

**W E L C O M E**

**TO THE**

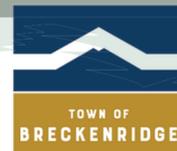
**C O 9 S O U T H S U M M I T**

**A C C E S S P L A N**

**P U B L I C O P E N H O U S E**

**P L E A S E S I G N I N**

**P R E S E N T E D B Y**



# PROJECT GOALS

## CO 9 SOUTH SUMMIT ACCESS PLAN



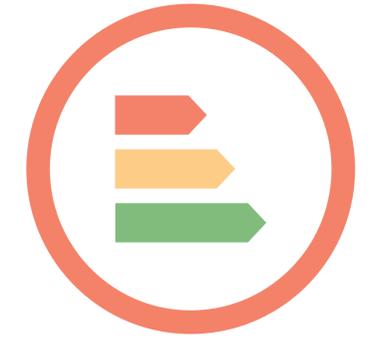
**PROVIDE EFFECTIVE  
AND EFFICIENT  
THROUGH TRAVEL  
FOR TRAFFIC ON CO 9**



**PROVIDE SAFE,  
EFFECTIVE, AND  
EFFICIENT ACCESS TO  
AND FROM CO 9 FOR  
BUSINESS, RESIDENTS,  
AND GUESTS**



**MAINTAIN COMPATIBILITY  
WITH EXISTING AND  
PROPOSED OFF-SYSTEM  
CONNECTIONS THAT PROVIDE  
LOCAL CIRCULATION TO  
SUPPORT THE  
TRANSPORTATION SYSTEM**



**PROVIDE A PLAN THAT IS  
ADOPTABLE BY ALL  
ENTITIES AND CAN BE  
IMPLEMENTED IN PHASES**



**SUPPORT THE  
ECONOMIC VIABILITY  
OF THE PROJECT AREA**



**MAINTAIN COMPATIBILITY  
WITH PREVIOUS LOCAL  
PLANNING EFFORTS,  
INCLUDING WILDLIFE  
PLANNING**



**SUPPORT THE  
DEVELOPMENT OF  
ALTERNATIVE MODES,  
INCLUDING TRANSIT,  
PEDESTRIAN, AND  
BICYCLE ROUTES**

# WHAT IS ACCESS MANAGEMENT?

## CO 9 SOUTH SUMMIT ACCESS PLAN



**THE SYSTEMATIC CONTROL OF THE LOCATION, SPACING, DESIGN, AND OPERATION OF DRIVEWAYS, MEDIAN OPENINGS, AND STREET CONNECTIONS TO A ROADWAY**

### BENEFITS



#### **SAFETY**

- REDUCES NUMBER OF CONFLICT POINTS AND POTENTIAL CRASHES
- PROVIDES SAFE ACCESS TO BUSINESSES AND RESIDENCES



#### **INCREASED ABILITY TO ACCOMMODATE TRAFFIC DEMANDS**

- DECREASES TRAVEL TIMES AND PROVIDES SMOOTHER TRAFFIC FLOW
- RESULTS IN LESS AIR POLLUTION
- IMPROVED OPERATIONS AND CONSOLIDATED ACCESS PROVIDES INCREASED OPPORTUNITIES TO REDUCE DELAY ON THE LOCAL STREET SYSTEM



#### **GOOD ACCESS MANAGEMENT IS GOOD FOR BUSINESS**

- PRESERVES PROPERTY VALUES
- INCREASES ROADWAY EFFICIENCY RESULTING IN A BROADER MARKET AREA
- PROVIDES A MORE PREDICTABLE AND CONSISTENT DEVELOPMENT ENVIRONMENT
- BUSINESSES ARE MORE EASILY LOCATED

