



WELCOME

to the

US 6–River Frontage Road Access Control Plan Open House

Purpose of tonight's meeting:

- Present the study's purpose and goals
- Present existing and projected future conditions
- Present the draft Access Control 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 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 the 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 the Town of Silt's goals for future development
- To provide efficient movement of traffic and other modes of transportation within the area

Overview

Without an access control plan residents, property owners, and businesses in the Town of Silt 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
- 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 Silt
- Colorado Department of Transportation
- Garfield County

Overview

Why do US 6 and the River Frontage Road need an access control plan?

- Both are an important resource for the Town of Silt
- Pedestrian traffic, bicycle traffic, and vehicle traffic volumes on and around these important roads are projected to increase in the future

Current and Future Traffic Volumes

Roadway Segment	2009 Average Daily Traffic Volumes	Projected 2035 Average Daily Traffic Volumes	% Increase
US 6 – West of 1st Street	4,450	10,550	137%
US 6 – 1st Street to 9th Street	6,750	19,200	184%
US 6 – 9th Street to 16th Street	5,900	21,100	258%
US 6 – East of 16th Street	2,800	15,200	442%
River Frontage Road – West of 9th Street	400	3,100	655%
River Frontage Road – 9th Street to CR 311	3,700	14,400	290%
River Frontage Road – East of CR 311	500	7,300	1,366%

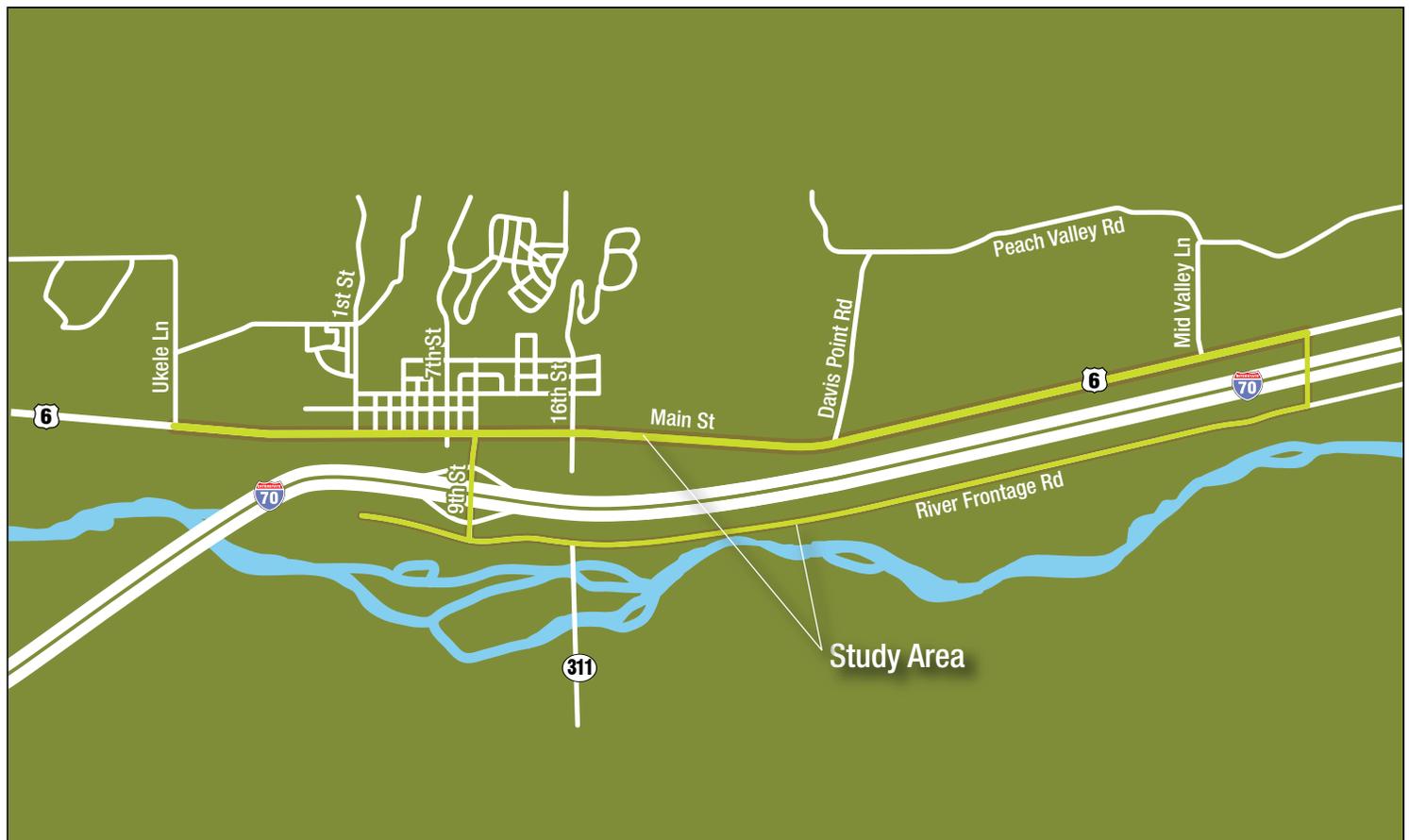
2009 Daily Traffic Volume Source: Town of Silt
 2035 Daily Traffic Volume Source: PBS&J

