster, City Engineer, City of Cañon City at  
[atlancaster@canoncity.org](mailto:atlancaster@canoncity.org)

Dave Sprague, Consultant, Atkins at  
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### Send comments to:

[us50\\_acp@canoncity.org](mailto:us50_acp@canoncity.org)



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