SH 133 CARBONDALE
ACCESS CONTROL PLAN

WELCOME

to the

SH133 Carbondale Access Control Plan

Open House

Purpose of tonight's meeting:

- Present the study's purpose and goals
- Present the existing and projected future access conditions
- Present the draft Access Control Plan
- Discuss the access control plan study process
- Gather your comments regarding the proposed study recommendations

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

Please take a moment to complete a comment form before you leave.

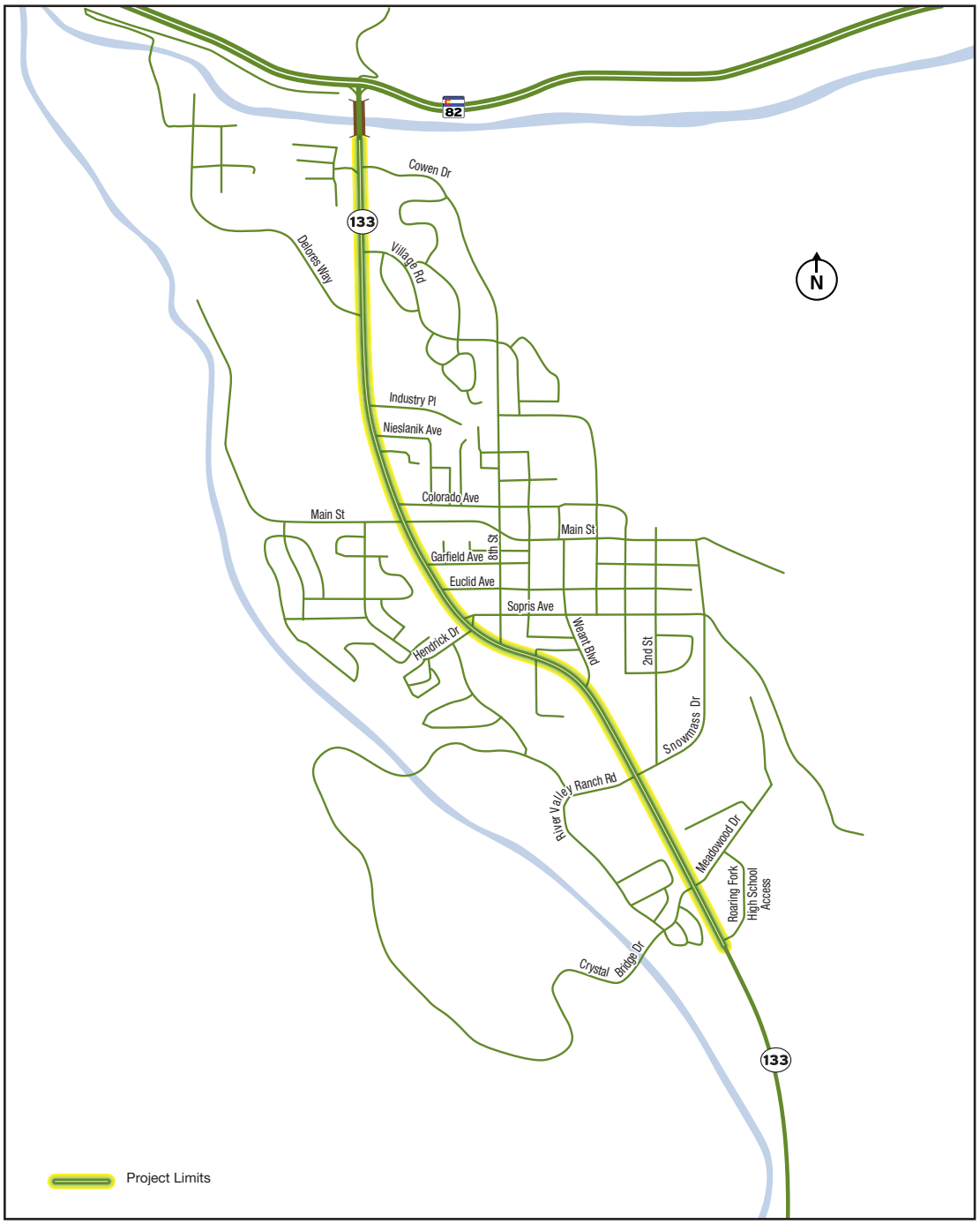
We Appreciate Your Participation.