- One of the best ways to keep both roads safe and efficient for all modes of transportation is to manage the location and design of access points

Study Area Map

The study area on US 6 is from Ukele Lane to the first I-70 overpass east of the high school, a distance of approximately 4.5 miles.

The River Frontage Road study limits start west of 9th Street and extend approximately 3.8 miles to the east to the same I-70 overpass east of the high school.



Existing Conditions

Highway Descriptions

US 6 (West of 1st Street and East of 9th 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

US 6 (1st Street and 9th Street)

- 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

River Frontage Road

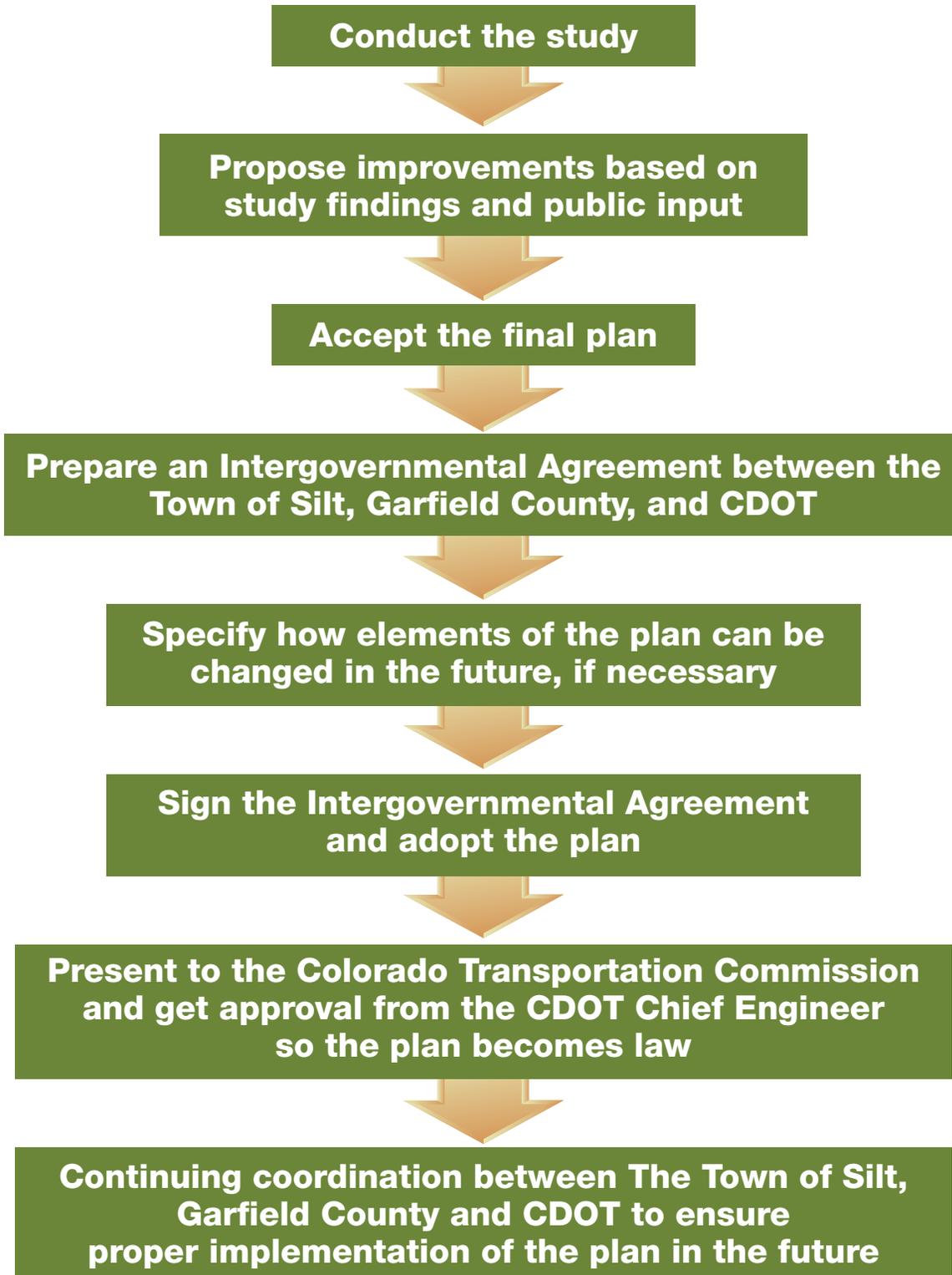
- Classified as a Frontage Road
- Intended to provide for short distance travel of traffic at low to high travel speeds
- Primary intent of the road is to provide safe and reasonable access to adjacent properties
- No preferred spacing between signalized full movement intersections, but intersection spacing must provide safe operations, sufficient capacity, and proper design of adjacent access locations