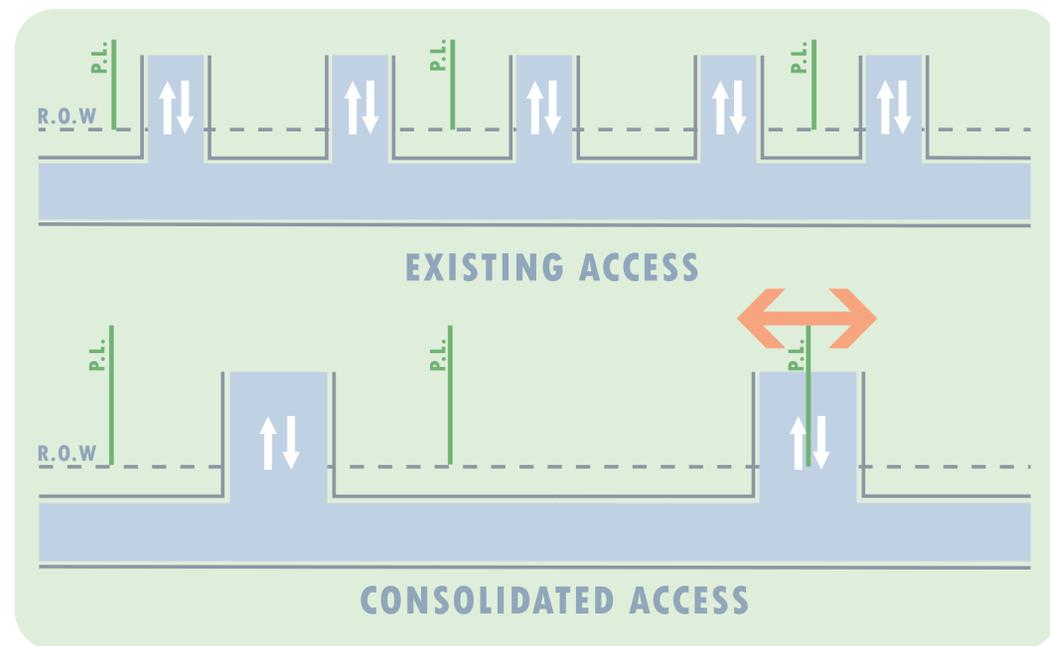


#### **ENCOURAGES USE AND DEVELOPMENT OF LOCAL STREETS**

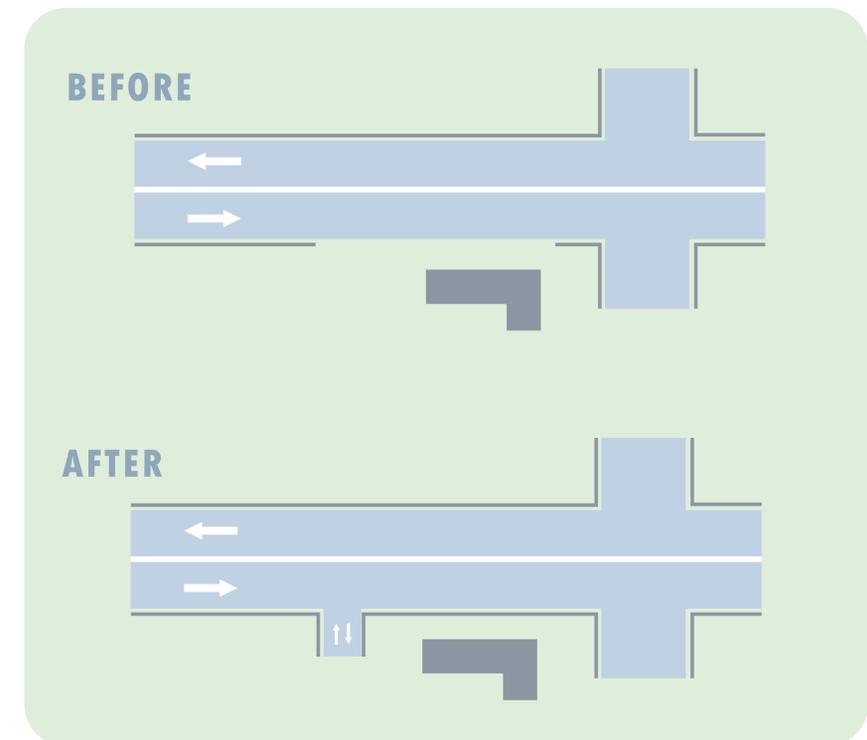
- FOCUSES THROUGH TRAFFIC ON THE HIGHWAY
- PROVIDES CIRCULATION OPTIONS FOR LOCAL TRAFFIC

