



Open House #2 Summary Report

**Date of Meeting:
April 3, 2008**

Prepared by:



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Denver, CO 80237
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Summary

Open House #2
April 3, 2008

INTRODUCTION

This report contains a summary of public involvement efforts associated with the second **US 50 Access Management Plan** Open House. The purpose of the open house was to share the study team's recommendations for future changes to US 50 access. The recommendations were based on the study team's assessment of existing and proposed access points on US 50 and consideration of public comments provided at the first open house in November 2007.



Members of the project team, including representatives from the Colorado Department of Transportation, the City of Grand Junction, Mesa County, and PBS&J, were on hand to address the public's questions and concerns.

The open house format allowed people to come and go at their convenience and provided opportunities for people to speak with project team members one-on-one. Assistance for people with disabilities was offered upon request. Project information was presented through a combination of display boards, roll plots, brochures, and a DVD video.

Attendees began the open house by registering at a sign-in table, where a staff member collected their contact information. Display boards were placed around the room, covering various aspects of the study. Large study area maps displaying the recommendations for future changes to US 50 access points were also on display. Attendees were able to use Post-it notes to provide comments on both the boards and the maps. A video presentation providing an overview of access management was played throughout the evening. Tables were available for attendees to sit and complete their comment forms and enjoy refreshments.

The meeting date, time, and location were as follows:

Date: **April 3, 2008**

Time: **4-7 p.m.**

Location: **Mesa County Fairgrounds
2785 US Highway 50, Grand Junction, CO**

There were **49 people in attendance**, excluding project team members. (See Appendix A for the sign-in sheets.)



Summary

Open House #2
April 3, 2008

INFORMATION PRESENTED

The following materials were available at the open house (see Appendix B):

Handouts

1. Comment Form
2. Brochure: *Benefits of Access Management* (Federal Highway Administration)

DVD Video

Access Management Overview (Federal Highway Administration, May 1997)
(Note: This video is not available in the appendix)

Display Materials

1. Boards (Q. 21)
2. Recommendation Maps (Q. 6)





PUBLIC NOTIFICATION

Several communication tools were utilized to notify the public of the open house (see Appendix C):

Post Card – The post card served as an invitation to attend the open house. The post card was mailed to residents, property owners, local agencies, and businesses within the study area. The post card mailing list contained over 2,100 addresses.

Web site – The project Web site, www.US50Access.com, provided the date, time, and location of the open house and also provided an overview of the study.

Print Advertisements – Open house print advertisements were published as follows:

Daily Sentinel: March 24, 2008; April 3, 2008

Free Press: March 24, 2008; April 3, 2008

Press Release – A press release was developed and distributed to media outlets throughout the corridor.

COMMENTS RECEIVED

Comments provided at the open house fit into four categories:

General access comments deal with overall concerns at intersections and other access points, such as Grand Mesa Avenue and businesses along US 50.



Safety comments highlight concerns people have with existing and future conditions on US 50. Both vehicle and pedestrian safety concerns are identified.

Traffic signal comments identify specific locations that would benefit from a new traffic signal. There are also comments regarding unnecessary traffic signals.

Other comments may not fit into a specific category, but they are still beneficial to the study.

Please see Appendix D for a comment summary table and submitted comment forms.

NEXT STEPS

The project Web site will continue to provide the display boards and recommendation maps. The project team will consider questions and comments provided by the public during the second open house. The final public open house will be held summer 2008.

Appendix A
Sign-in Sheets



**US 50 Access Management Plan
Open House #2 Sign-in Sheet
April 3, 2008 • Mesa County Fairgrounds**

	Name	Address	Phone	Email
1	DeJoss Proctor	31875 Willow Bend AD	970-256-9018	
2	Randy Emmons	2704 S Hwy 50	970-255-0786	emmons@bresnan.net
3	George Steele	181 Rainbow Dr.	245-6540	
4	MARK W SMITH	2946 Hwy 50	261-5033	
5	Rico PARRIS	110 FIRST ST WATERWORKS	260 0165	
6	Kent Frieling	2492 Industrial Blvd	242-5205	general@featherpatro.com
7	J. Bilbez	255 1/2 ALLVCE AV.	242-3957	
8	Ron & Janet West	2830 Maverick Dr.	257-9320	
9	KRISTIN WINN	Qty of 65 250 N 5th St	256-4676	Kristinw@gjcmh.org
10	Robert Rector	2353 PINEHURST	523-0530	
11	Sammy Hines	169-29 Kana	245-3062	
12	Mr. Mrs. H. Stevens	210 LOVE MESA	242-8640	
13	Lyle & Barbara Coy	2856 PINEHURST Lane	314-9040	
14	Martin & Karen Shuber	148 Skant St Whitewater Co	241-3855	
15	Theresa Jim Harbin	157 29 1/4 Rd G.J.Co. 81503	970-640-3415	



**US 50 Access Management Plan
Open House #2 Sign-in Sheet
April 3, 2008 • Mesa County Fairgrounds**

	Name	Address	Phone	Email
1	JERRY JONES	2951 Hwy 50	261-7454	
2	Joe Petak	2868 SHARON PK	243-0200	
3	Jennie Davis	197 Rosalie Dr.	241-2612	
4	Traii Van Loan (Vocational Training)	1673 Hwy 50	254-8649	
5	Stuart Gardner	2910 Four Corners	242-4154	
6	KEVIN HOLDERNESS	284 PIONEER ST		
7	Laura Buniger	703 Grand Mesa Ave	242-6959	laurieb@mesa.k12.co.us
8	Ruth Jewell	705 Grand Mesa Ave	242-8088	harnruth@bresnan.net
9	Sydney Hubbard	1501 WHITewater CREEK ROAD WHITewater, CO. 81527	255-0555	
10	Donna Whitstone	101 Desert Rd, Whitewater, CO 81527	242-7764	
11	MEL LANGRISH	271 REEDER MESA RD WHITewater	241-6732	MEL@INNOTEK.COM
12	Bud FRANZ-Mabel Franz	145 Lanchesterwood Rd.	242-3290	
13	Sally + Buckle Taylor	152 29 Rd	245-8817	
14	Pick Fletcha	2893 Sunrise Pl	242-4287	
15	Mike Halverson	11 Blair Ln	241-1614	



US 50 Access Management Plan
Open House #2 Sign-in Sheet
April 3, 2008 • Mesa County Fairgrounds

	Name	Address	Phone	Email
1	W. Mark Regier	280 1/2 Pine St.	242-3196	
2	DAN BEE	213 SHANEY	241-9034	
3	Mary dragun Ed Howell	2829 B Road	257-1341	
4	Carol Hinton Bridley Tison	2955 Curling Hawk	234-2037	
5	Craig Carter	143 Larry Drive CJ 81503	242-7367	
6	Susan Halderman	4070 Hwy 50 81527	248-3647	
7	DEAN'S FOREGREEN	255 1st Wintawake 81527	241-3815	
8				
9				
10				
11				
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13				
14				
15				



US 50 Access Management Plan
Open House #2 Sign-in Sheet
April 3, 2008 • Mesa County Fairgrounds

	Name	Address	Phone	Email
1	Melba [Signature]	2893 Sunrise Rd	970-242-4287	
2	Connie J. Mattar	176 Ramblow Ln	970-242-0127	
3	Jim Simonson	195 Rosalie Dr.	970-256-0551	
4	Kurt Letsgo	750 Main St.	970-244-1866	
5				
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Appendix B
Information Presented



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name _____

Address _____

Phone/E-mail _____

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above): _____

3. Where do you access US 50? _____

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? _____

6. Please tell us how we can improve the information presented and the best way to keep you informed. _____

OVER →



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Additional comments: _____

For more information, contact:

US 50 Access Management Plan
c/o Dave Millar
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
Denver, CO 80237
800-497-5529

Please place in comment box or mail to address above.

THANK YOU FOR YOUR PARTICIPATION

ACCESS SPACING

Signal Spacing

Signals Per Mile	Increase in Travel Time (%)
2	-
3	9
4	16
5	23
6	29
7	34
8	39

Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors. The appropriate spacing between signals for a particular corridor depends greatly upon the speed and flow of traffic, but anything greater than two signals per mile has a significant impact on congestion and safety.

A major synthesis of research on access management found that each additional signal over two per mile (i.e., a one-half mile signal spacing) increased travel time by over six percent. [4] A study of an intersection in Cincinnati where a signal was added found a 20 percent increase in peak travel times. [11]

A demonstration project in Colorado revealed that half mile signal spacing and raised medians on a five-mile roadway segment reduced total hours of vehicle travel by 42 percent and total hours of delay by 59 percent, compared to quarter mile signal spacing. [1]

Signals Per Mile	Crashes Per Million VMT
Under-2	3.53
2 to 4	6.69
4 to 6	7.49
6+	9.11

Improved speeds and travel times translate directly into environmental benefits. An ongoing study in Texas found that a ten mile four-lane arterial with one-half mile signal spacing reduced fuel consumption by 240,000 gallons from increased speed and 335,000 gallons from reduced delay, compared to quarter mile signal spacing. [14]

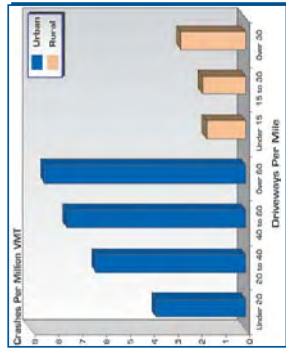
Increasing the distance between signals also reduces the incidence of crashes. A review of crash data from seven states demonstrated that the crash rate increased substantially with additional signals per mile. [4] This is partly related to access spacing, which is presented next.

Driveway Spacing

Appropriate driveway spacing presents another major access issue. Large numbers of driveways increase the potential conflicts on the road. Fewer driveways spaced further apart allow for more orderly merging of traffic and present fewer challenges to drivers.

The congestion impacts of reduced driveways are fairly clear. It is impossible for a major arterial or highway to maintain free flow speeds with numerous access points that add slow moving vehicles. A research synthesis found that roadway speeds were reduced an average of 2.5 miles per hour for every 10 access points per mile, up to a maximum of a 10 miles per hour reduction (at 40 access points per mile). [4] With higher numbers of access points, congestion will increase significantly.

An overabundance of driveways also increases the rate of car crashes. An examination of crash data in seven states indicated found a strong linear relationship between the number of crashes and the number of driveways. Rural areas had a similar, but less strong relationship. [4, 7]



RELATED TECHNIQUES

Access management includes more techniques than can be discussed in a single brochure. Some of these techniques are newer and have been researched somewhat less. Frontage roads have been the subject of some debate in the literature, but there is no clear indication of their benefits. Other techniques, such as the relationship between highway interchange spacing and local traffic, are new topics that warrant more research.