Please sign in.

Thank You.

Study Area Map

The study area is from south of the Roaring Fork River bridge to the Roaring Fork High School driveway, a distance of approximately 2.3 miles.



Overview

What is the purpose of an access control plan?

Any intersection or driveway along a roadway is called an access point. At access points there is a potential for a conflict to occur between the different modes of transportation (vehicle, pedestrian, and bicycle). In addition, vehicles turning into and out of access points can cause other vehicles to slow down, resulting in delay and congestion. The purpose of an access control plan is to determine what access points will be allowed, where they will be located, and what kinds of traffic movements will be allowed at each one. This will hopefully result in fewer conflicts between the different modes of transportation and reduce unnecessary delays and unwanted congestion.

What are the goals of this access control plan?

- Provide appropriate level of access to properties adjacent to the highways
- Provide safer circulation routes for all forms of transportation
- To keep circulation routes consistent with Carbondale's goals for future development
- To provide efficient movement of traffic and other modes of transportation within the area

Overview
(continued)

Why does SH133 need an access control plan?

- Limiting the amount of access points reduces the number of potential locations (called “conflict points”) that 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.
- Fewer locations for vehicles to brake or turn onto or off of the highway results in more efficient travel for through traffic.
- Fewer driveways on the roadway make the corridor more visually appealing to drivers and visitors.
- One of the best ways to keep the highway safe and efficient for all modes of transportation is to manage the location and design of access points

Overview
(continued)

Without an access control plan visitors, residents, property owners, and businesses in Carbondale could experience:

- Greater number of crashes involving vehicles and/or pedestrians and bicyclists
- Increased traffic congestion, resulting in higher levels of pollution and more delays

Current and Future Traffic Volumes

Location	2012 Average Daily Traffic Volumes	Projected 2032 Average Daily Traffic Volumes	% Increase
North of Colorado Ave	14,380	22,290	55%
South of Snowmass Dr	3,320	5,150	55%

- A loss of visual appeal along the roadway
- A difficult driving experience due to driveway clutter
- Customers doing business in another community with a better driving experience

Who is conducting the study?

- Town of Carbondale
- Colorado Department of Transportation
- Garfield County
- Atkins (consultant)

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Access Control Plan Process

Conduct the study

Propose improvements
based on study findings and public input

Accept the final plan

Prepare an Intergovernmental Agreement
between the Town of Carbondale, Garfield County, and CDOT

Specify how elements of the plan can be changed in the future,
if necessary

Sign the Intergovernmental Agreement
and adopt the plan

Report outcomes to the Colorado Transportation Commission
and get approval from the CDOT Chief Engineer
so the plan becomes law

Continuing coordination between
The Town of Carbondale, Garfield County and CDOT
to ensure proper implementation of the plan in the future