# ACCESS MANAGEMENT PRINCIPLES AND TECHNIQUES

## CO 9 SOUTH SUMMIT ACCESS PLAN



**✕ CONSOLIDATE ACCESS POINTS**



**DEFINE DRIVEWAYS**

**LOCATE INTERSECTIONS TO FAVOR THROUGH TRAFFIC AND PROVIDE ADEQUATE SPACE TO DEVELOP DECELERATION LANES FOR TURNING TRAFFIC**

**M**

**USE TURN LANES TO REMOVE VEHICLES FROM THROUGH TRAFFIC**

# WHY ADOPT AN ACCESS CONTROL PLAN?

## CO 9 SOUTH SUMMIT ACCESS PLAN

### EXISTING PROCESS



**CDOT ADHERENCE TO STATE HIGHWAY ACCESS CODE (SHAC)**



**ISOLATED, INDIVIDUAL ACCESS POINT ANALYSIS**



**CONSIDERS TRANSPORTATION ELEMENTS ONLY**



**FIRST COME, FIRST SERVED**



**FOLLOWS RIGID CRITERIA FROM SHAC**



**NO PLANNING FOR LAND USE**

### PROCESS WITH PLAN



**OPPORTUNITY FOR LOCAL INPUT ON STATE HIGHWAY**



**CORRIDOR WIDE ANALYSIS**



**CONSIDERS EXISTING AND FUTURE LAND USE IN ADDITION**



**CONSIDERS ADJACENT ACCESS AND LAND USE INTERACTION**



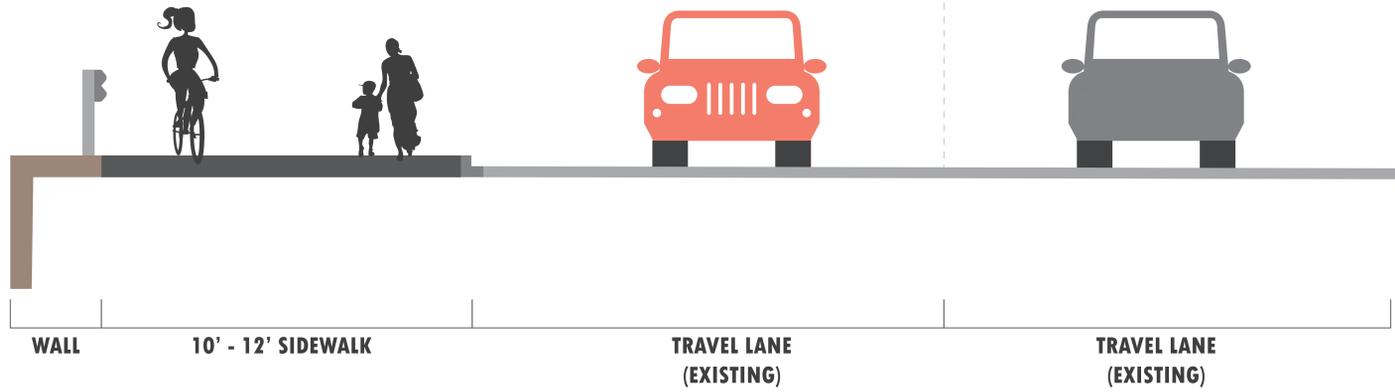
**INCORPORATES FLEXIBILITY INTO CRITERIA BASED ON CORRIDOR SPECIFIC CONDITIONS**



