

# Welcome

to the

## SH 66

Access Control Plan

# Open House

July 25, 2019

**Thank you for attending!**

Purpose of tonight's meeting:

- Present the Access Control Plan's purpose, goals, and study process
- Present the draft Access Control Plan
- Gather your comments regarding the proposed recommendations



**COLORADO**

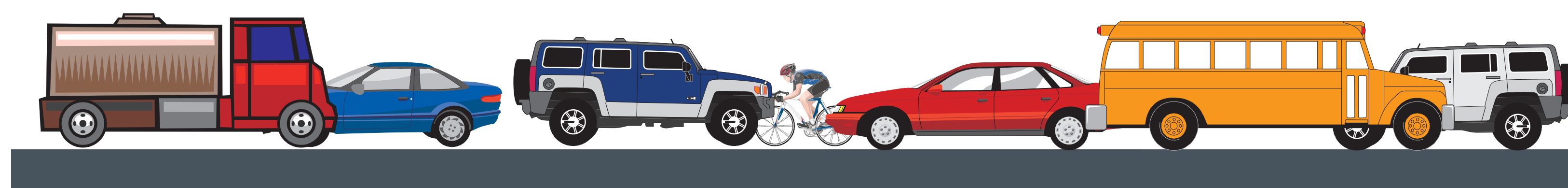
Department of Transportation





# What Is an Access Control Plan?

- Any intersection or driveway along a roadway is called an access point
  - At access points there is a potential for conflicts between all modes of transportation (vehicle, pedestrian, and bicycle) compromising the overall safety for travelers
  - Vehicles turning into and out of access points can cause other vehicles to slow down, resulting in delay, congestion, or crashes
- An Access Control Plan:
  - Determines what access points will be allowed
  - Establishes where accesses will be located
  - Determines what kind of traffic movements will be allowed at each access
  - Identifies alternative access routes and circulation as necessary
  - Ensures each abutting property has access directly to SH 66 or to local roadways
  - Is a long-range vision for the corridor
  - Will not determine the future number of lanes or design features of SH 66
- Implementation of the SH 66 Access Control Plan will occur in phases or incrementally over time based on:
  - Safety needs
  - The development and redevelopment process
  - Available funding
  - Traffic needs
- There are no planned projects or identified funding that would change existing access



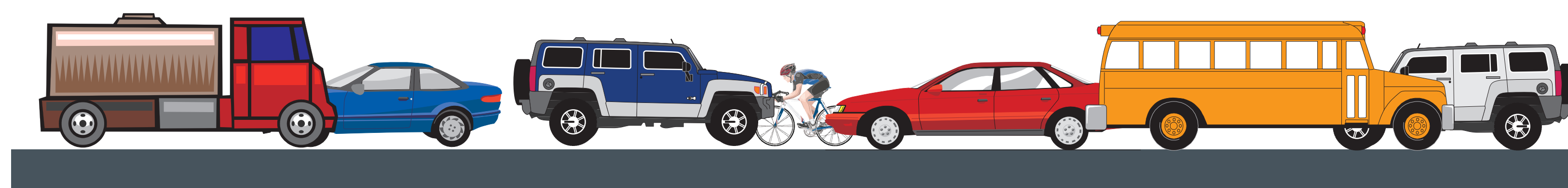


## What are the goals of this Access Control Plan?

- Identify improvements to the local transportation network that promote safety for all modes of transportation
- Blend the corridor vision from the PEL with the requirements of the CDOT State Highway Access Code
- Assist future development and redevelopment along SH 66 by identifying the locations and type of access
- To provide efficient movement for all modes of transportation along SH 66

## Why does SH 66 need an Access Control Plan?

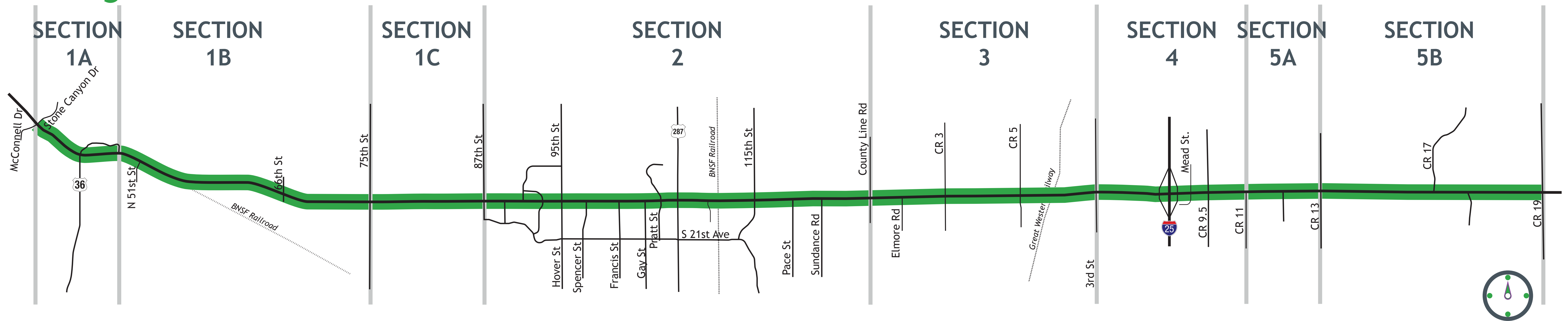
- SH 66 has 373 existing access points (driveways and intersections) within the study area limits from Lyons (McConnell Dr) to WCR 19, which is an average of nearly 19 accesses per mile
- Controlling the number of access points on SH 66:
  - Reduces conflict points where a crash may occur on the highway. This is applicable not only for vehicles, but also for pedestrians and bicycles having to cross multiple driveways on the corridor
  - 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 drivers and visitors by reducing the number of driveways





# Existing Conditions

## Study Limits



## Existing Access Summary

SH 66 Roadway Segment	Number of Accesses						Segment Length (miles)	Access Density (#/mile)
	Public			Private		Total		
	FM	PM	Other	FM	PM			
McConnell Dr to 87th St	33	0	0	112	12	160	5.8	28
87th St to County Line Road	23	2	2	51	5	83	4.8	17
County Line Road to Weld County Rd 7	11	0	2	34	0	47	2.8	17
Weld County Rd 7 to Weld County Rd 11	14	1	0	7	0	22	1.8	12
Weld County Rd 11 to Weld County Rd 19	23	0	0	38	0	61	3.9	15
<b>Totals</b>	<b>104</b>	<b>3</b>	<b>4</b>	<b>242</b>	<b>20</b>	<b>373</b>	<b>19.2</b>	<b>18</b>

NOTE: Public accesses are named roads or right of ways maintained by CDOT, County, or Town/City  
 Private accesses include business and residential driveways.  
 FM = full movement  
 PM = partial movement  
 Other = railroad crossing