TURNING LANES

Left Turns

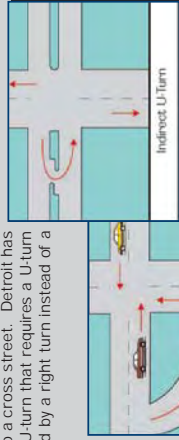
Exclusive turning lanes for vehicles remove stopped vehicles from through traffic. Left-turn lanes at intersections substantially reduce rear-end crashes. A major synthesis of research on left-turn lanes demonstrated that exclusive turn lanes reduce crashes between 18 to 77 percent (50 percent average) and reduce rear-end collisions between 60 and 88 percent. [4]

Left-turn lanes also substantially increase the capacity of many roadways. Left-turn and through lane has about 40 to 60 percent the capacity of a standard through lane. [4]. A synthesis of research on this topic found a 25 percent increase in capacity, on average, for roadways that added a left-turn lane. [13]

Indirect Turns

Some of the biggest issues with managing access come at intersections where vehicles must cross traffic. Some states and cities have adopted indirect turns to reduce these conflicts. In New Jersey, the jug-handle left turn requires a right turn onto a feeder street, followed by a left onto a cross street. Detroit has extensively used an indirect U-turn that requires a U-turn past an intersection, followed by a right turn instead of a regular left turn.

Like dedicated left-turn lanes, indirect turns reduce crashes, improve congestion, and add capacity. Crashes decline by 20 percent on average, and 35 percent if the indirect turn intersection is signalized. Capacity typically shows a 15 to 20 percent gain. [4]



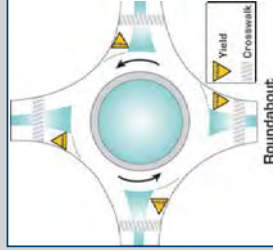
Right Turns

Right-turn lanes typically have a less substantial impact on crashes and roadway capacity than other types of turn strategies, because there are fewer limitations on right turns. Though there are fewer studies of these impacts, there is a clear relationship between the number of vehicles attempting a right turn in a through traffic lane and its delay to through traffic. This relationship is exponential – each additional car that must wait for a right turn will increase the delay more than the previous car. At intersections with substantial right-turn movements, a dedicated right-turn lane segregates these cars from through traffic and increases the capacity of the road.

Right-Turning Vehicles Per Hour	Through Vehicles Impacted (%)
Under-30	2.4
31 to 61	7.5
61 to 90	12.2
90 and up	21.8

Roundabouts

Roundabouts represent a potential solution for intersections with many conflict points. Though not appropriate for all situations, roundabouts reduce vehicle movements across traffic. Only a few studies have examined the safety benefits of roundabouts. One study of four intersections that were replaced with roundabouts in Maryland found a drop in crashes between 18 and 29 percent and a reduction in injury crashes between 63 and 88 percent. The cost of crashes at these locations – one measure of severity – was also reduced by 68 percent. Overall crashes on roundabouts were more minor than those at left turn locations. [9] Another study of roundabouts in several locations found a 51 percent reduction in crashes, including a 73 percent reduction in injury crashes and a 32 percent reduction in property-damage-only crashes for single-lane roundabouts. Multi-lane roundabouts only experienced a 29 percent reduction in crashes. [6]



MEDIAN TREATMENTS

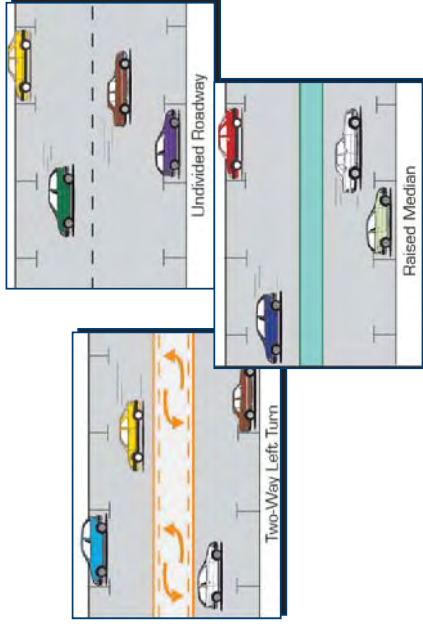
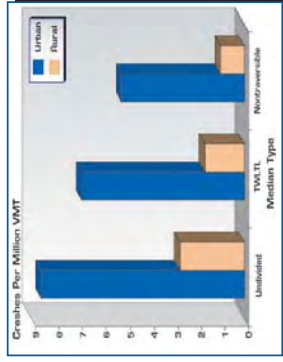
Medians

Median treatments for roadways represent one of the most effective means to regulate access, but are also the most controversial. The two major median treatments include two-way left turn lanes (TWLTL) and raised medians.

The safety benefits of median improvements have been the subject of numerous studies and syntheses. Studies of both particular corridors and comparative research on different types of median treatments indicate the significant safety benefits from access management techniques. According to an analysis of crash data in seven states, raised medians reduce crashes by over 40 percent in urban areas and over 60 percent in rural areas. [4]

A study of corridors in several cities in Iowa found that two-way left-turn lanes reduced crashes by as much as 70 percent, improved level of service by one full grade in some areas, and increased lane capacity by as much as 36 percent. [5]

Raised medians also provide extra protection for pedestrians. A study of median treatments in Georgia found that raised medians reduced pedestrian-involved crashes by 45 percent and fatalities by 78 percent, compared to two-way left-turn lanes. [12]



Business Concerns

Installing raised medians often raises serious concerns by the business community that local businesses that depend upon pass-by traffic (especially gas stations and fast-food restaurants [10]) will be adversely affected by medians. Though there are few studies of the actual impacts of medians on business sales, there are several surveys of business owner opinions. Surveys conducted in multiple corridors in Texas, Iowa, and Florida demonstrate that the vast majority of business owners believe there have been no declines in sales, with some believing there are actually improvements in business sales. [2, 5, 8] One study in Texas indicated that corridors with access control improvements experienced an 18 percent increase in property values after construction. [2]

Location	Median Type	Business (%)
Texas (2)	53	
Texas (3)	78 to 84	
Iowa (5)	67 to 91	

PURPOSE OF THE BROCHURE

This brochure serves as a guide to the major benefits of several access management techniques in use across the United States. The purpose of this brochure is to provide a comprehensive and succinct examination of the benefits of access management and address major concerns that are often raised about access management.

The benefits usually identified with access management include improved movement of through traffic, reduced crashes, and fewer vehicle conflicts. Most major concerns about access management relate to potential reductions in revenue to local businesses that depend on pass-by traffic.

This brochure does not describe the precise strategies that transportation departments should follow to implement an access management program, but rather provides an introduction to the key concepts. The brochure may also be a useful tool to distribute at public meetings for both general access management plans and specific applications of access management techniques. This brochure describes the relevant benefits and issues with three key sets of access management techniques:

1. Access spacing, including spacing between signalized intersections and distance between driveways;
2. Turning lanes, including dedicated left- and right-turn lanes, as well as indirect left turns and U-turns, and roundabouts; and
3. Median treatments, including two-way left-turn lanes and raised medians.

WHAT IS ACCESS MANAGEMENT?

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes.

- Increasing spacing between signals and interchanges;
- Driveway location, spacing, and design;
- Use of exclusive turning lanes;
- Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;
- Use of service and frontage roads; and
- Land use policies that limit right-of-way access to highways.

State, regional, and local governments across the United States use access management policies to preserve the functionality of their roadway systems. This is often done by designating an appropriate level of access control for each of a variety of facilities. Local residential roads are allowed full access, while major highways and freeways allow very little. In between are a series of road types that require standards to help ensure the free flow of traffic and minimize crashes, while still allowing access to major businesses and other land uses along a road.

CITATIONS

- [1] Colorado Department of Highways, 1985, Final Report of the Colorado Access Control Demonstration Project, Colorado.
- [2] Eisele, W. E., and W. E. Frawley, 1999, A Methodology for Determining Economic Impacts of Raised Medians: Data Analysis on Additional Case Studies, Research Report 3904-3, Texas Transportation Institute, College Station, Texas, October.
- [3] Frawley, W. E., and W. E. Eisele, 1998, A Methodology to Determine Economic Impacts of Raised Medians on Adjacent Businesses, 1998 National Conference on Access Management.
- [4] Gluck, J., H. S. Levinson, and V. Stover, 1999, Impacts of Access Management Techniques, NCHRP Report 420, Transportation Research Board.
- [5] Iowa Department of Transportation, 1997, Access Management Research and Awareness Program: Phase II Report.
- [6] Jacquemart, G., 1998, Synthesis of Highway Practice 264: Modern Roundabout Practice in the United States, National Cooperative Highway Research Program, National Academy Press, Washington, D.C.
- [7] Lall, B. K., D. Huntington, and A. Eghtedari, 1996, Access Management and Traffic Safety, Paper presented at the Second Annual Access Management Conference.
- [8] Long, G. C.T. Gan, and B.S. Morrison, "Impacts of Selected Median and Access Design Features," Florida Department of Transportation Report, Transportation Research Center, University of Florida, May 1993.
- [9] Meyers, E. J., 1999, Accident Reduction with Roundabouts, Paper presented at the 69th Annual ITE Meeting, Las Vegas, Nevada.
- [10] Neuwirth, R. M., G. E. Weisbrod, and S. D. Decker, 1993, Methodology for Evaluation Economic Impacts of Restricting Left Turns, Paper presented at the First Annual Access Management Conference.
- [11] Pant, P. D., M.D., S. Ula, and Y. Liu, 1998, Methodology for Assessing the Effectiveness of Access Management Techniques, Final Report, prepared for the Ohio Department of Transportation.
- [12] Parsonson, P. S., M. G. Waters III, and J. S. Fincher, 2000, Georgia Study Confirms the Continuing Safety Advantage of Raised Medians Over Two-Way Left-Turn Lanes, presented at the Fourth National Conference on Access Management, Portland, Oregon.
- [13] S/K Transportation Consultants, Inc., 2000, National Highway Institute Course Number 133078: Access Management, Location, and Design, April.
- [14] Texas Transportation Institute, In Progress, An Evaluation of Strategies for Improving Transportation Mobility and Energy Efficiency in Urban Areas, Texas A&M University, Project 60011.

FOR MORE INFORMATION

<http://www.accessmanagement.gov>
FHWA Document Number FHWA-OP-03-066

Benefits of Access Management



U.S. Department of Transportation
Federal Highway Administration



WELCOME

to the

US 50

Access Management Plan

Open House

Purpose of tonight's meeting:

- ◆ Review the study's purpose and objectives
- ◆ Present existing and projected future conditions
- ◆ Present the recommended Access Management Plan
- ◆ Discuss the next steps in the study process
- ◆ Gather your comments regarding the 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.

THANK YOU
WE APPRECIATE YOUR PARTICIPATION
PLEASE SIGN IN.



OVERVIEW

What is an access management plan?

Any intersection or driveway along a roadway is called an access point. The purpose of an access management 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.

What are the goals of the access management plan?

- ◆ Provide appropriate level of access to properties adjacent to the highway
- ◆ Provide for the safe and efficient flow of traffic

Who is conducting the study?

- ◆ CDOT, Mesa County, and the City of Grand Junction



US 50 EXISTING CONDITIONS

Highway Characteristics:

- ◆ Classified as an urban principal highway from north of Grand Mesa Avenue to 31 Road and a regional highway from 31 Road to SH 141
- ◆ Designed to accommodate medium to high speeds and traffic volumes
- ◆ Service to through traffic movements has priority over providing direct access to properties

Note: Preferred spacing between full movement intersections is 1/2 mile

Access Conditions:

- ◆ Study area contains 165 access points
- ◆ 61 accesses do not have turn restrictions and 104 accesses have turning restrictions of some kind
- ◆ Access points are 26% roads and 74% driveways

Why does US 50 need an access management plan?