Plan Implementation

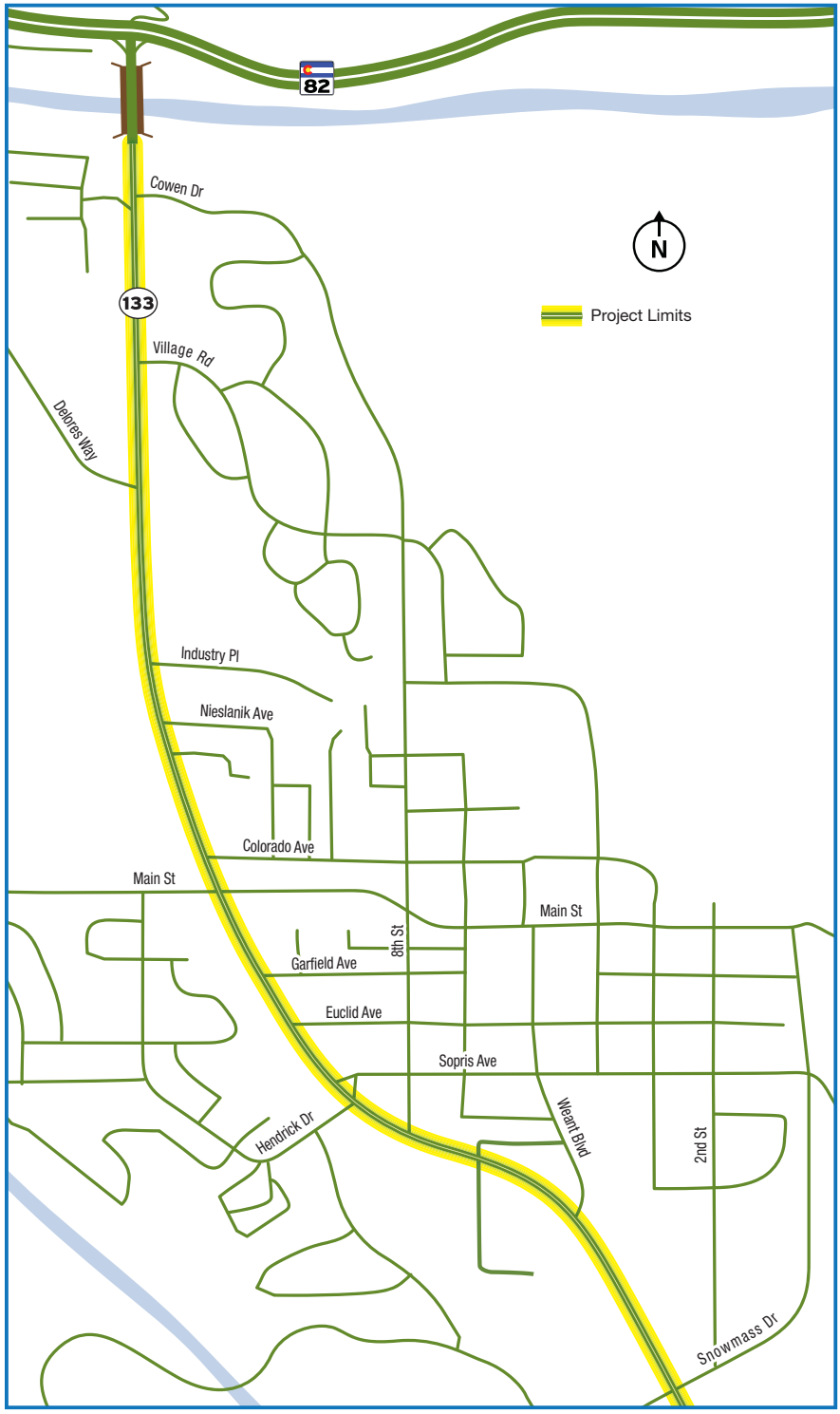
- Access Control Plan is a long range vision for SH133
- Implementation of the plan will occur in phases or incrementally over time based on:
    - Available funding
    - Traffic needs
    - Safety needs
    - Redevelopment
- The Access Control Plan will **not** determine the future number of lanes on the corridor
- Additional planning and public input are needed to support the recommendations of the Access Control Plan and to identify the ultimate design (right-of-way needs) for SH133.
- Future studies will consider the appropriate improvements to SH133 that address both traffic and pedestrian needs.

Existing Conditions

Highway Description

SH133 from northern project limits to south of Snowmass Drive

- Classified as an Urban Arterial
- Intended to accommodate medium to high traffic volumes at moderate travel speeds
- Intended to provide service to through traffic movements while allowing more direct access to adjacent properties
- Preferred spacing between signalized full movement intersections is ½ mile