# Current & Future Traffic Volumes

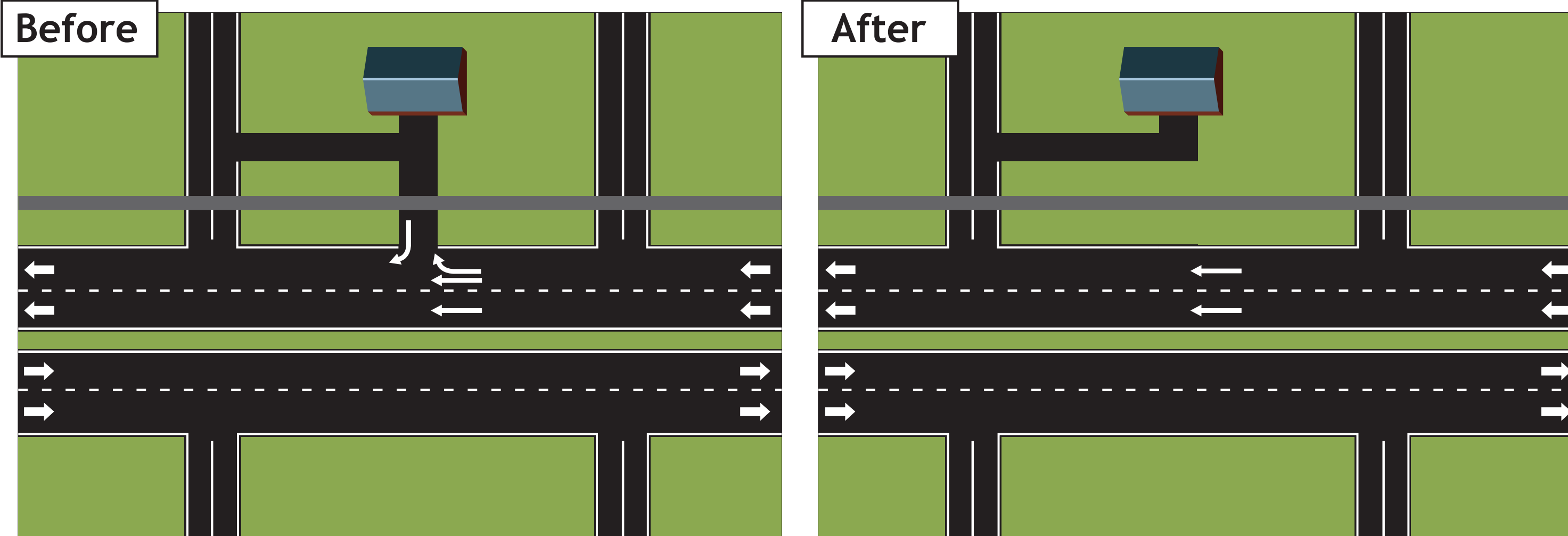
SH 66 Roadway Segment	Existing Average Daily Traffic Volumes	2040 Projected Average Daily Traffic Volumes	Increase
McConnell Dr to 87th St	14,000	16,000	14%
87th St to County Line Road	27,000	38,950	44%
County Line Road to Weld County Rd 7	23,350	30,000	28%
Weld County Rd 7 to Weld County Rd 11	23,600	33,200	41%
Weld County Rd 11 to Weld County Rd 19	11,900	15,000	26%

**Without an access control plan visitors, residents, property owners, and businesses along the SH 66 corridor could experience:**

- Greater number of crashes involving vehicles, pedestrians, or bicyclists
- Increased traffic congestion, resulting in higher levels of pollution and more delays
- A loss of visual appeal along the roadway, which may result in a loss of visitor stops and economic impacts for business owners