Access Summary

Roadway Segment	Intersections			Segment Length (miles)	Average Spacing* (miles)	Desired Spacing
	Public	Private	Total			
US 6 (West of 1st)	1	20	21	0.78	0.78	0.5 Mile
US 6 (1st to 9th)	9	17	26	0.5	0.06	0.5 Mile
US 6 (East of 9th)	7	28	35	3.24	0.54	0.5 Mile
River Frontage Road	4	22	26	3.79	1.26	N/A
Totals	21	87	108	8.31	N/A	N/A

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

Access Control Plan Process

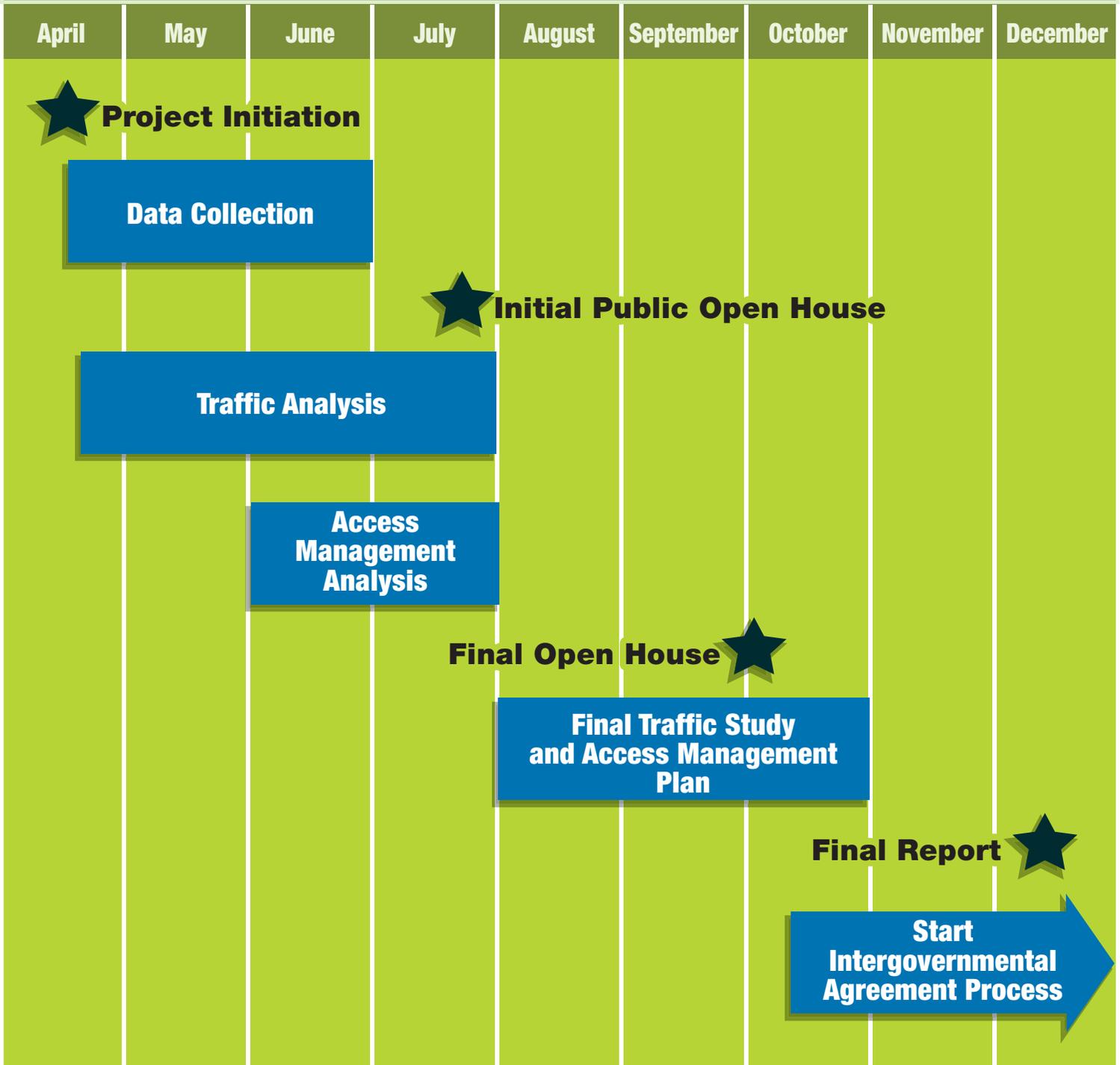


Plan Implementation

- Access Control Plan is a long range vision for US 6 and the River Frontage Road
- Implementation of the plan will occur in phases or incrementally 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 6 or the River Frontage Road that would change access in the near future
- 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 US 6 and the River Frontage Road.
- The future studies will consider the appropriate improvements to US 6 and the River Frontage Road that address both traffic and pedestrian needs.