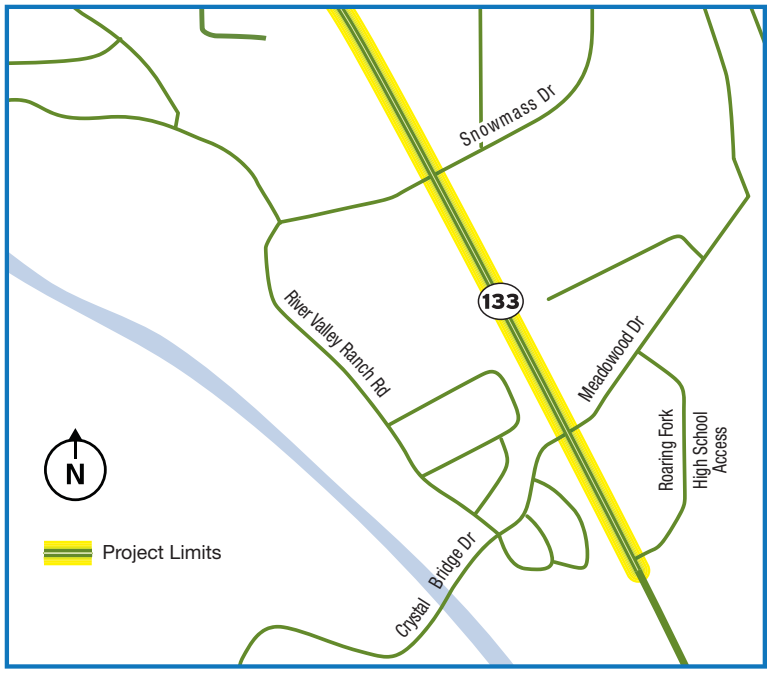


Existing Conditions
(continued)

Highway Description *(continued)*

SH133 from north of Snowmass Drive to southern project limits

- 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



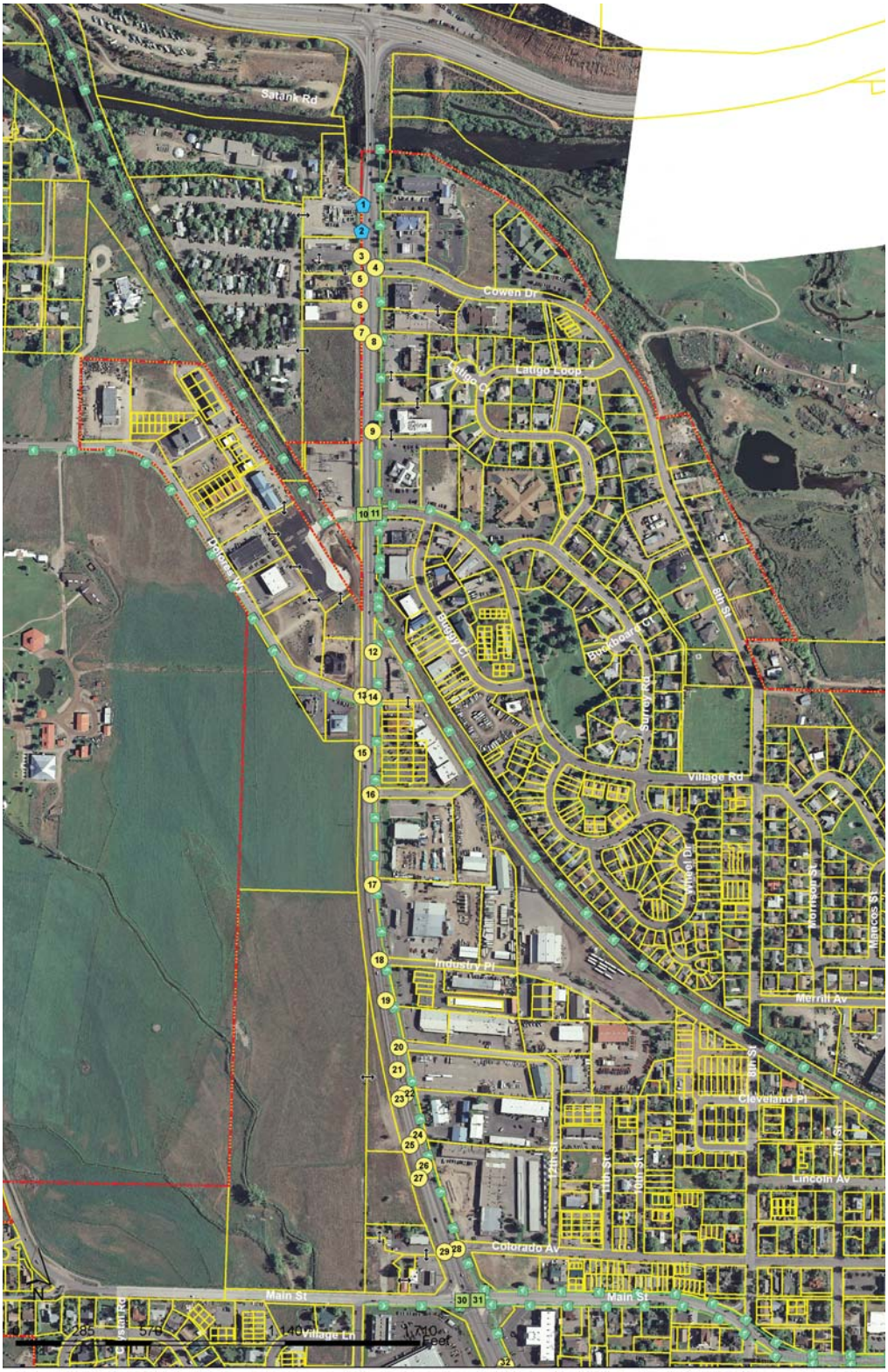
Existing Conditions
(continued)