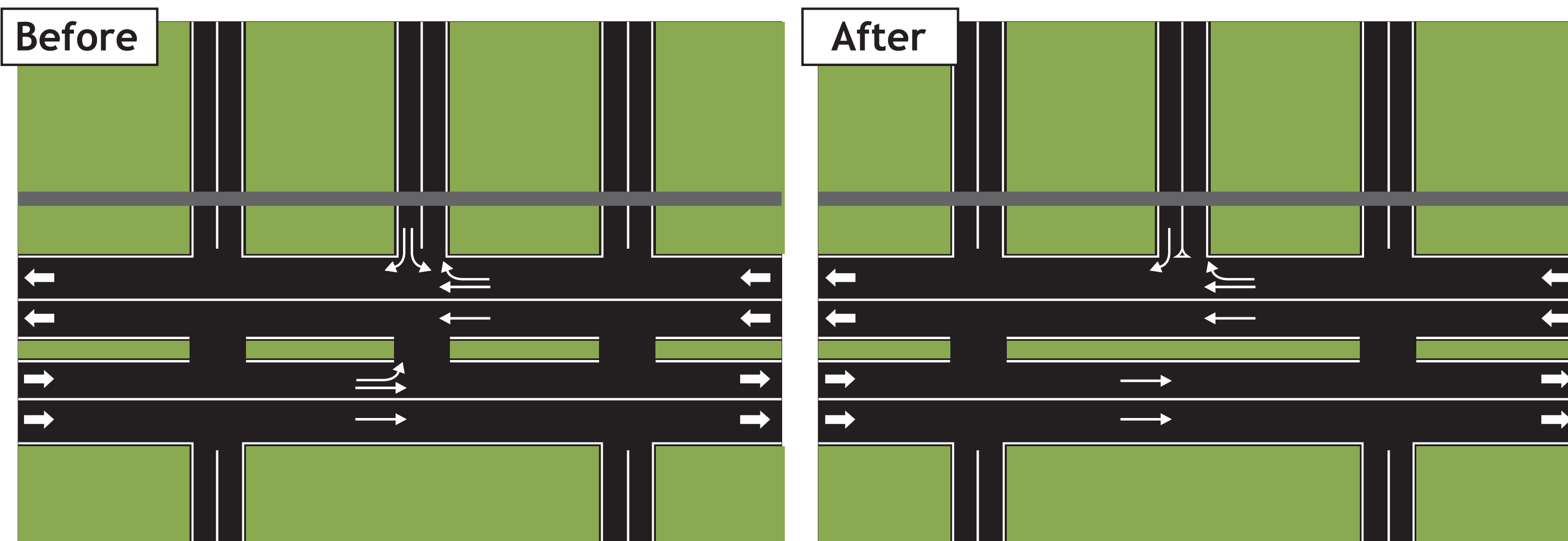


# Methods of Access Control



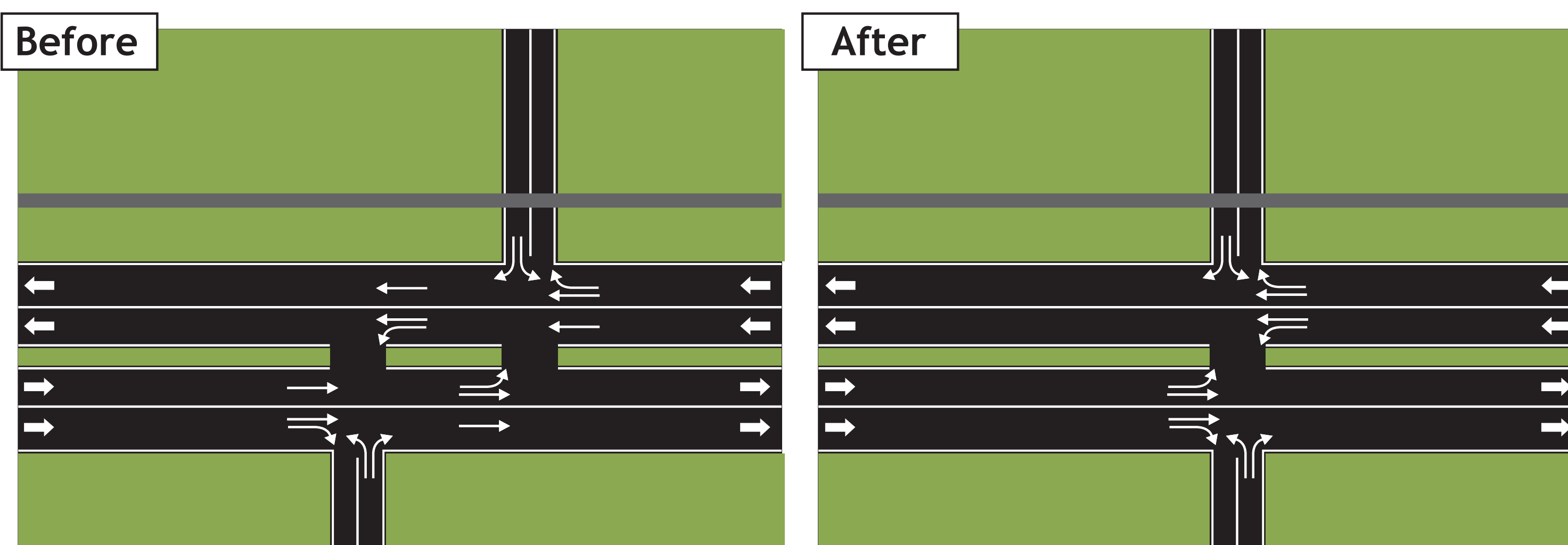
## Access Relocation

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



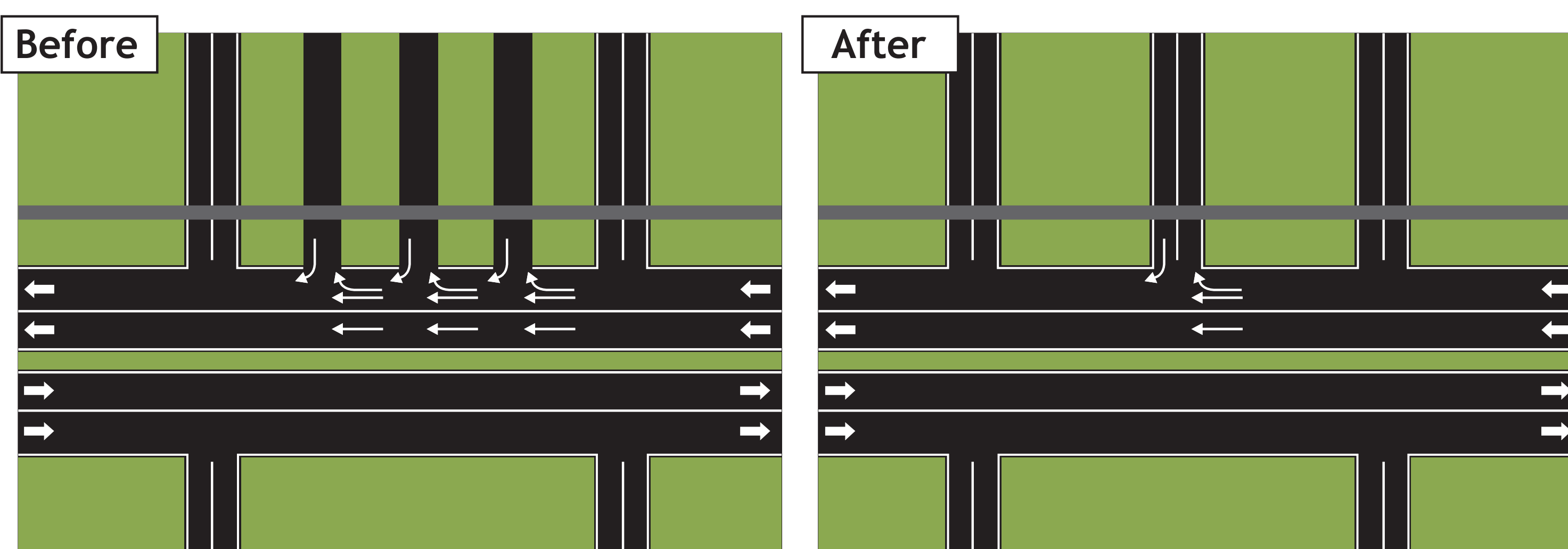
## Access Conversion with Median Treatment

- Restrict some or all turning movements
- Reduce the number of conflicts between left turning vehicles and through vehicles on the highway