- ◆ US 50 is an important resource for Western Slope communities
- ◆ Traffic volumes on US 50 are projected to significantly increase in the future

Current and Future Traffic Volumes

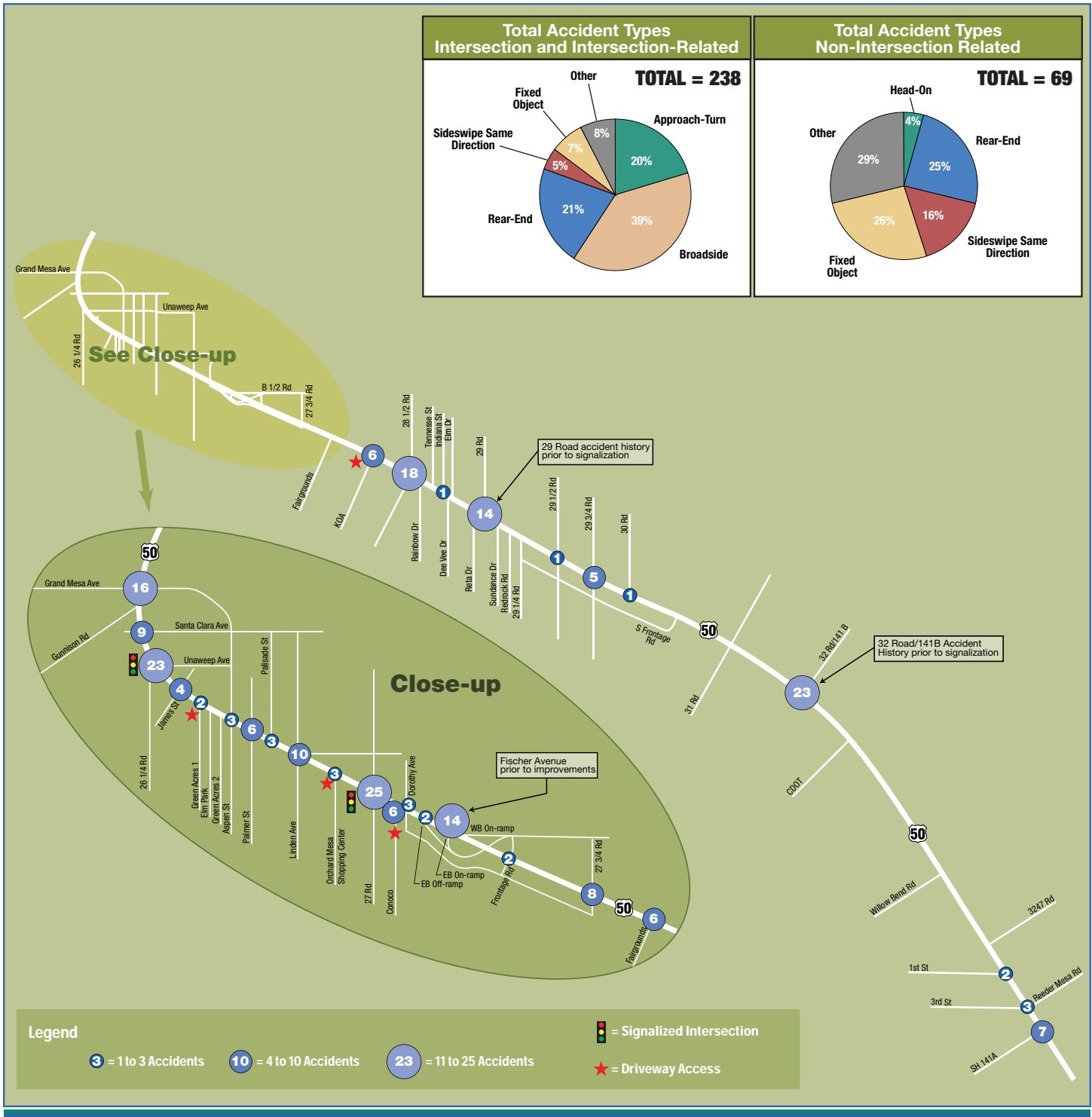
US 50 Segment	Daily Traffic Volume (2007)	Daily Traffic Volume (2035)	% Increase
UnawEEP Ave to B 1/2 Rd	23,550	65,000	176%
30 Rd to 32 Rd	9,040	58,000	540%
32 Rd to SH 141	14,020	66,000	370%

2007 Daily Traffic Volume Source: PBS&J
 2035 Daily Traffic Volume Source: Mesa County

- ◆ One of the best ways to keep US 50 safe and efficient is to manage the location and design of access points

ACCIDENT HISTORY

- ◆ 307 accidents occurred within the project limits between January 2000 and December 2004
- ◆ 78% of the accidents were intersection or intersection-related, and 22% were non-intersection related
- ◆ The Weighted Hazard Index (how CDOT compares accident frequency and severity to similar highways state-wide) indicates US 50 has a lower-than-average accident rate



STUDY AREA MAP

The study area is from north of Grand Mesa Avenue to SH 141 in Whitewater, a distance of about 8.6 miles.



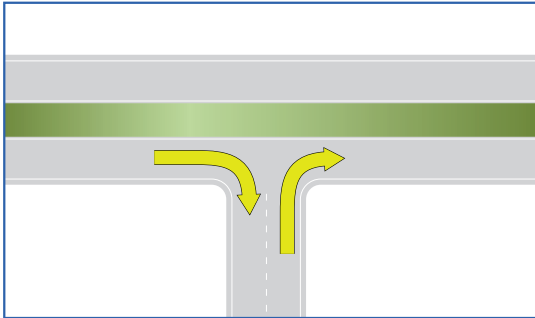


WITHOUT AN ACCESS MANAGEMENT PLAN

Without an access management plan residents, property owners, and businesses could experience:

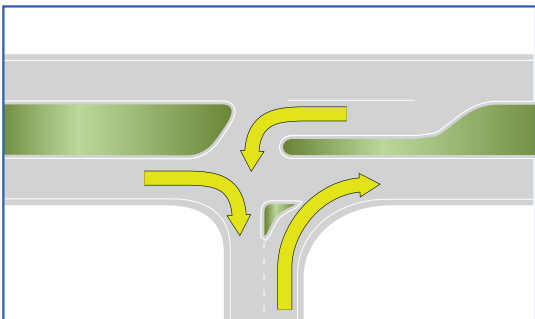
- ◆ Greater number of crashes involving vehicles and/or pedestrians
- ◆ Increased traffic congestion, resulting in higher levels of pollution and more delays
- ◆ A loss of visual appeal along the roadway
- ◆ A difficult driving experience due to driveway clutter

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

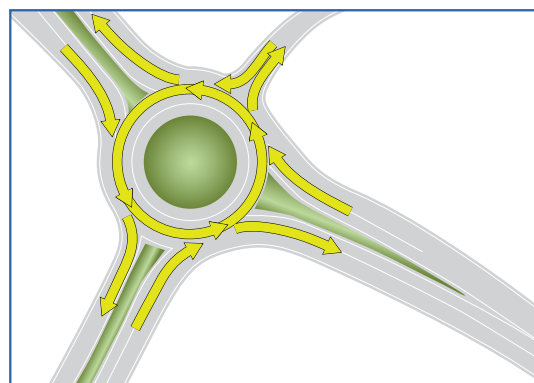
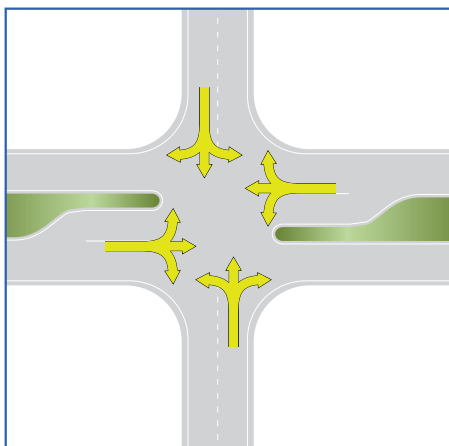
3/4 Movement



- ◆ 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

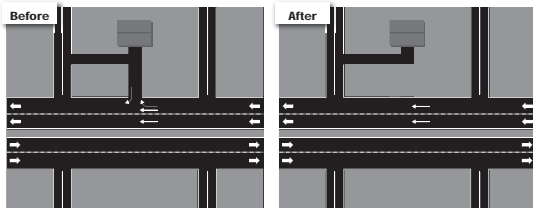
Full Movement

- ◆ All movements in all directions are allowed



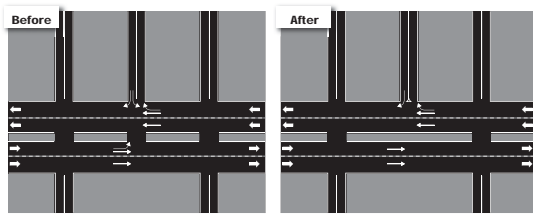
ACCESS MANAGEMENT METHODS

Access Elimination



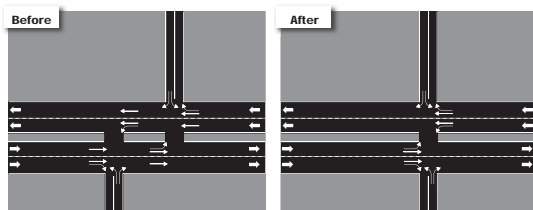
- ◆ Access to local properties through secondary roadways
- ◆ Consolidate number of access locations where vehicles may enter or exit highway
- ◆ Reduce the number of conflict points

Access Conversion with Median Treatment



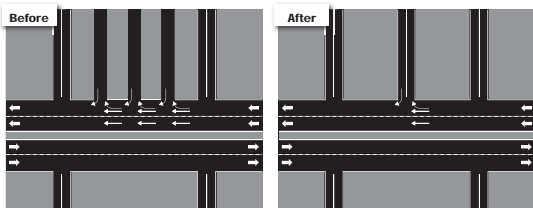
- ◆ Eliminate some or all turning movements
- ◆ Reduce the number of conflicts between left turning vehicles and through vehicles on the highway

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 Management Plan



ACCESS MANAGEMENT PLAN PROCESS

- ◆ Conduct the study
- ◆ Propose improvements based on study findings and public input
- ◆ Accept the final plan
- ◆ Prepare an Intergovernmental Agreement between CDOT, Mesa County, and Grand Junction
- ◆ Specify how elements of the plan can be changed in the future, if necessary
- ◆ Sign the Intergovernmental Agreement and adopt the plan
- ◆ Present to the Colorado Transportation Commission and get approval from the CDOT Chief Engineer so the plan becomes law
- ◆ Continuing coordination between CDOT and the communities in the corridor to ensure proper implementation of the plan in the future



PLAN IMPLEMENTATION

- ◆ Access Management Plan is a long range vision for US 50
- ◆ Implementation will occur over time based on:
 - ◆ Traffic needs
 - ◆ Safety needs
 - ◆ Available funding
 - ◆ Redevelopment
- ◆ There are currently no planned state or federal projects or identified funding for improvements to US 50 that would change access in the near future

WHAT IS LOS?

Roadway traffic congestion is expressed in terms of level of service (LOS) as defined by the Highway Capacity Manual (HCM). The conditions defining the LOS for roadways are:

A



LOS A – Represents the best operating conditions and is considered free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

B



LOS B – Represents reasonably free-flowing conditions but with some influence by others.