Access Summary

SH133 Roadway Segment	Intersections			Segment Length (miles)	Average Spacing* (miles)	Desired Spacing
	Public	Private	Total			
Roaring Fork River bridge to Weant Ave	17	37	54	1.6	0.10	0.5 mile
Weant Ave to Roaring Fork High School driveway	4	20	24	0.7	0.35	0.5 mile
Totals	**21**	**57**	**78**	**2.3**	**N/A**	**N/A**

** Average spacing between existing public roads that allow full traffic movements to occur.*

Existing Access Locations

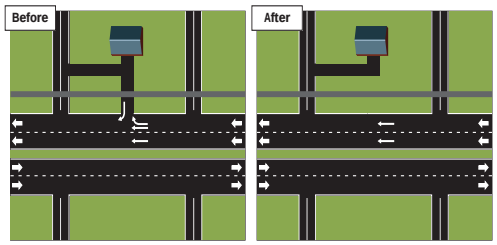


Existing Access Locations

- ¾ movement
- Full movement; side street stop/yield controlled
- Signalized intersection
- Existing Trails
- Existing Cross Access
- Town limits

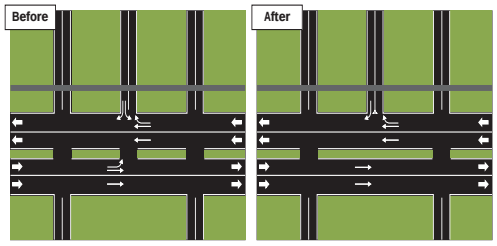
Access Control Methods

Access Elimination



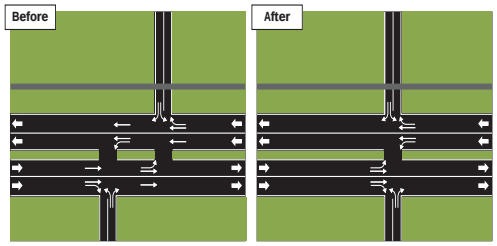
- Access to local properties through secondary roadways
- Consolidate number of access locations where vehicles may enter or exit highway
- Reduce the number of conflict points

Access Conversion with Median Treatment



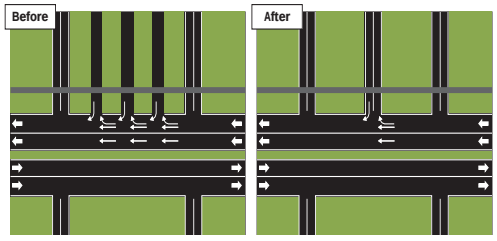
- Eliminate some or all turning movements
- Reduce the number of conflicts between left turning vehicles and through vehicles on the highway