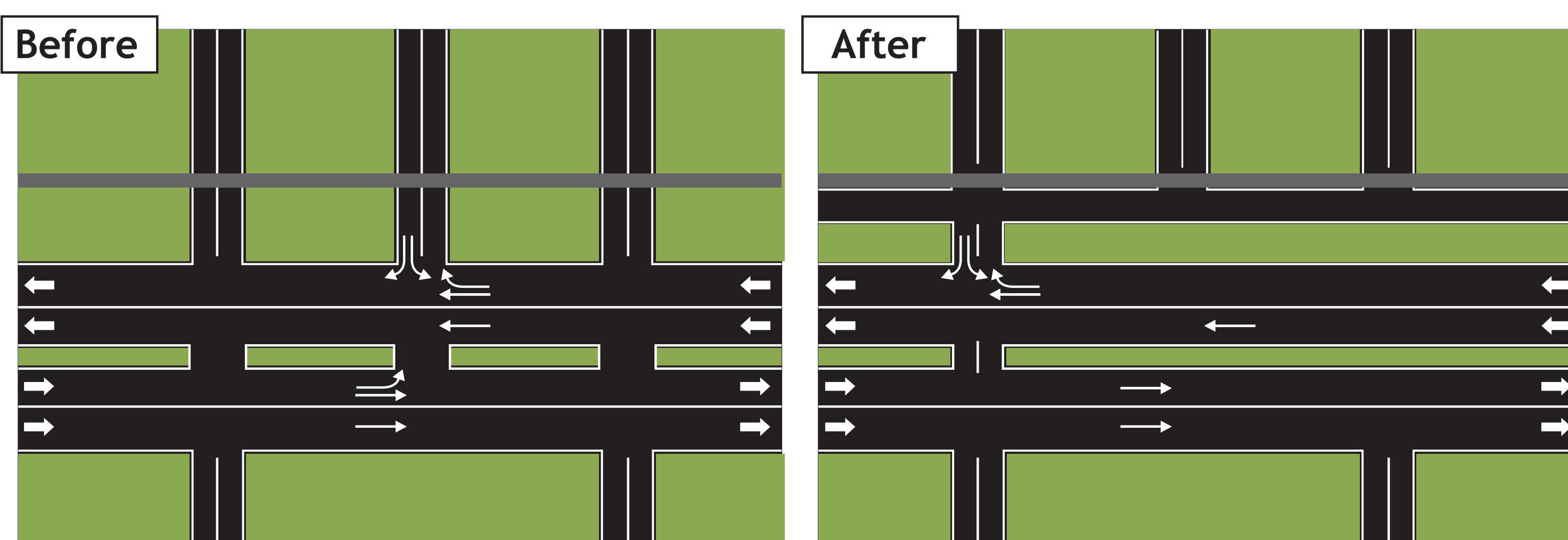
## Access Realignment

- Align opposite approaches
- Create a more traditional intersection design



## Access Consolidation

- Consolidate adjacent access points into one location
- The number of conflict points are reduced



## Parallel Access Route

- Provide access to properties via a new access road (such as a frontage road)
- Reduces the number of access points along the highway