C



LOS C – Represents a constrained constant flow below speed limits, with additional attention required by drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably.

D



LOS D – Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.

E



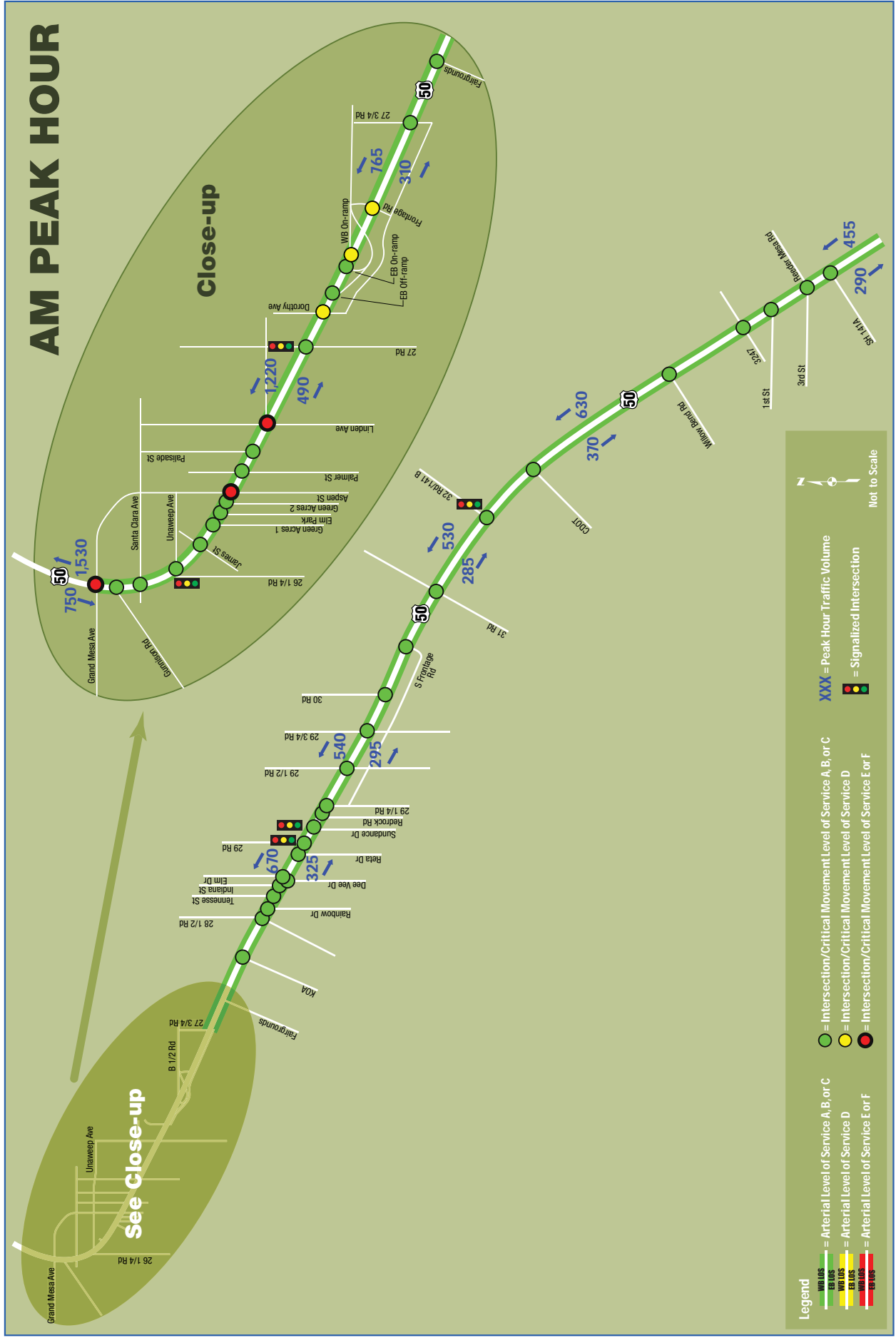
LOS E – Represents unstable flow near capacity. LOS E often quickly changes to LOS F because of disturbances (road conditions, accidents, etc.) in traffic flow.