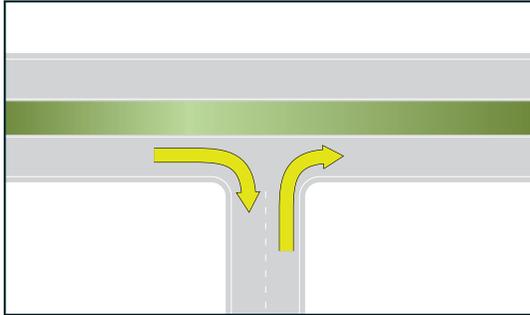
Study Timeline

2009



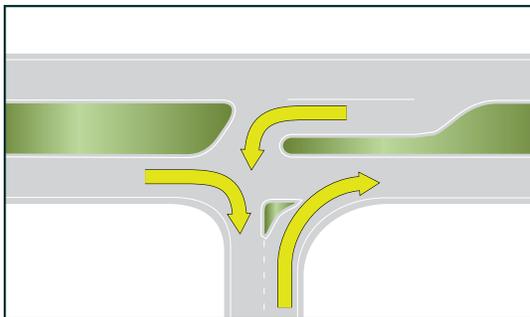
Types of Access

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

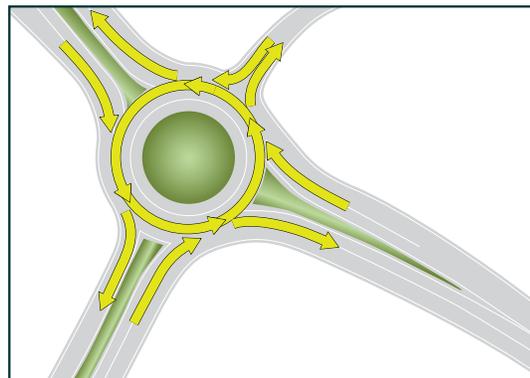
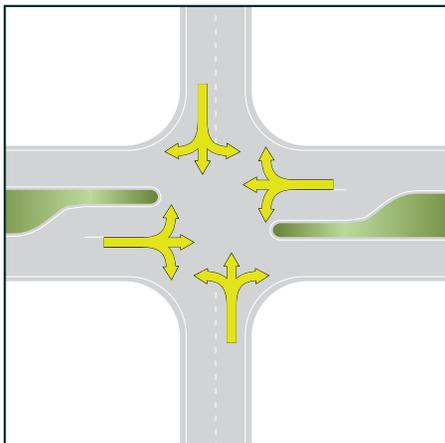
3/4 Movement



- 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

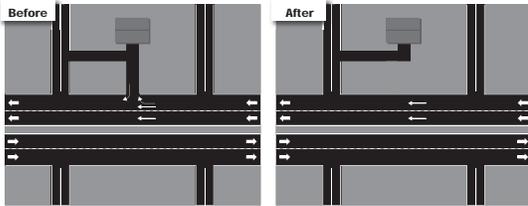
Full Movement

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



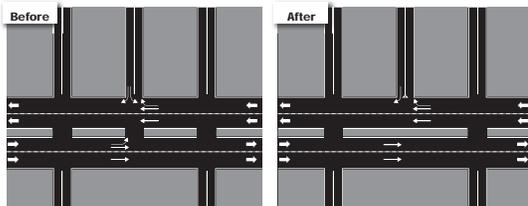
Access Control Methods

Access Elimination



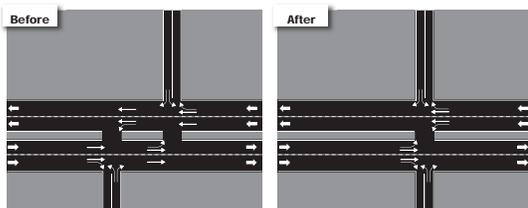
- Access to local properties through secondary roadways
- Consolidate number of access locations where vehicles may enter or exit highway
- Reduce the number of conflict points

Access Conversion with Median Treatment



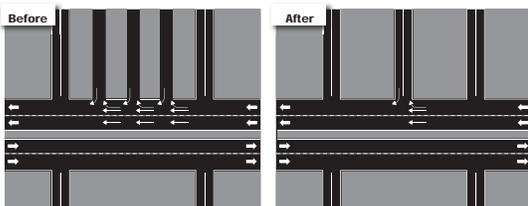
- Eliminate some or all turning movements
- Reduce the number of conflicts between left turning vehicles and through vehicles on the highway

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 Management Plan

Stay Involved

- Complete a comment form
- Attend future public meetings
- 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:

US 6–River Frontage Road Access Control Plan c/o David Sprague

Consultant Project Manager
PBS&J

4601 DTC Blvd., Ste. 700
Denver, CO 80237

800-497-5529

- Visit the study Web site:

[www.http://www.dot.state.co.us/us6silt/index.cfm](http://www.dot.state.co.us/us6silt/index.cfm)

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 US 6 and River Frontage Road corridors. 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.

Existing Conditions

Accident History

- 68 accidents occurred on US 6 and only 1 accident occurred on the River Frontage Road
- 62% of the accidents on US 6 were intersection or intersection-related, and 38% were non-intersection related
- Based on accident data from similar highways in Colorado US 6 has a lower-than-average accident rate
- The 1 accident on River Frontage Road was non-intersection related and involved a vehicle striking an animal.