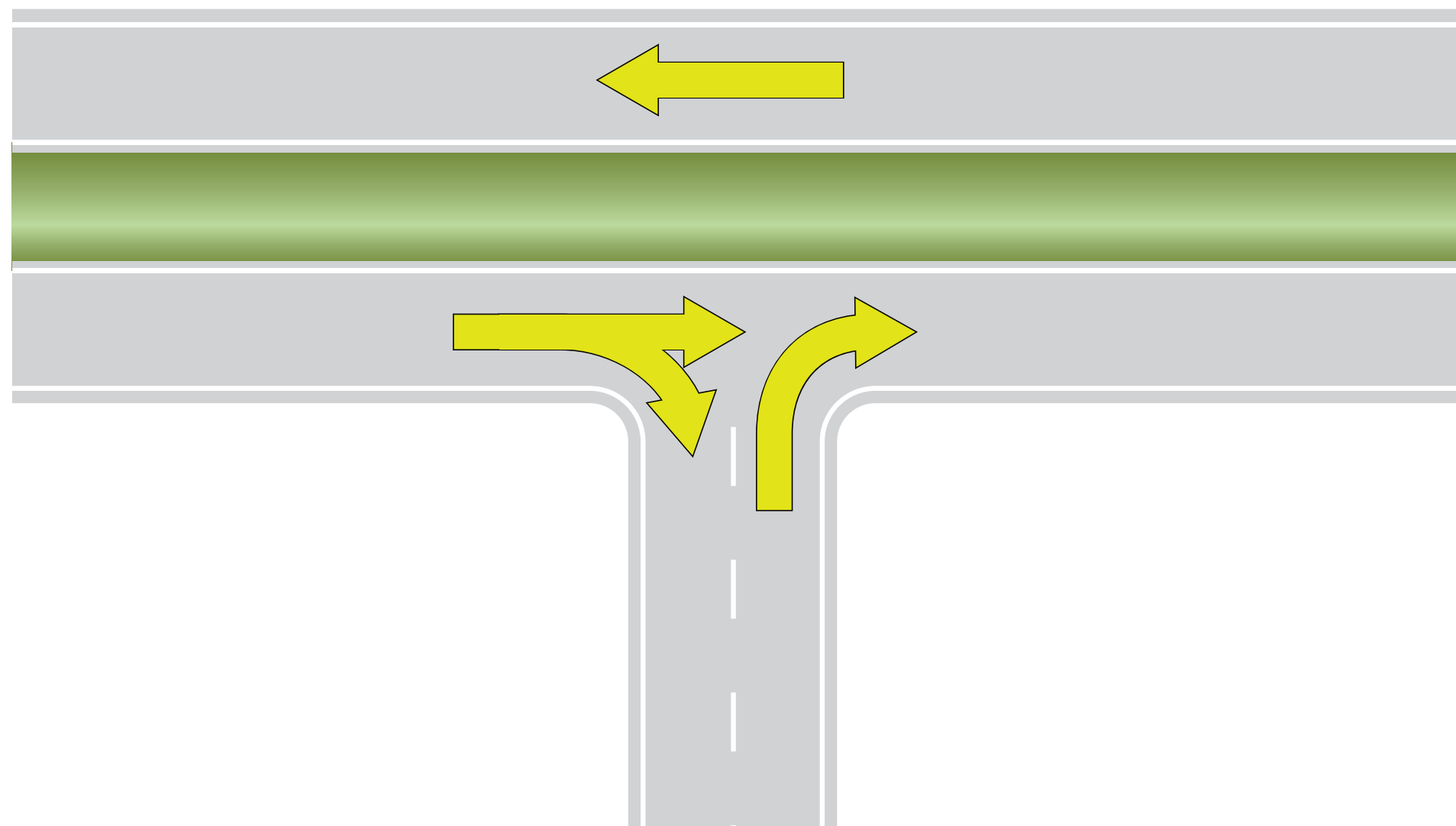




# Types of Accesses

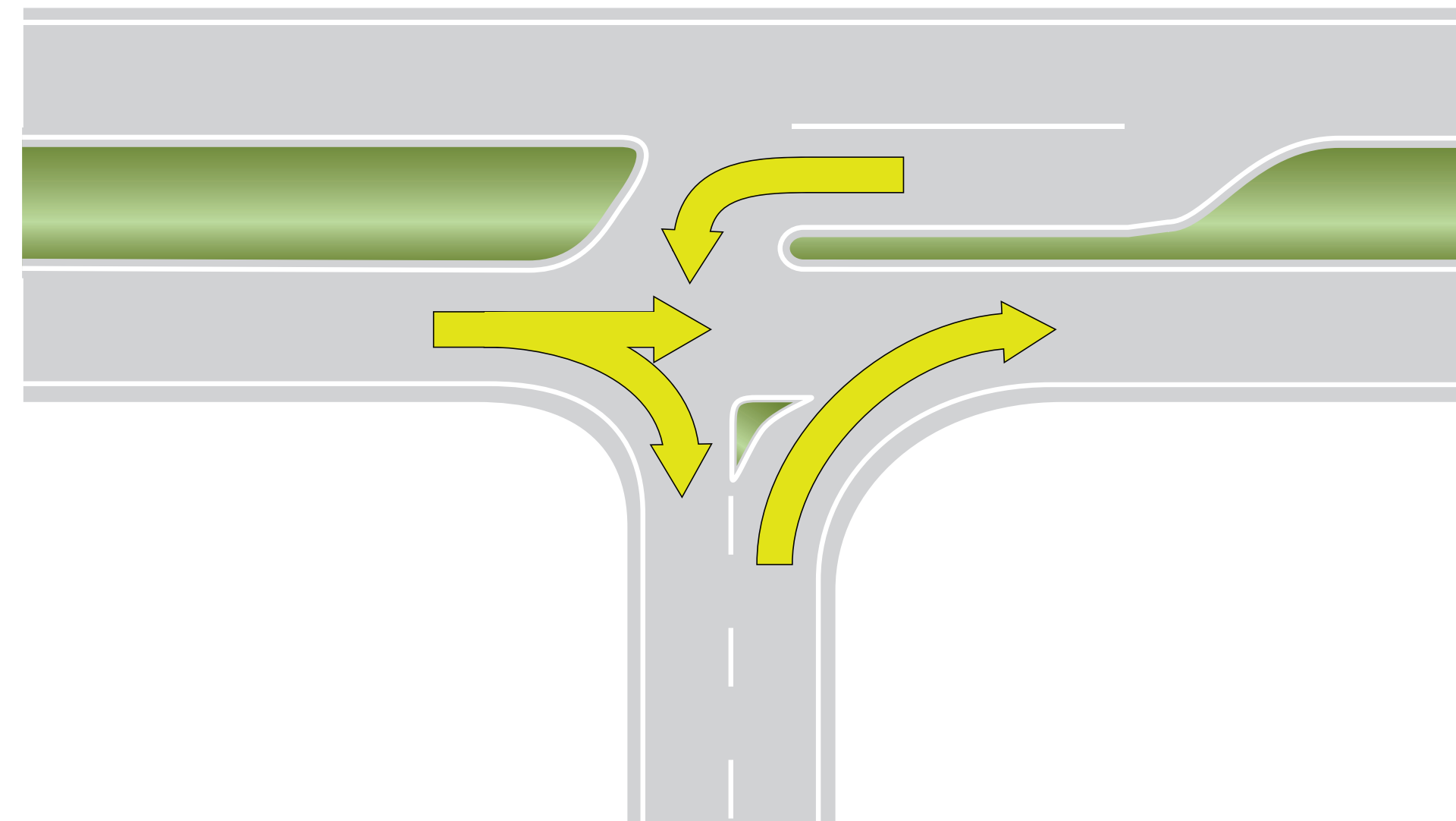
## Right-in, Right-out

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