F

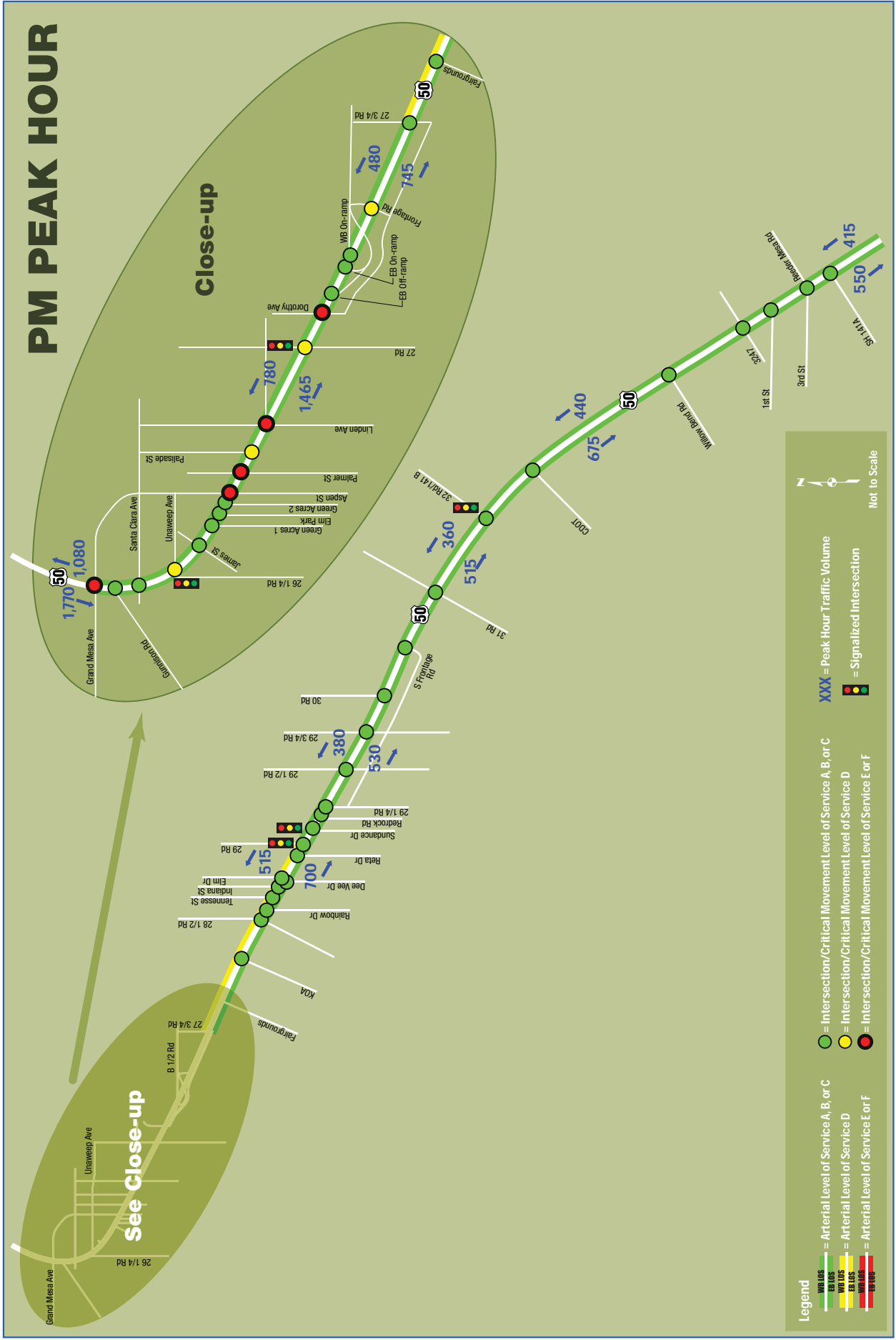


LOS F – Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

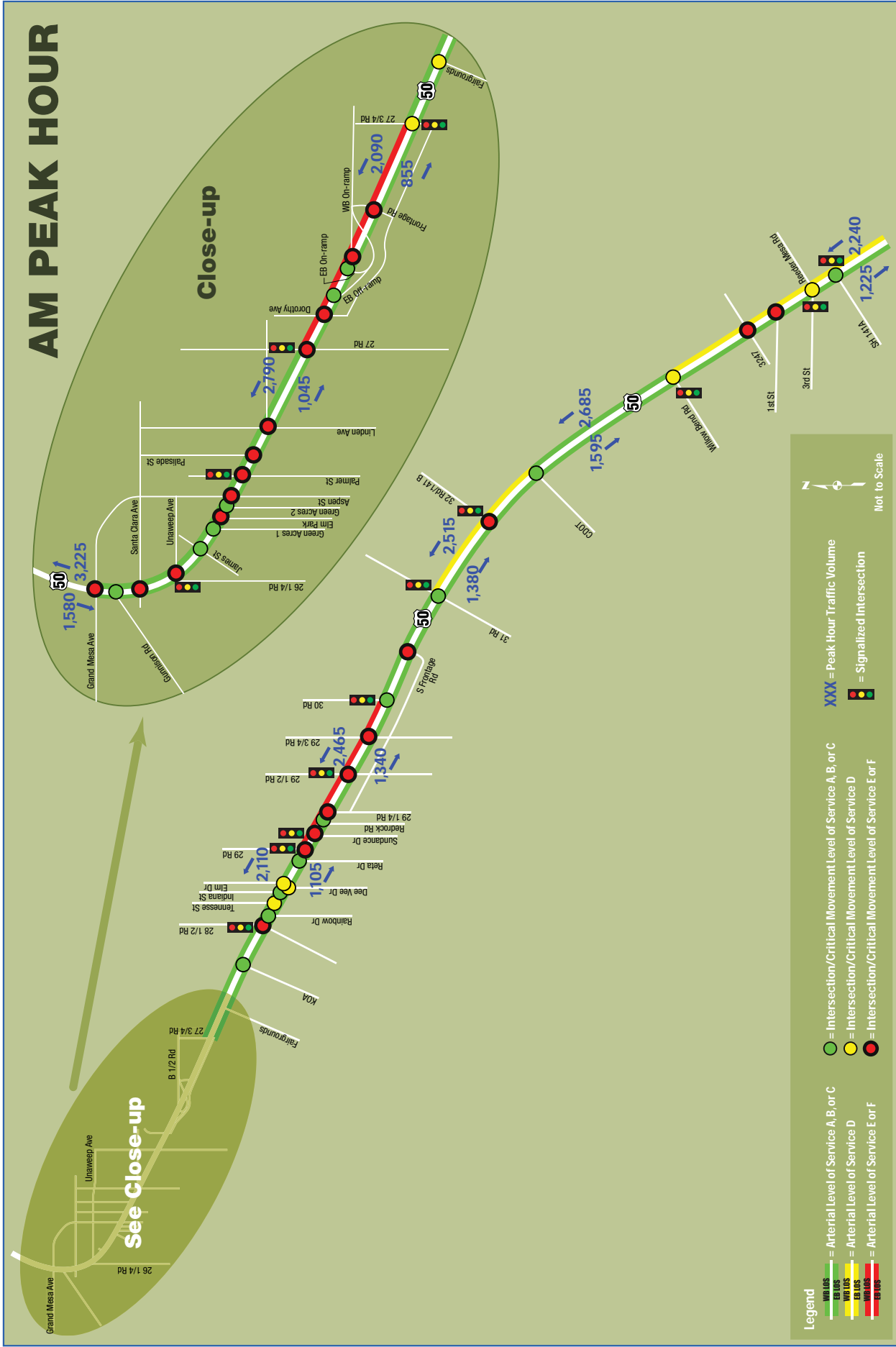
EXISTING TRAFFIC AND LEVEL OF SERVICE



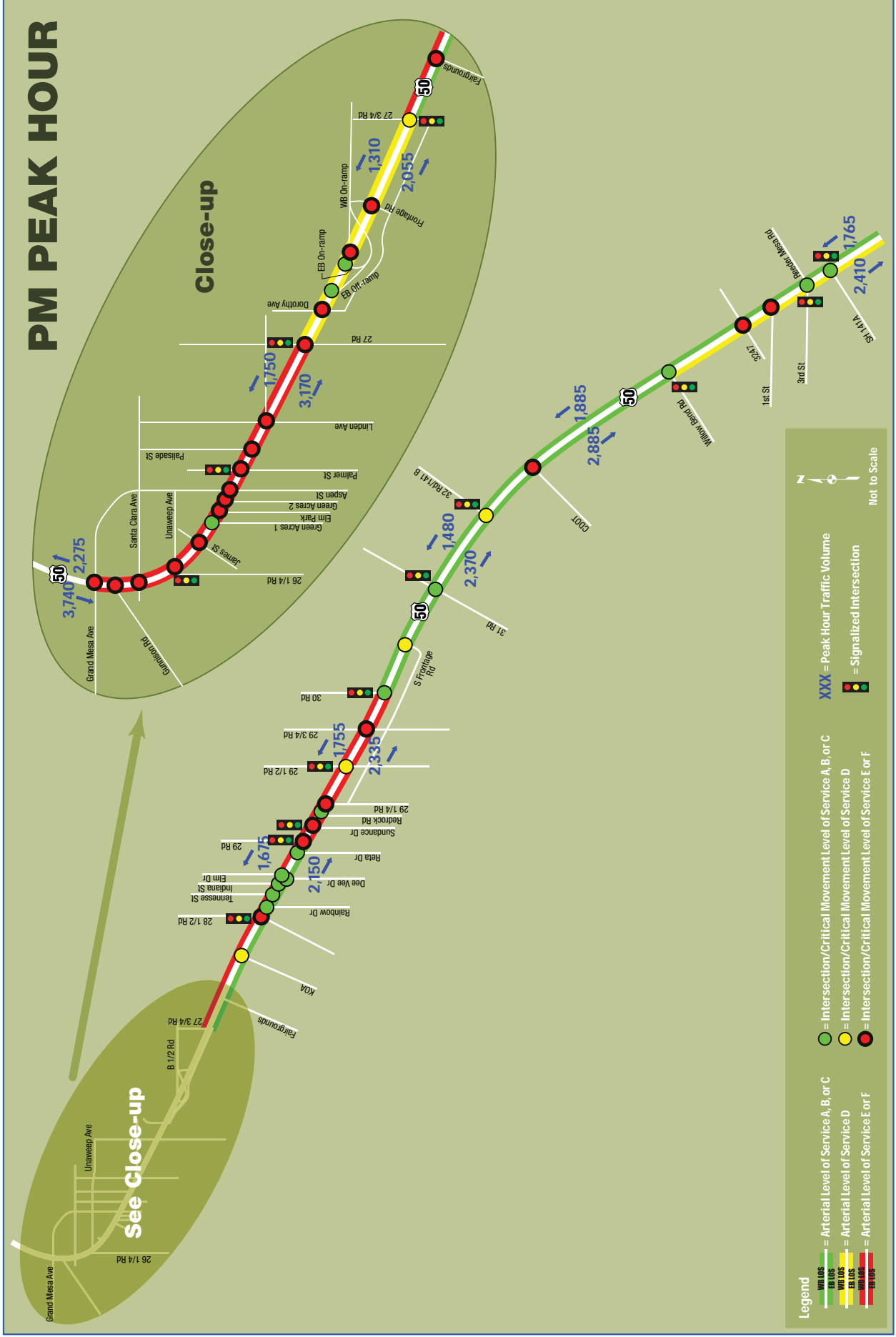
EXISTING TRAFFIC AND LEVEL OF SERVICE

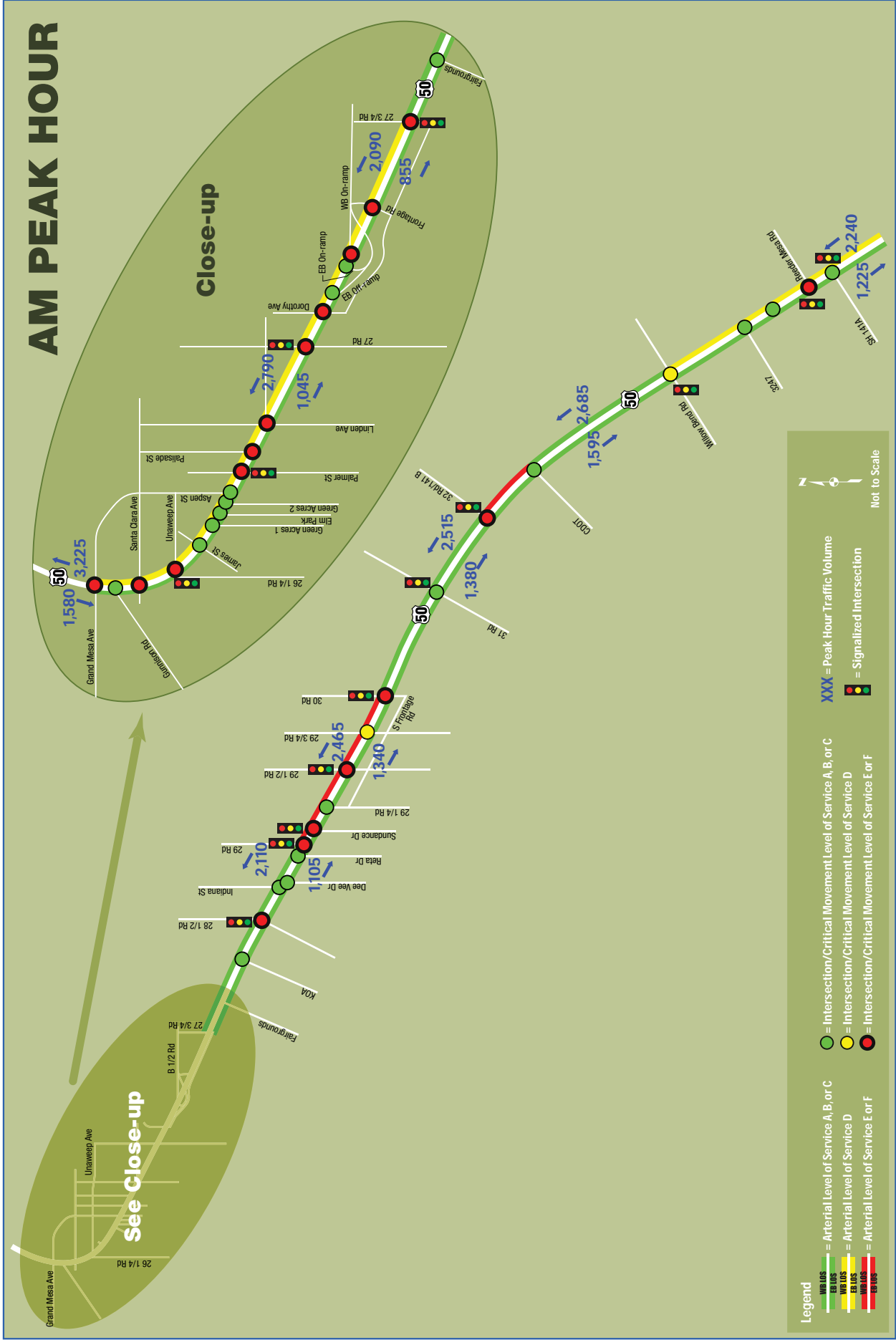


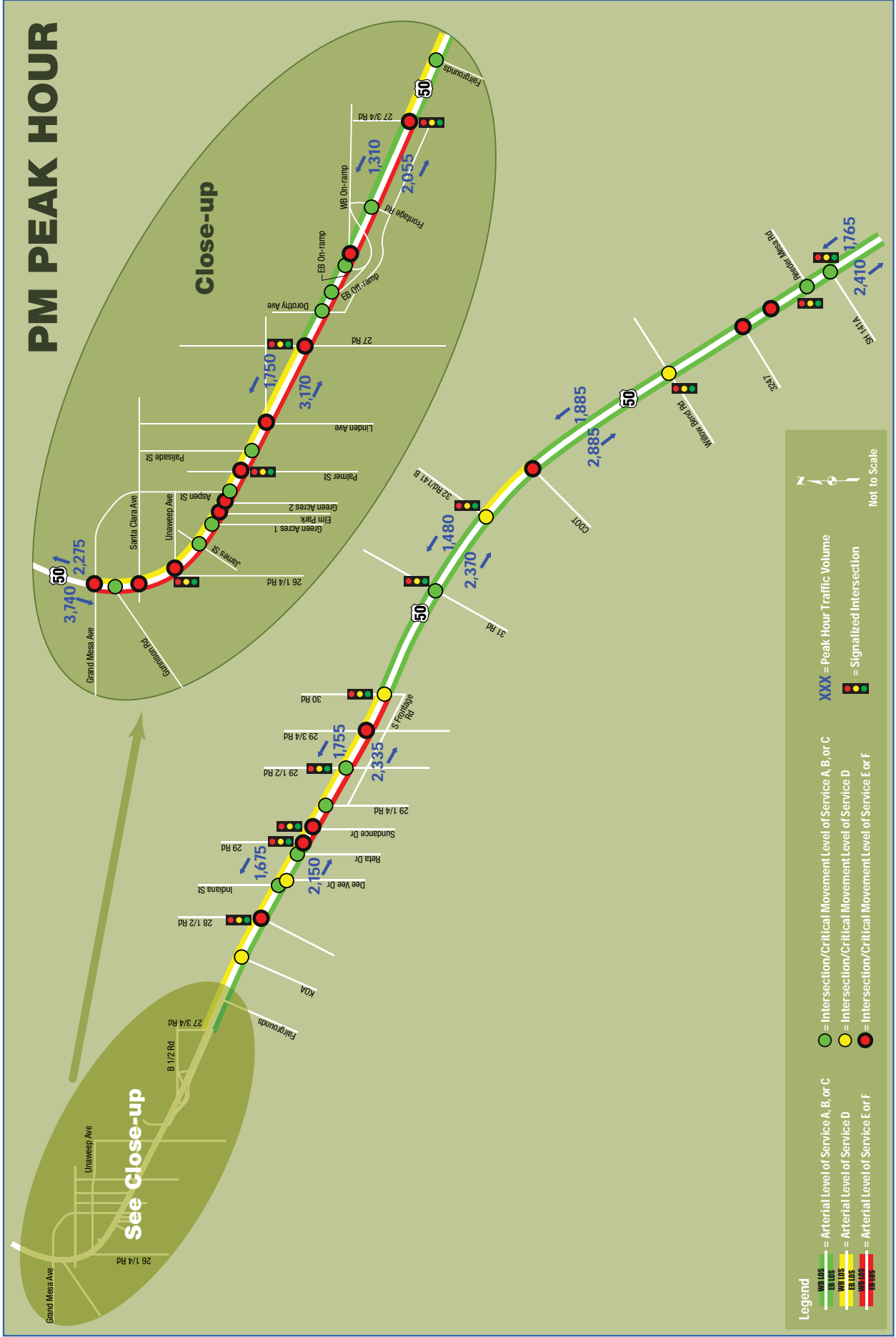
NO-BUILD TRAFFIC AND LEVEL OF SERVICE



NO-BUILD TRAFFIC AND LEVEL OF SERVICE









BENEFITS OF THE RECOMMENDED ACCESS MANAGEMENT PLAN

The recommended Access Management Plan provides several benefits to the overall operations and safety along the US 50 corridor. The following is a summary of the potential improvements and benefits.