Access Relocation



- Align opposite approaches
- Create a more familiar intersection design

Access Consolidation

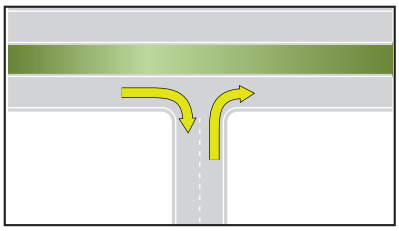


- Consolidate adjacent access points into one location
- The number of conflict points are reduced

Location of potential future traffic signals will be established as part of the Access Control Plan

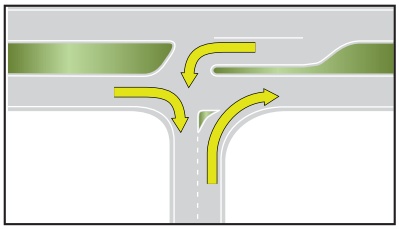
Types of Access

Right-in, Right-out



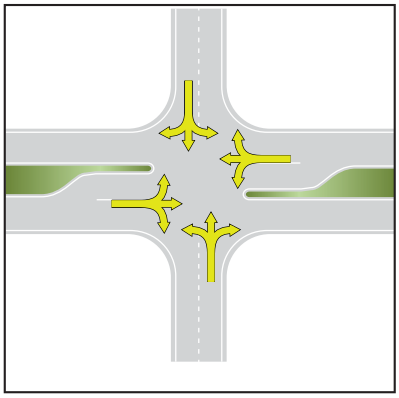
- Only right turns are allowed
- Traffic median prevents left turns and straight movements – these movements must be completed at another intersection

3/4 Movement

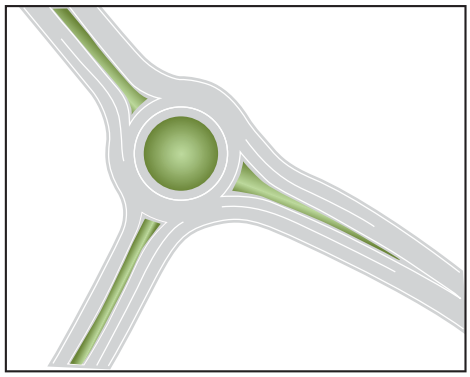


- Right-in, right-out and left-in are allowed
- Traffic median prevents left-out and straight movements – these movements must be completed at another intersection

Full Movement



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



Expected Benefits of the Recommended Access Control Plan

The recommended Access Control Plan is expected to provide several benefits to the overall operations and safety along the SH133 corridor in Carbondale. The following is a summary of the potential improvements and benefits.

Improve Traffic Flow

- The number of access points is reduced.

Reduce Traffic Conflicts

- Reduction in the number of conflict points (fewer full movement intersections).

Improve Safety for all modes of transportation

- The potential of high-speed rear-end, broadside, and sideswipe accidents is reduced.
- Identified signal locations where pedestrian and bicycle movements can be completed safely

Provide Adequate Access to Adjacent Land Uses

- All properties have reasonable access
- Better use of the secondary street system or shared access locations to provide access to adjacent land uses.

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 adequate access to the adjacent land uses.