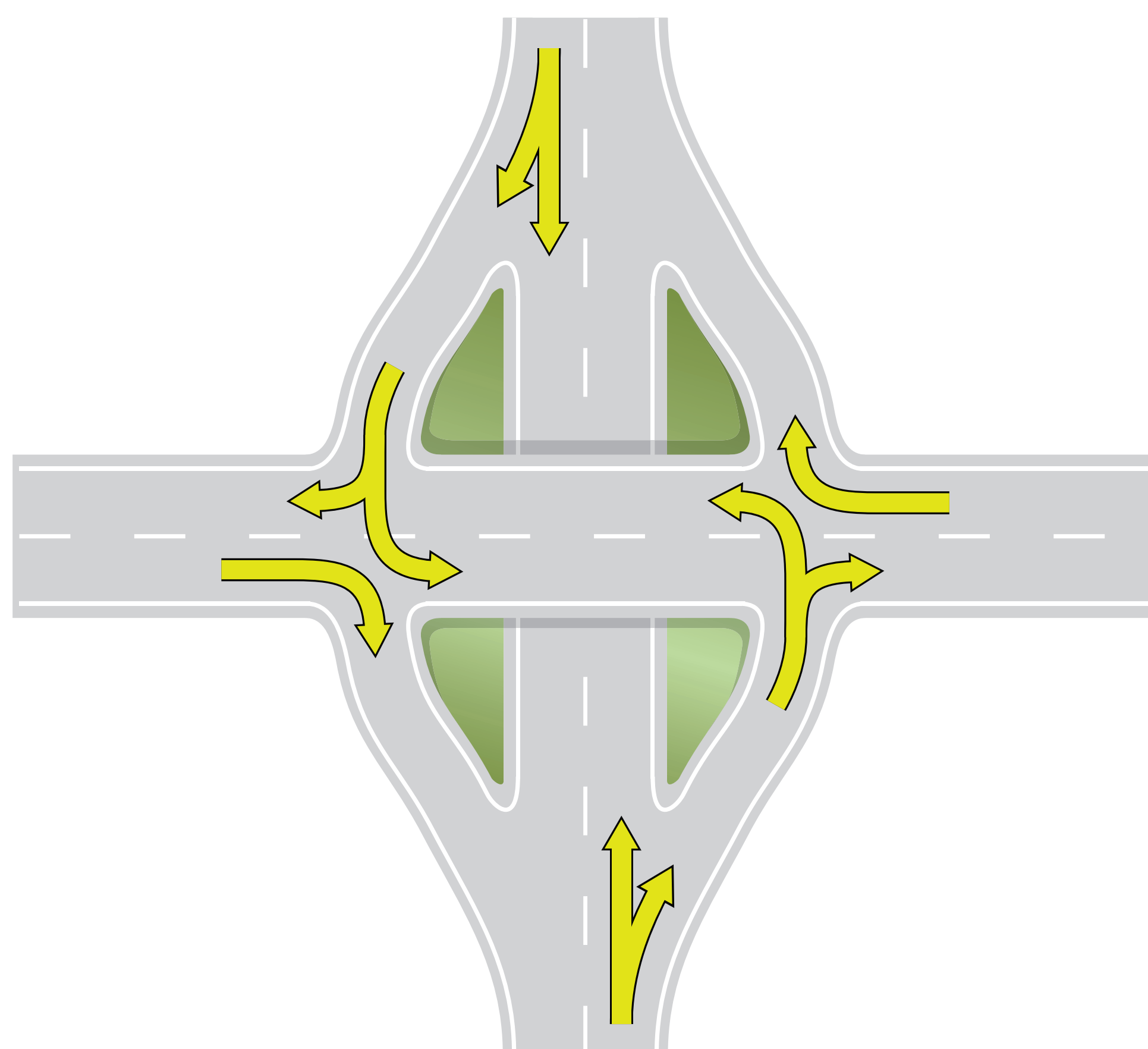
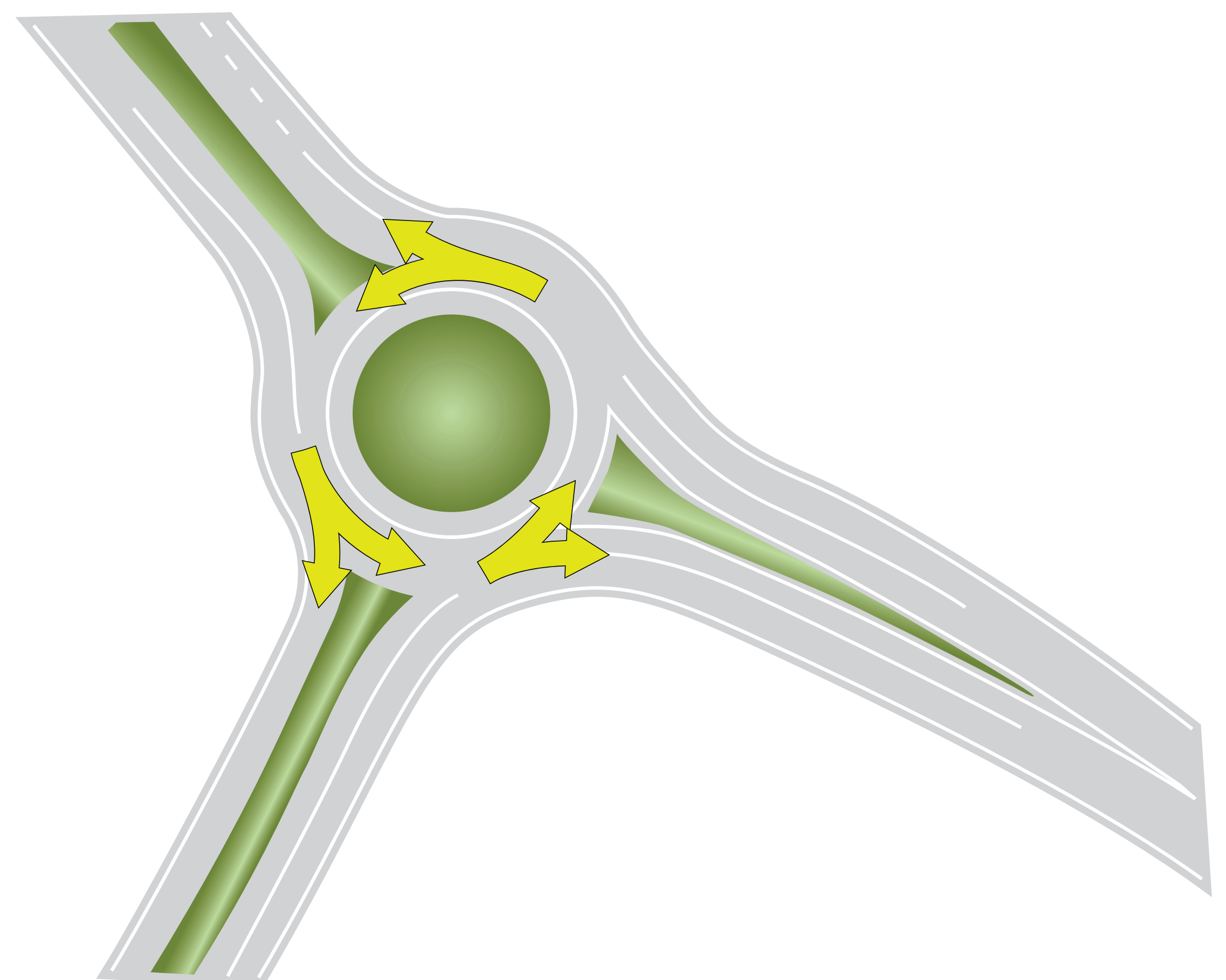
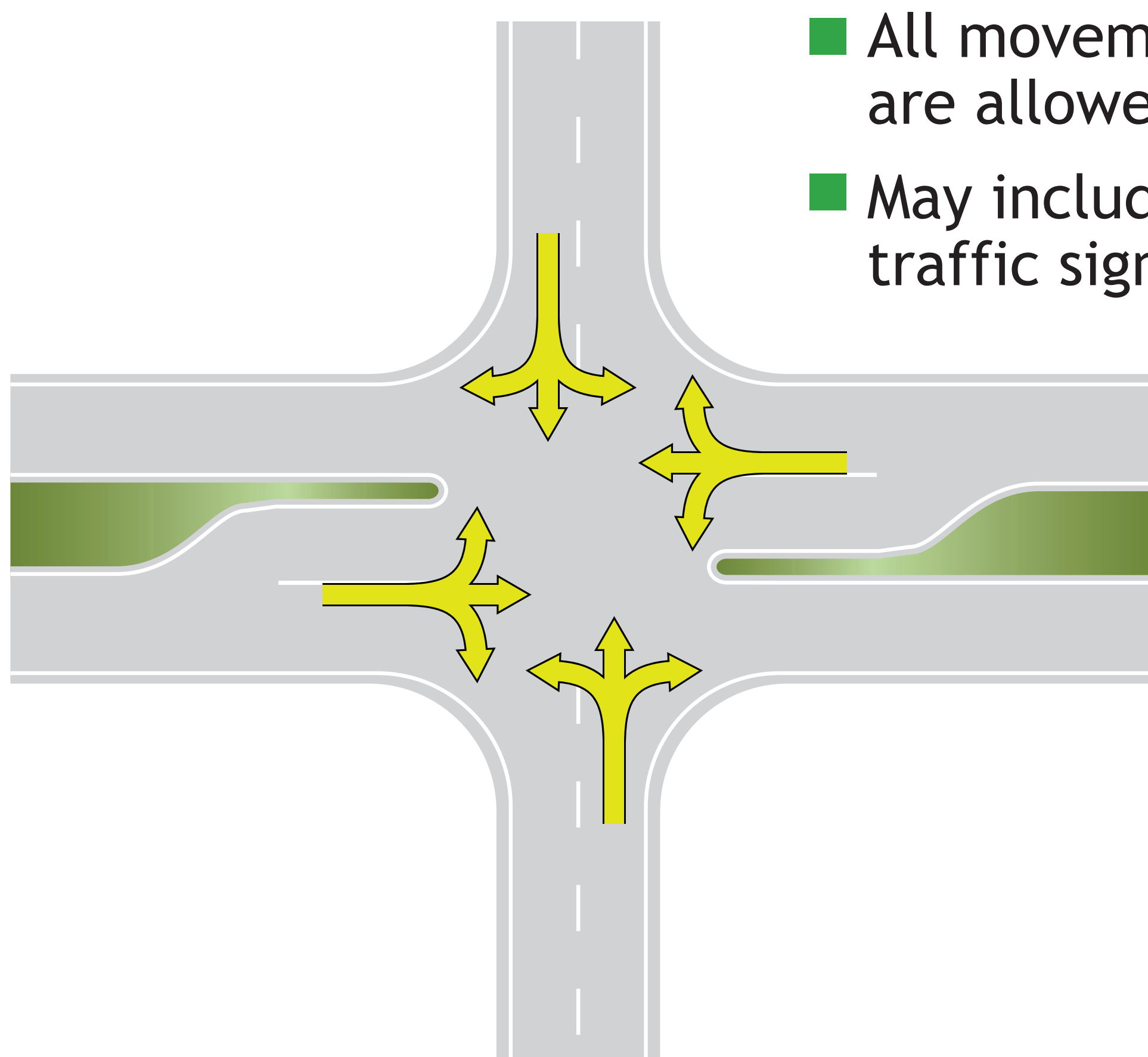
## 3/4 Movement