Improve Traffic Flow

- ◆ The number of access points is reduced.
- ◆ Signal spacing conforms to the access code.

Reduce Traffic Conflicts

- ◆ Reduction in the number of conflict points.
- ◆ Median cross over points are eliminated at non-critical locations.

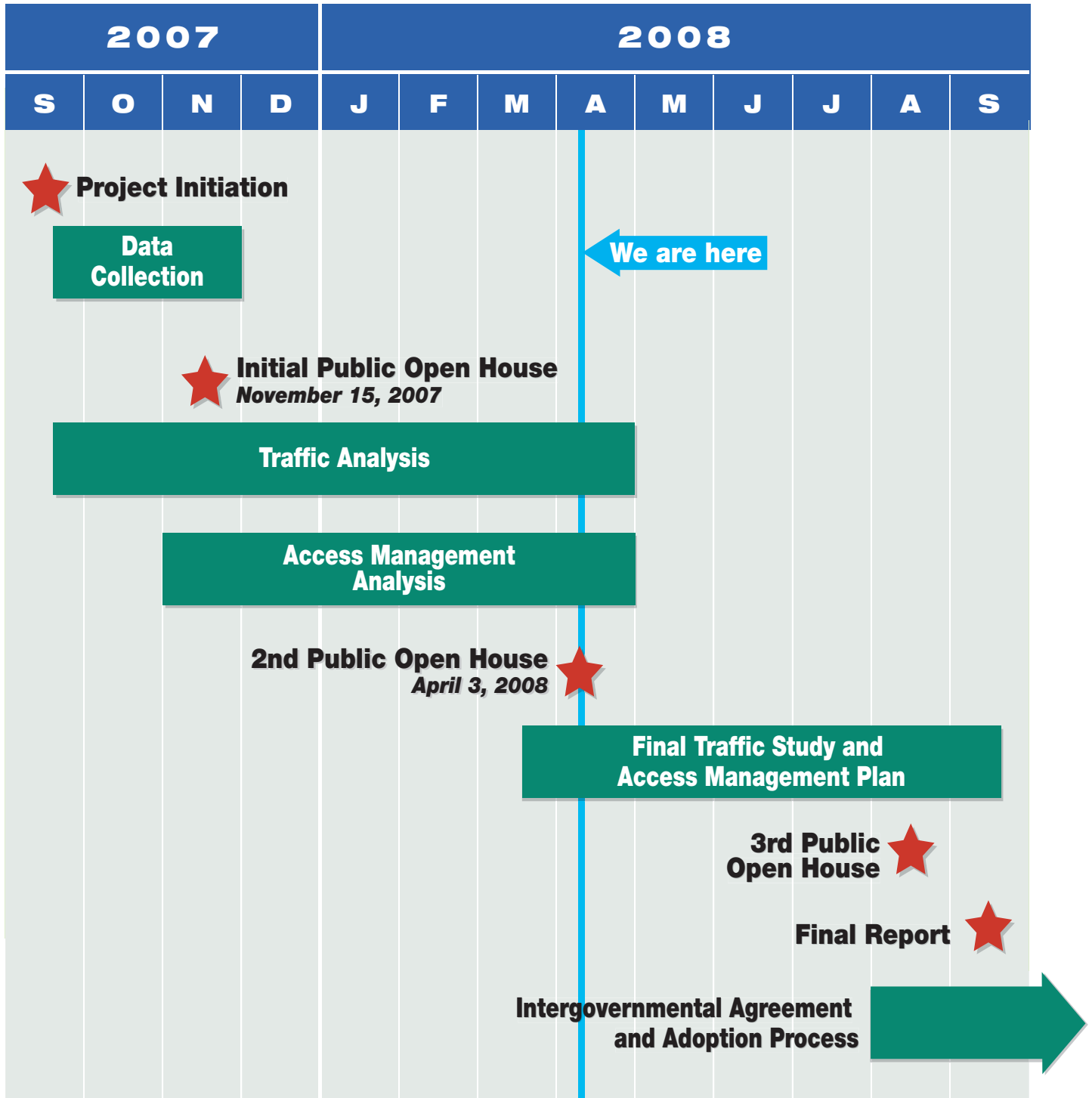
Improve Traffic Safety

- ◆ The potential of high-speed rear-end, broadside, and sideswipe accidents is reduced.
- ◆ More vehicles enter and exit the highway by making right turns, which are safer than left turns.

Provide Adequate Access to Adjacent Land Uses

- ◆ All properties have access to US 50 or the secondary street system
- ◆ Better use of the secondary street system or shared access locations to provide access to adjacent land uses.

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





STAY INVOLVED

- ◆ Complete a comment form at tonight's meeting
- ◆ Attend future public meetings and workshops
- ◆ Request a workshop
(Workshops are being considered. If you are interested in participating please talk to a project team member tonight)
- ◆ Contact the study team:

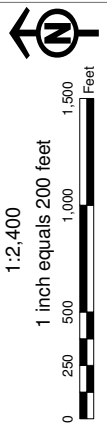
US 50 Access Management Plan
c/o Dave Millar
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
Denver, CO 80237
800-497-5529

- ◆ Visit the study Web site:
www.US50Access.com



Legend

- ▲ Right-in Only Driveway
- ▲ Right-in Right-out Driveway
- ▲ 3/4 Movement Driveway
- ▲ Full Movement Driveway
- Proposed Access Closure
- Property Lines
- Proposed Edge of Pavement
- Proposed Future Roadway
- Proposed Pavement Markings
- Proposed Median Treatment
- ★ Access to remain as shown unless future redevelopment occurs. If property is redeveloped, access will be alternate property access or local street access only.
- ◇ Access to remain as shown unless future redevelopment occurs. If property is redeveloped, access should be obtained via cross access agreements as shown.
- ✱ Access to remain as shown until construction of Whitehawk Frontage Road. Future property access will be via proposed Frontage Road only.
- Right-in Only Road
- Right-out Only Road
- Right-in Right-out Road
- 3/4 Movement Road
- Full Movement Road
- Ramp
- Existing Signalized Intersection
- Future Signalized Intersection
- If Warranted



1:2,400

1 inch equals 200 feet

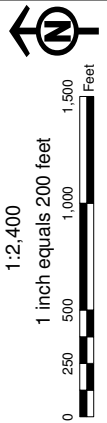


DRAFT Plan Recommendations





- Legend**
- ▲ Right-in Only Driveway
 - ▲ Right-in Right-out Driveway
 - ▲ 3/4 Movement Driveway
 - ▲ Full Movement Driveway
 - ▲ Proposed Access Closure
 - ▲ Property Lines
 - ▲ Proposed Edge of Pavement
 - ▲ Proposed Future Roadway
 - ▲ Proposed Pavement Markings
 - ▲ Proposed Median Treatment
 - ▲ Access to remain as shown unless future redevelopment occurs. If property is redeveloped, access should be obtained via coupe access agreements as shown.
 - ▲ Access to remain as shown until construction of Whitewater Frontage Road. Future property access will be via proposed Frontage Road only.
 - Right-in Only Road
 - Right-out Only Road
 - Right-in Right-out Road
 - 3/4 Movement Road
 - Full Movement Road
 - Ramp
 - Existing Signalized Intersection
 - Future Signalized Intersection
 - If Within Warranty



1:2,400

1 inch equals 200 feet



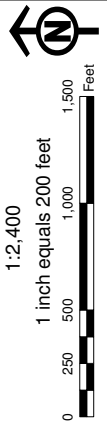
DRAFT Plan Recommendations





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- Future Signalized Intersection
- Future Signalized Intersection If Within Warranted



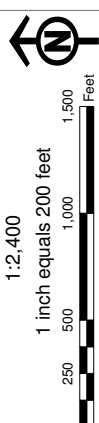
DRAFT Plan Recommendations

1:2,400

1 inch equals 200 feet

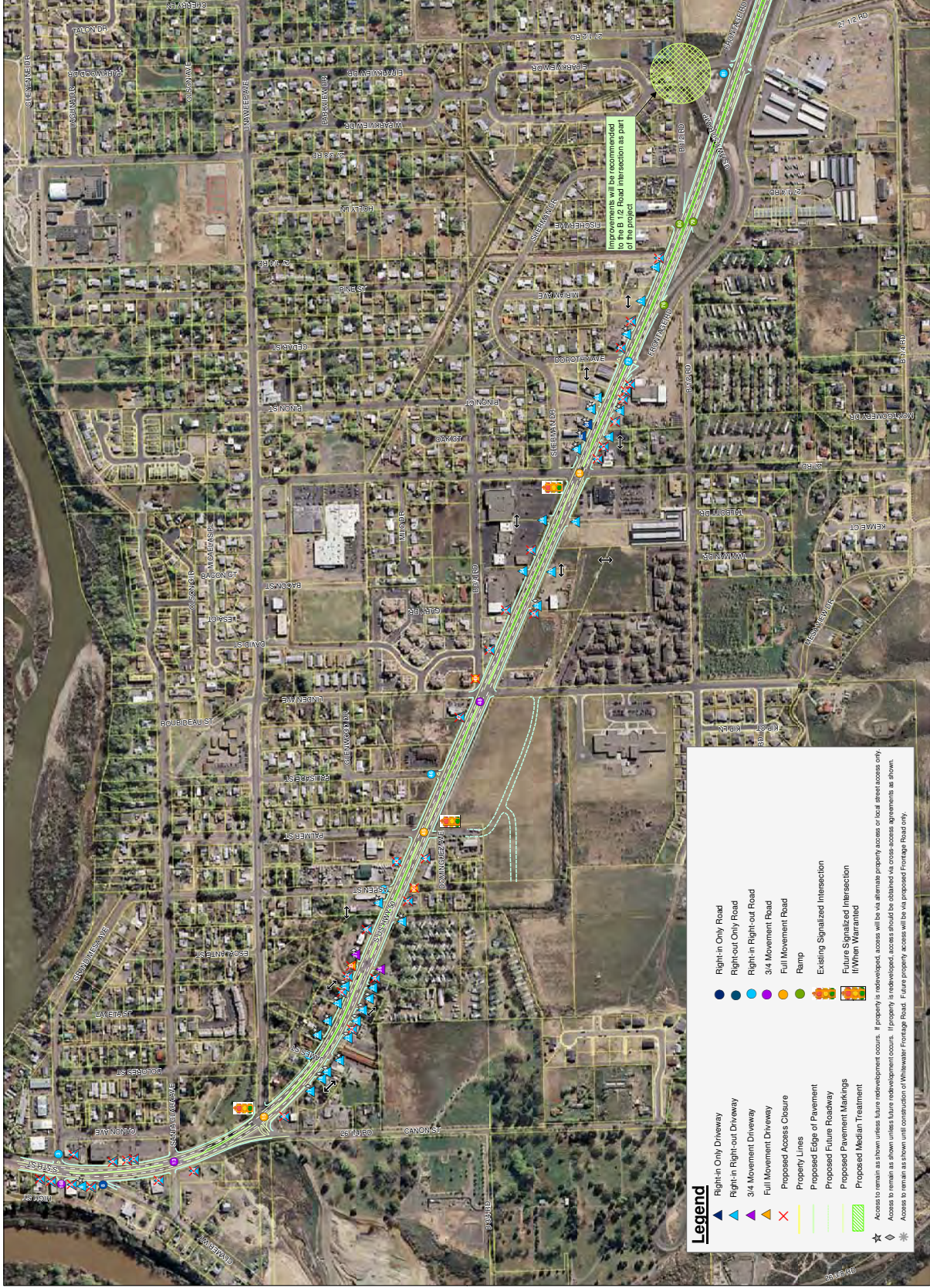


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DRAFT Plan Recommendations

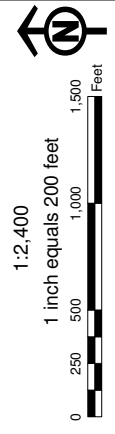




Improvements will be recommended at road intersection as part of the project.