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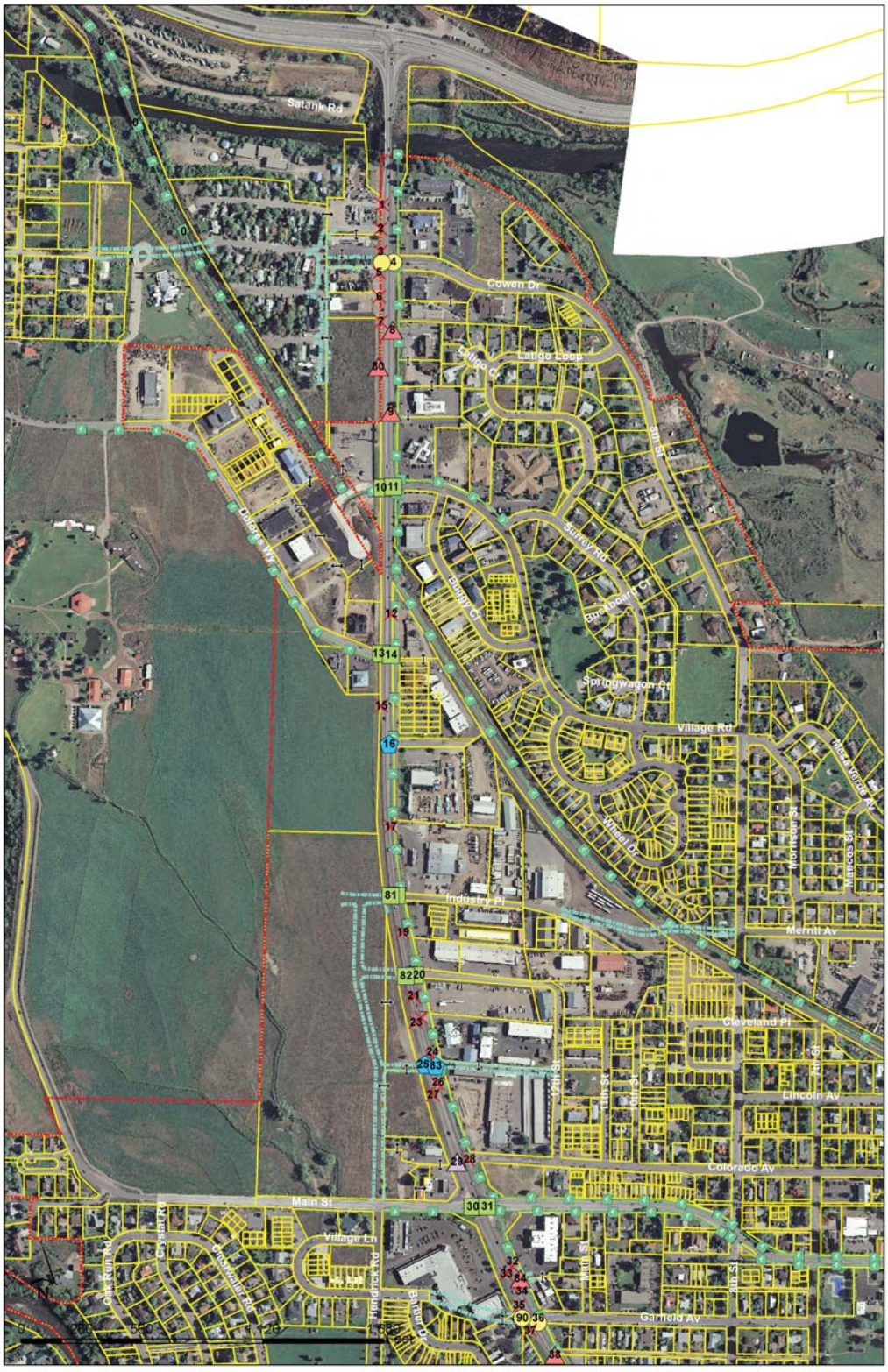
Recommended Ultimate Future Access Locations



- Full Movement (Signalized/ Roundabout)
- Full Movement (Stop-controlled side streets)
- ¾ movement (no left turn out)
- Right-in, right-out only
- Right -in only
- Right-out only
- Close Access
- Potential Future Roads
- Existing Trails
- Existing Cross Access
- Emergency only Access
- Town limits

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Benefits of ACP Implementation