- 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



## Full Movement/Roundabout

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



## Grade-Separated

- All movements in all directions are allowed
- Some movements will occur at-grade and may require a traffic signal
- May require the need to close nearby access





# Access Control Plan Process

Develop Draft ACP based on PEL recommendations, input from local agencies, and CDOT



Revise Access Control Plan based on input from local agencies, the public, and final PEL recommendations



Accept the final plan



Specify how elements of the plan can be changed in the future



Prepare, sign, and adopt an Intergovernmental Agreement between Town of Lyons, City of Longmont, Town of Mead, Town of Firestone, Boulder County, Weld County, and CDOT



Report outcomes to the Colorado Transportation Commission and get approval from the CDOT State Access Manager so the plan becomes law



Continuing coordination between Town of Lyons, City of Longmont, Town of Mead, Town of Firestone, Boulder County, Weld County, and CDOT to ensure proper implementation of the plan in the future





## What are the Expected Benefits of the SH 66 Access Control Plan?

The following is a summary of the potential improvements and benefits when the Access Control Plan is implemented:

### Improve Safety for All Modes of Transportation

- The potential of high-speed rear-end, broadside, and sideswipe accidents between vehicles is reduced
- Future locations where pedestrian and bicyclists can cross the highway at a traffic signal are identified
- Opportunities to build sidewalks/paths are included

### Improve Traffic Flow

- Greater spacing of accesses reduces congestion caused by vehicles turning onto and off of SH 66

### Reduce Traffic Conflicts

- Restricting the types of access allowed results in fewer conflict points between modes of transportation

### Provide Adequate Access to Adjacent Land Uses

- All properties have access to SH 66 or local roads
- Better use of the secondary street system or shared access locations

The recommended Access Control Plan meets the established goals for the project by improving traffic flow, reducing the number of conflicts, improving safety for all modes of transportation, and providing access to the adjacent land uses.



# Proposed Access Summary

SH 66 Roadway Segment	Total Existing	Number of Accesses with ACP Implemented						Segment Length (miles)	Access Density (#/mile)
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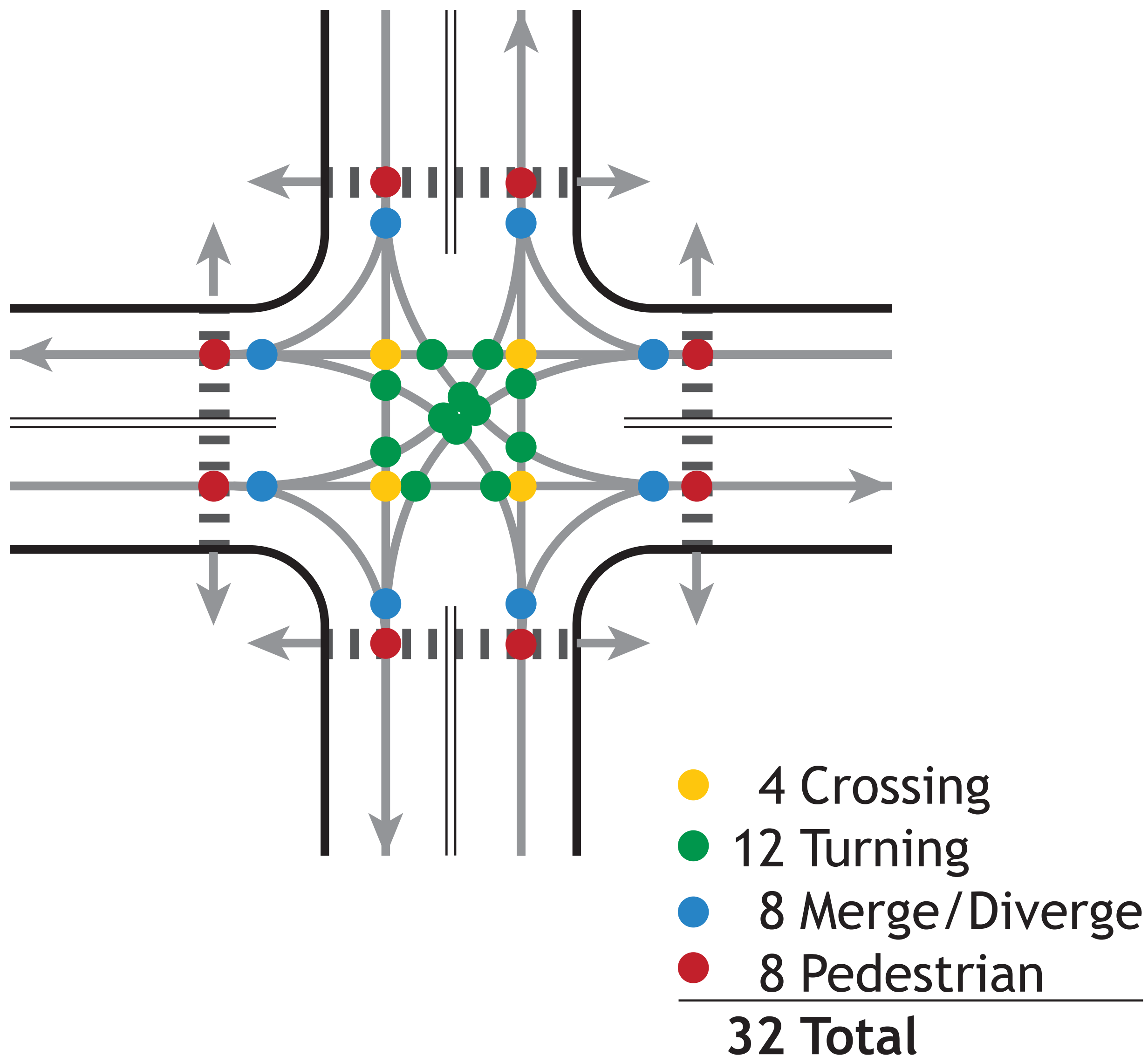
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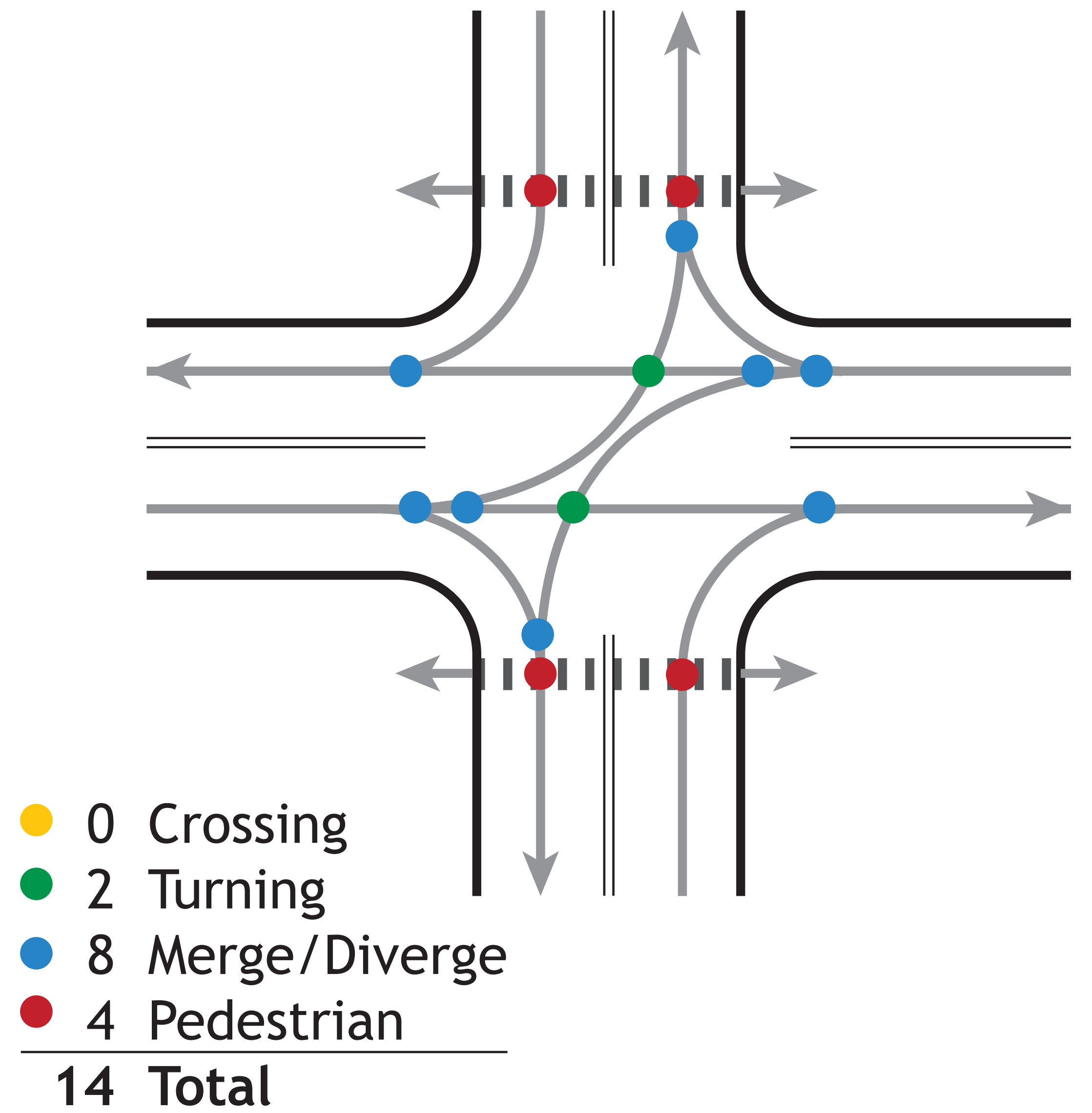