Legend

- ▲ Right-in Only Driveway
- ▲ Right-in Right-out Driveway
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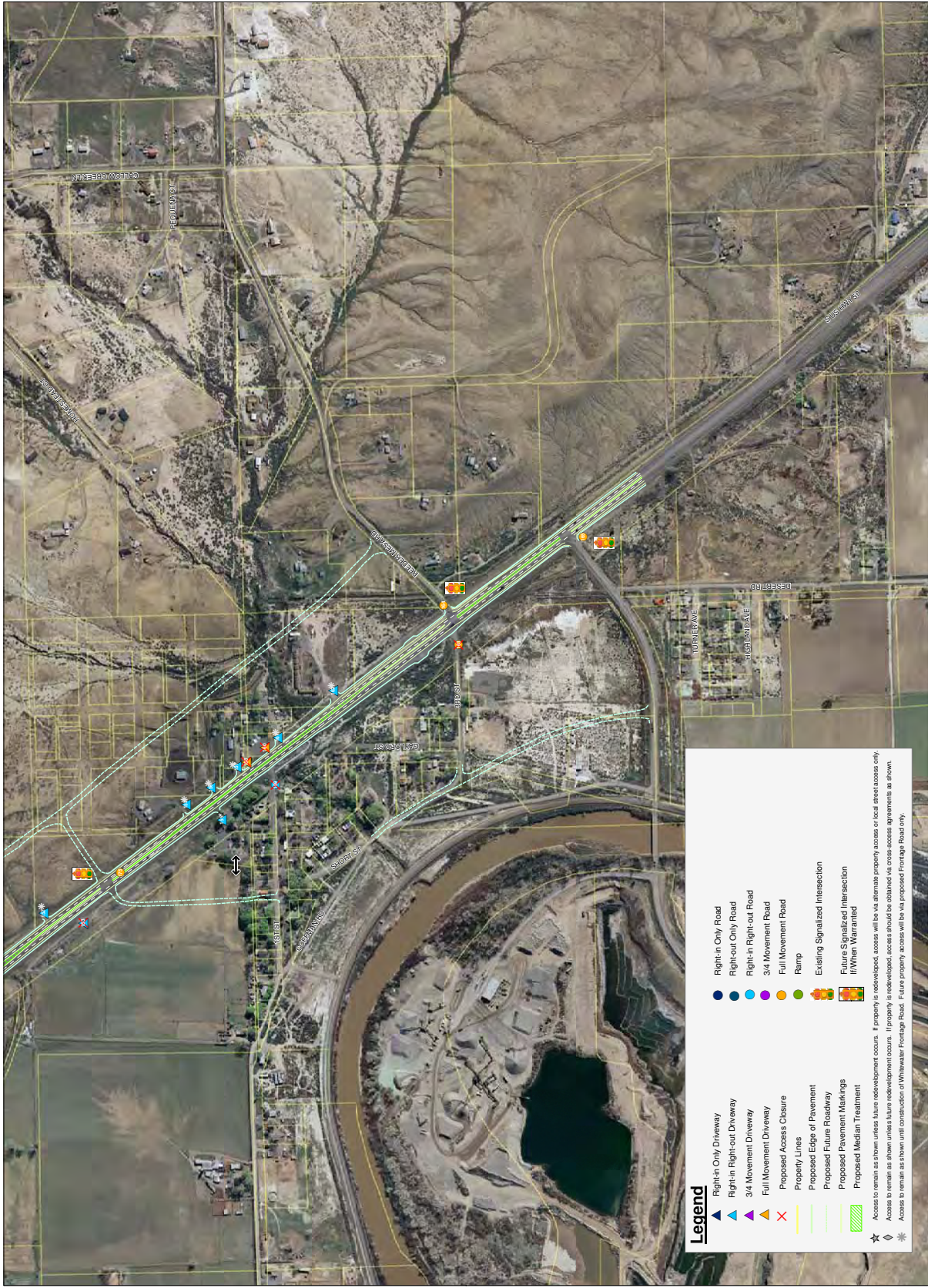


DRAFT Plan Recommendations



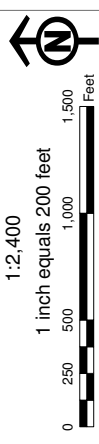
1:2,400

1 inch equals 200 feet



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- Future Signalized Intersection If Warranted



DRAFT Plan Recommendations

1:2,400

1 inch equals 200 feet

Appendix C
Public Notification



US 50 Access Management Plan Project Update

The study team has assessed the existing and proposed intersections and driveways (access points) on US 50 between Grand Mesa Avenue and SH 141 (Whitewater), has considered public comments provided at our first open house in November 2007, and is now ready to share its recommendations for future changes.

Public input is welcomed and encouraged.

Learn more at www.US50Access.com

or contact:

Zane Znamenacek, P.E.

Operations and Permit Engineer

Colorado Department of Transportation, Region 3

222 South 6th St., Rm. 100

Grand Junction, CO 81501

970-683-6278

**Please join us at our second
open house:**

Thursday, April 3, 2008

**Anytime from
4:00 – 7:00 p.m.**

Mesa County Fairgrounds

**Community Building
Main Room**

**2785 US Highway 50
Grand Junction, CO**



Join us at the
**US 50 Access
Management Plan
Open House** and see our
recommendations for
future changes to
US 50 access.

Reasonable accommodations provided
upon request for people with disabilities.
Contact Ryan Adams at 800-497-5529.



You are invited to the Second
US 50 Access Management Plan Open House

An Access Management Plan for US Highway 50 from north of Grand Mesa Avenue to SH 141 (Whitewater) is being prepared by the Colorado Department of Transportation, Mesa County, and the City of Grand Junction.

The study team has assessed existing and proposed intersections and driveways (access points) on US 50, has considered public comments provided at our first open house in November 2007, and is now ready to share its recommendations for future changes.

Open House
Thursday, April 3, 2008
Anytime from 4:00 p.m. – 7:00 p.m.
Mesa County Fairgrounds
Community Building, Main Room
2785 US Highway 50
Grand Junction



Learn more at
www.us50access.com

For more information, contact:

Zane Znamenacek, P.E., CDOT Operations and Permit Engineer
zane.znamenacek@dot.state.co.us • 970-683-6278

*Reasonable accommodations provided upon request for people with disabilities.
Contact Ryan Adams at 1-800-497-5529.*



News From
**The Colorado Department
Of Transportation**



www.dot.state.co.us
www.us50access.com

March 20, 2008

Contact: Nancy Shanks, CDOT Public Relations Manager, (970) 385-1428

**PUBLIC INVITED TO SECOND
US 50 ACCESS MANAGEMENT PLAN OPEN HOUSE**

We're Studying Your Access to US 50!

MESA COUNTY – The Colorado Department of Transportation (CDOT), Mesa County, and the City of Grand Junction are inviting residents to the second open house regarding the Access Management Plan being developed for US Highway 50, from north of Grand Mesa Avenue in Grand Junction to State Highway 141 in Whitewater.

The open house will be held Thursday, April 3, 2008 at the Mesa County Fairgrounds, Community Building, Main Room, located at 2785 US Highway 50 in Grand Junction. People can attend anytime between 4:00 p.m. and 7:00 p.m. Representatives from CDOT, Mesa County, the City of Grand Junction, and their consultant, PBS&J, will be available to address questions or concerns about the plan.

The study team has assessed the existing and proposed intersections and driveways (access points) on US 50, has considered public comments provided at the first open house in November 2007, and is now ready to share its recommendations for future changes. Informational boards explaining the plan's goals and objectives, and maps identifying current and recommended future access points will be on display at the meeting. Additional information is available on the project Web site: <http://www.us50access.com/>.

Reasonable accommodations will be provided for persons with disabilities. Please call Ryan Adams at PBS&J, (800) 497-5529, if you require such assistance.

###

Appendix D
Comments



**SUMMARY OF COMMENTS RECEIVED AT SECOND OPEN HOUSE
APRIL 3, 2008**

Topic	Comment
General Access	Access point #65 should not be right-in, right-out because it is an access point for a liquor store; access point #65 serves a business that is less busy than #64; make every other access point a right-in, right-out from #60-68 (60, 64, 68)
	Frontage roads look like a good idea
	Support for closure of 1 st Street at US 50 and a major full-use intersection at either 3 rd Street or 141
	Please don't get creative with access plans, i.e. 29/Sundance and US 50
	If the ability to turn right onto US 50 from Grand Mesa Ave. is eliminated, move exit traffic onto Canon and then onto Santa Clara to US 50, leaving right turn onto Grand Mesa Ave. northbound from US 50 and left turn onto Grand Mesa Ave. southbound; this would allow business access
	Right turns only at Grand Mesa Ave. are great; would be better if access were eliminated completely
	Is it possible to make Grand Mesa Ave. a dead end to cut down on traffic since speed bumps were installed on Santa Clara Ave?
	The three stop signs to enter US 50 from Grand Mesa Ave. create a congestion area
Safety	When the parkway and bridges are finished and the speed limit is raised back to 45 the danger of getting onto US 50 at Grand Mesa Ave. will increase
	Pedestrians cross US 50 to get to the liquor store day and night
Traffic Signals	I like lights at 28 1/2 and 29 1/2
	Really need a signal at 141 and US 50; hard to access US 50 at peak travel times
	Too many traffic lights; traffic will be restricted to a crawl if there is that much traffic in 2035
Other	Unclear of plans for Red Tail Ridge if developed further; could be very congested
	More street lights needed near 28 1/2 and 29 1/2
	Put signs up that prohibit Jake Brakes
	Traffic to/from trailer park at 1550 US 50 has increased due to difficulty to access US 50 from Grand Mesa Ave. (difficulty caused by northbound traffic, curve, and slight rise)

Do you own property with direct access to US 50?