Proposed Access Summary

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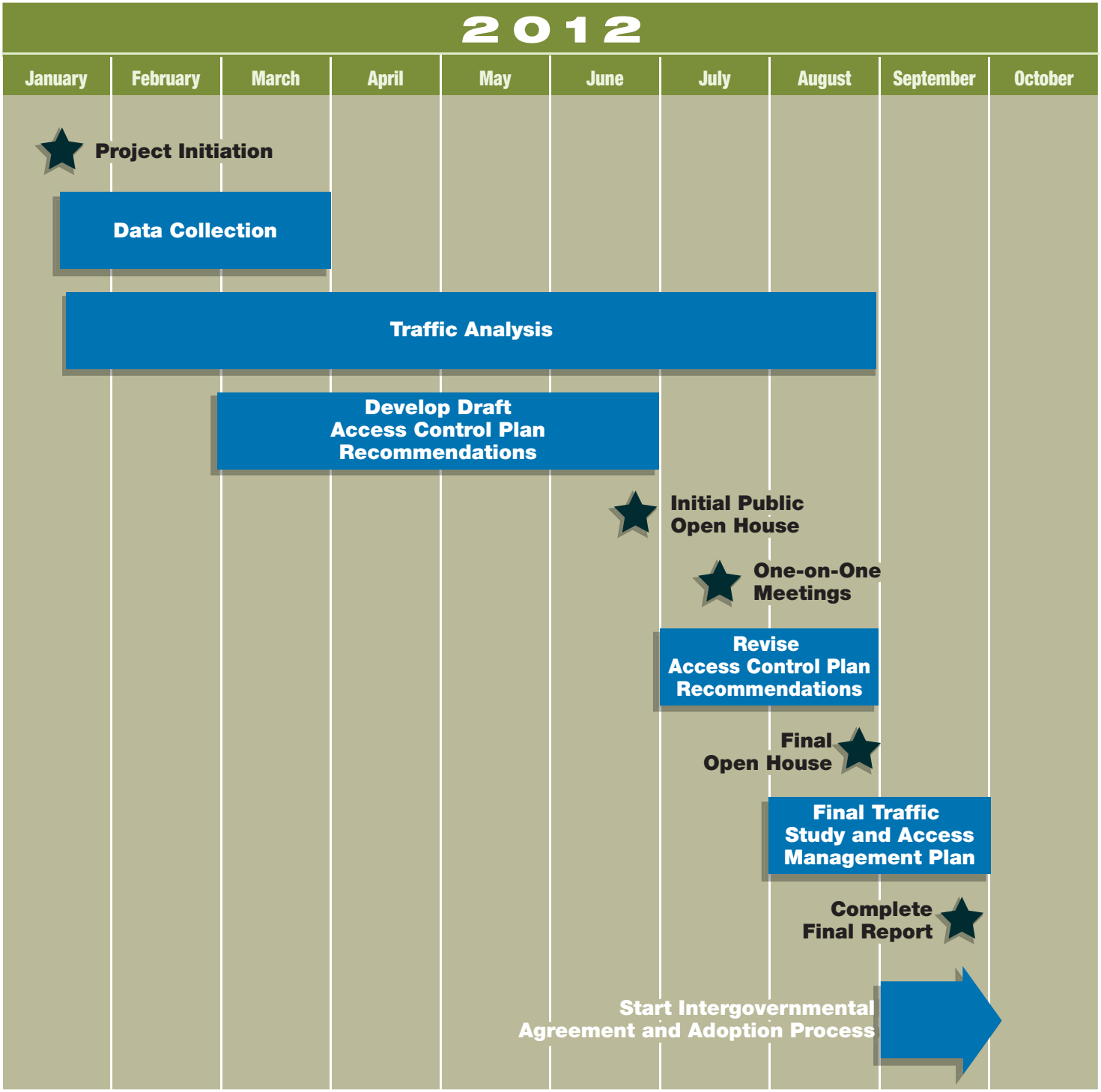
Study Timeline



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Stay Involved

- Complete a comment form
- Attend the next public meeting
- Request an individual workshop
  (Individual workshops are being considered. If you are interested in participating please talk to a project team member tonight.)
- Contact the study team:

Larry Ballenger, Director of Public Works, Town of Carbondale
970-510-1217 • lballenger@carbondaleco.net

Anna Smith, Project Consultant, Atkins
1-800-497-5529 • Anna.Smith@atkinsglobal.com

Alisa Babler, Permit Unit Engineer, CDOT Region 3
970-683-6287 • alisa.babler@dot.state.co.us

- Visit the study Web site:

www.coloradodot.info/projects/sh133carbondale