# Conflict Points

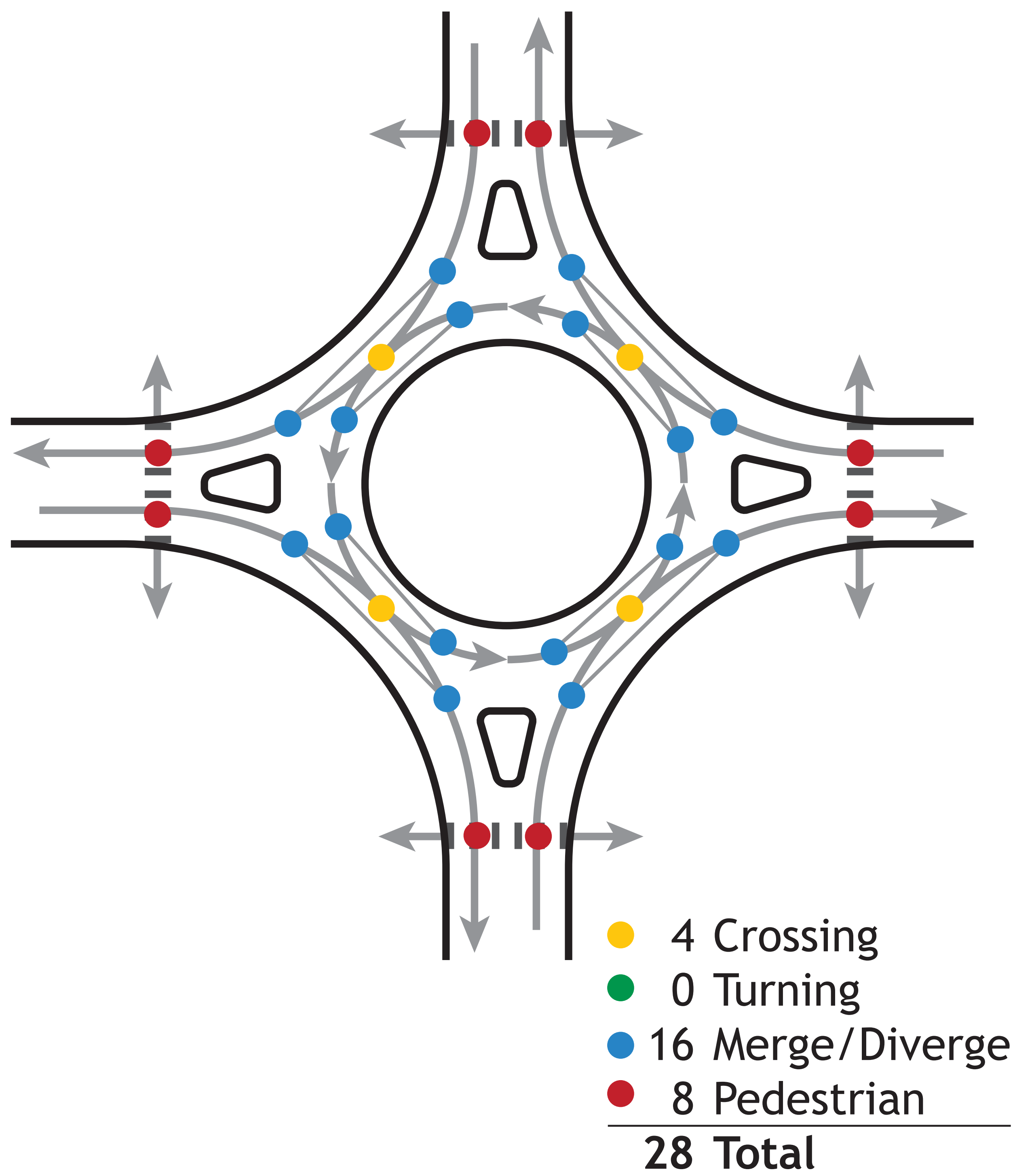
## FULL ACCESS



## 3/4 ACCESS



## SINGLE-LANE ROUNDABOUT ACCESS



## RIGHT-IN/RIGHT-OUT ACCESS