Yes: 27%

No: 73%

Where do you access US 50?

Sundance	10%
Grand Mesa Ave.	10%
Santa Clara Ave.	10%
Unawweep Ave.	10%
27 Road	10%
1 st Street	10%
29 1/2 Road	5%
29 1/4 Road	5%
Willow Bend Road	5%
Reeder Mesa Road	5%
141 (Whitewater)	5%
3 rd Street	5%
28 1/2 Road	5%
Other	5%

How often do you drive the US 50 corridor?

Daily: 80%

Weekly: 20%

How did you hear about this meeting?

Post card (mail): 65%

Newspaper advertisement: 21%

Radio: 14%



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name Carol Gerber

Address 2955 Circling Hawk
G-9

Phone/E-mail 231-2037 carolgerber@bragendco.com

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

I like lights at 28 1/2 + 29 1/2 -
Unclear on plans for Red Tail Ridge if developed further
Could be very congested.
more lights needed near 28 1/2 + 29 1/2 (street lights)

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above):

3. Where do you access US 50? 29 1/2 + 29 1/4

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? postcard + paper

6. Please tell us how we can improve the information presented and the best way to keep you informed.

label maps a little better - a little confusing current + proposed



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Additional comments:

*Please keep sending notification of meetings
public open houses + other meetings*

For more information, contact:

US 50 Access Management Plan
c/o Dave Millar
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
Denver, CO 80237
800-497-5529

Please place in comment box or mail to address above.

THANK YOU FOR YOUR PARTICIPATION!



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name Randy Emmons

Address 2704 S Hwy 50

Phone/E-mail 970-255-0786

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?
Changes have to be made! But it has to be fair to the Bangy's
The post card that was sent to my house, half was blank. This is not a fair way to hold a meeting that will affect so many people.

2. Do you own property with direct access to US 50? Yes No
If yes, please provide the property address(es) (if different than above):

3. Where do you access US 50? # 64

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? Mail

6. Please tell us how we can improve the information presented and the best way to keep you informed.
Over all it looks Great!



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Additional comments: *I have plot #64, I don't think it is fair for #65 to have a right in & a right out when they have liquor. I don't. #65 is a slower company than #64 company. ~~if~~ if #64 had a right in & a right out it would be every other one that would have a right in right out. #60 #64 #68*

For more information, contact:

US 50 Access Management Plan
c/o Dave Millar
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
Denver, CO 80237
800-497-5529

Please place in comment box or mail to address above.

THANK YOU FOR YOUR PARTICIPATION!



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name LYMAN Hubbard

Address 1501 Whitewater Creek Road
Whitewater, Co. 81527

Phone/E-mail 255-0555
KJHubbard46@AOL.COM

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

You Had good clear MAPS, the FRONTAGE roads LOOK LIKE A good
Idea. Lights at the 3 INTer sections Proposed on the MAP look good,
You Really Need to get A Light at 141 and Hiway 50 it is a real
Problem to get ON Hiway 50 During HEAVY TRAFIC Hours.

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above): 3990 Hiway 50 VIA
Willow Bend Road

3. Where do you access US 50? Willow Bend Road, FROM Our Res. We Access
AT Reeder Mesa Road

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? A CARD IN the MAIL then ON the Radio

6. Please tell us how we can improve the information presented and the best way to keep you informed. _____

Please Keep People NOTIFIED OF the Meeting's, You Could ALSO
Send out SMALL MAPS Showing People OF Proposed Changes,

OVER →



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Additional comments: Please get a light at Highway 50 and 141 now,
that is a high risk intersection now.

For more information, contact:

US 50 Access Management Plan
c/o Dave Millar
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
Denver, CO 80237
800-497-5529

Please place in comment box or mail to address above.

THANK YOU FOR YOUR PARTICIPATION!



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name Martin & Karen Garber
Address 148 Short St.
Whitewater 81527
Phone/E-mail lmgarber@msn.com

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

The changes that most affect us is the access to the hwy at whitewater. We favor the closure of 1st st to Hwy 50 and a major full use intersection at either 3rd st or 141. The proposed new road north of 1st st using short st and thru the elk ranch & Elk Run Subdivision certainly would be a good addition to the system. We definitely support the closure of 1st st @ Hwy 50 as soon as possible.

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above): 125, 145, 155, 175, 191 all on 1st st. (on the south side between Hwy 50 & the post office)

3. Where do you access US 50? 1st st or 3rd st.

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? Direct mail & radio (KNZZ)

6. Please tell us how we can improve the information presented and the best way to keep you informed.



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Additional comments: _____

For more information, contact:

US 50 Access Management Plan
c/o Dave Millar
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
Denver, CO 80237
800-497-5529

Please place in comment box or mail to address above.

THANK YOU FOR YOUR PARTICIPATION!



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name Donna Whetstone
Address 101 Desert Rd
Whitewater Co 81527
Phone/E-mail 242-7764

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

Good job - it is apparent a lot of hard work has gone in to the plan & the presentation. plans look great.

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above):

3. Where do you access US 50? Hwy 141 in Whitewater.

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? post card. THANK YOU!

6. Please tell us how we can improve the information presented and the best way to keep you informed.



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Additional comments: _____

For more information, contact:

US 50 Access Management Plan
c/o Dave Millar
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
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Please place in comment box or mail to address above.

THANK YOU FOR YOUR PARTICIPATION!



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name: RICA PHILLIPS

Address: 110 FIRST ST - BOX 292
WHITEWATER, CO. 81527

Phone/E-mail: RICHAHOST@GMAIL.COM

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

MY INTEREST IS BETWEEN 32RD & 141 MOST ESPECIALLY
FIRST ST IN WHITEWATER - THE PROPOSED CLOSURE IS IN LINE
WITH THE WHITEWATER (COUNTY) DEVELOPMENT PLAN AND IN THAT
THE CORE AREA IS ZONED AS RESIDENTIAL, THE CLOSURE OF FIRST ST WILL
ENHANCE THE SAFETY AND QUIET OF THE STREET - I AM ALL
FOR THE CLOSURE!

2. Do you own property with direct access to US 50? ~~Yes~~ No

If yes, please provide the property address(es) (if different than above): _____

3. Where do you access US 50? FIRST ST NOW - BUT PLEASE FEEL FREE TO
CLOSE THE STREET ACCESS TO HIGHWAY 50 ASAP - I WILL BE MORE THAN
WILLING TO ENTER FROM COFFMAN ROAD / 141 -

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? MAIL NOTIFICATION

6. Please tell us how we can improve the information presented and the best way to keep you informed. _____
THE P.O. MAIL NOTICE WORKED FOR ME



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Additional comments: _____

For more information, contact:

US 50 Access Management Plan
c/o Dave Millar
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
Denver, CO 80237
800-497-5529

Please place in comment box or mail to address above.

THANK YOU FOR YOUR PARTICIPATION!



US 50 Access Management Plan

Public Open House #2 Comment Form

Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name: Betty Taylor

Address: 152 29 Rd

Grand Jct CO 81503

Phone/E-mail: taylorbj6@mns.com

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

I feel good about most of the changes please do not get "creative" with accesses like the one at 29/Sundance + Hwy 50

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above): We live on 29 Rd south of Hwy 50 + no longer have "direct" access to US 50

3. Where do you access US 50? Sundance

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? Postcard

6. Please tell us how we can improve the information presented and the best way to keep you informed.

The displays were fine, the DOT people were very informative & knowledgeable as well as polite

OVER →



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Thursday, April 3, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name Laurie Puringer
Address 703 Grand Mesa Ave
GJ 81503
Phone/E-mail laurieb@mesa.k12.co.us

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

I have lived on Grand Mesa Ave for 50 years (driving for 30 years) Traffic has drastically increased on our street & on the highway - highway speed has increased.

I feel that if Grand Mesa Ave - Right Turn on to Hwy 50 be cancelled moving exit traffic, to Canon & then on Santa Clara to Hwy 50. Leaving Right turn on to Grand Mesa North bound & Left turn on to Grd Mesa Ave South bound. This would still allow the Business access. (Continued on back)

2. Do you own property with direct access to US 50? Yes (No)

If yes, please provide the property address(es) (if different than above):

3. Where do you access US 50? Grand Mesa Ave, Santa Clara, Unaweep, 27 Road

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? mailing & newspaper

6. Please tell us how we can improve the information presented and the best way to keep you informed. Very well done today - comfortable to read & then have a representative to talk with



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Additional comments: Since North bound traffic on the highway and the curve & slight rise all make it very difficult to safely access the highway from Grand Mesa. The traffic to & from the trailer park (1550 Hwy 50) has increased in the past few years. This increased traffic gets congested at times. (~~Double~~ Triple stop signs & short space) The businesses on Grand Mesa Ave are not high traffic volume daily.

~~The~~ When the parkway & bridges are finished and the speed limit is raised back to 45 - the danger of getting on the highway at Grand Mesa Ave in increase. There is also foot crossing the highway to the liquor store often day & night.

Traffic often comes off highway 50 Northbound & directly into the trailer park this adds to the danger - congestion of Grand Mesa Ave to Northbound highway 50.

For more information, contact:

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800-497-5529

Thank you for
asking us.

Please place in comment box or mail to address above.

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Mesa County Fairgrounds

Name FAXTON

Address 2853 PINETWIST

Phone/E-mail

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

Too Many Traffic Light
Traffic will be restricted to a crawl
if that much traffic in 2035

2. Do you own property with direct access to US 50? Yes No
If yes, please provide the property address(es) (if different than above):

3. Where do you access US 50? 28 1/2

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? Paper

6. Please tell us how we can improve the information presented and the best way to keep you informed.



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Additional comments: _____

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Mesa County Fairgrounds

Name Gurway Horn

Address 169-29 Road

Phone/E-mail _____

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

Hope its better than the 29 Road
future section

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above): _____

3. Where do you access US 50? See above

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? CARD

6. Please tell us how we can improve the information presented and the best way to keep you informed. _____



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Additional comments: _____

They already have my comments on
29th intersection. Hope the other
changes are a lot better

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Name Ruth Terrell

Address 705 GRAND MESA AVE

Phone/E-mail HAWPUTH@GRIFFIN.NET

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

RIGHT TURNS ONLY AT GRAND MESA ARE
GREAT & LESS ACCESS AREAS GREAT IDEA BUT
WOULD BE BETTER IF ELIMINATED COMPLETELY

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above): _____

3. Where do you access US 50? GRAND MESA AVE - SANTA CLARA AVE -
27 RD UNHOLDF AVE.

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? MAIL

6. Please tell us how we can improve the information presented and the best way to keep you informed. _____

PUBLIC MEETINGS - TV - NEWSPAPER

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Additional comments: IS IT POSSIBLE TO MAKE GRAND MESA AVE
A DEAD END ST. TO CUT DOWN ON TRAFFIC (NOT
LOCAL) SINCE SPEED BUMPS WERE INSTALLED ON
SANTA CLARA AVE.

THERE (3) THREE STOP SIGNS TO ENTER Hwy #50
FROM GRAND MESA -- CONGESTION AREA

For more information, contact:

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Name _____

Address _____

Phone/E-mail _____

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

~~live at 29th Road - 29 Road has a signal,~~
- put signs up - No Take Brakes

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above): _____

3. Where do you access US 50? _____

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? _____

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