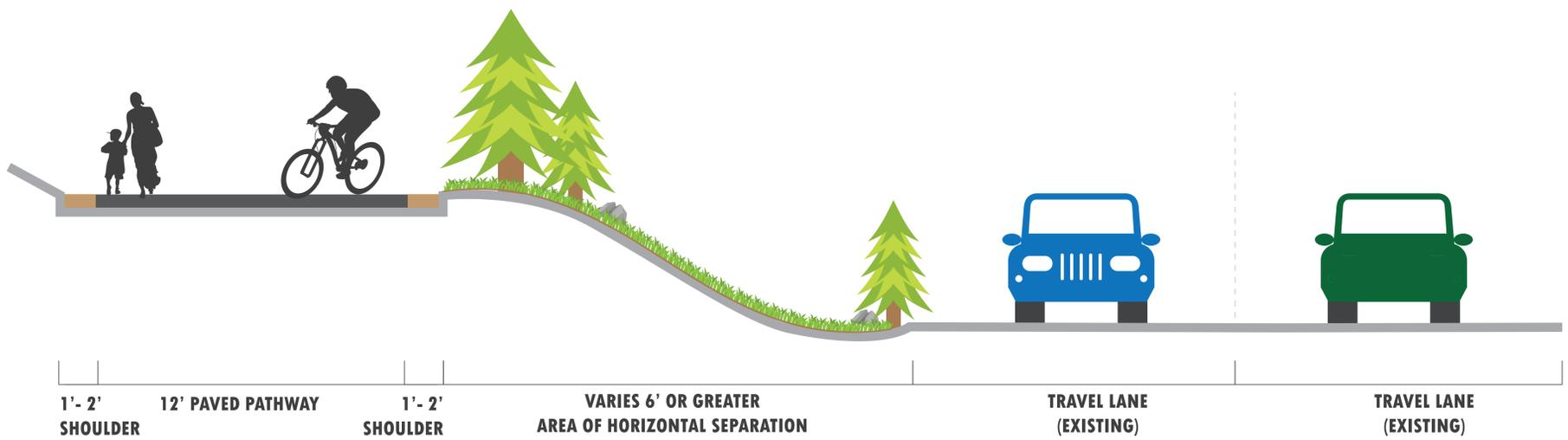
**DEVELOPERS/LANDOWNERS KNOW PROPOSED ACCESS CONDITIONS UP FRONT**

# TRAIL DESIGN TYPICAL SECTIONS

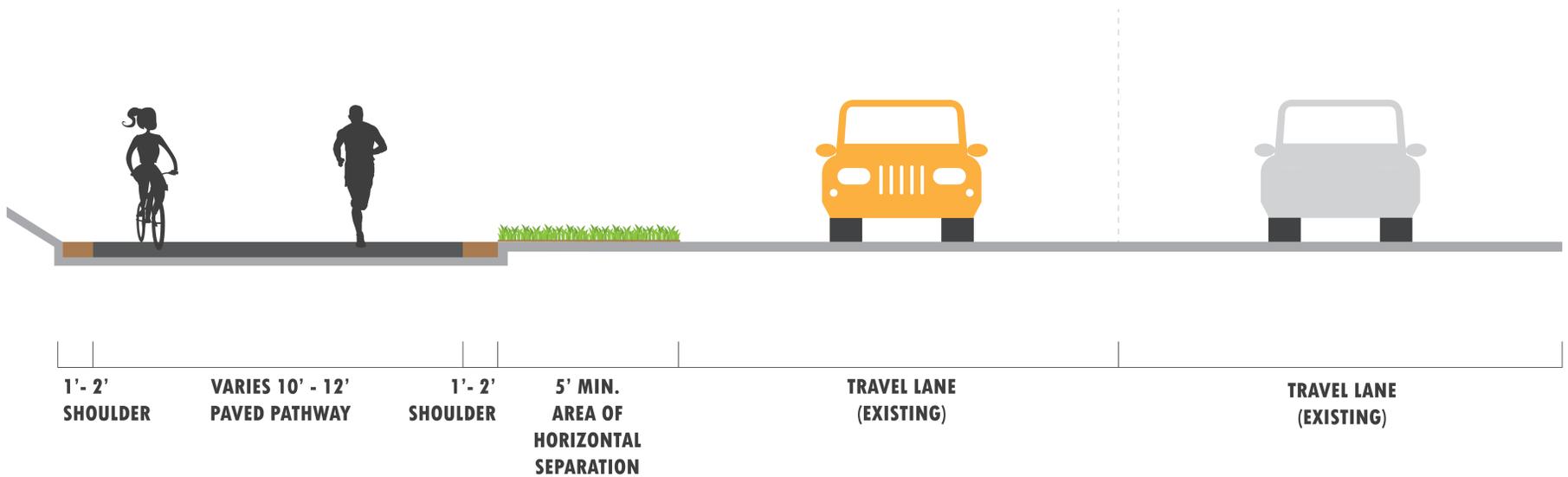
CO 9 SOUTH SUMMIT ACCESS PLAN



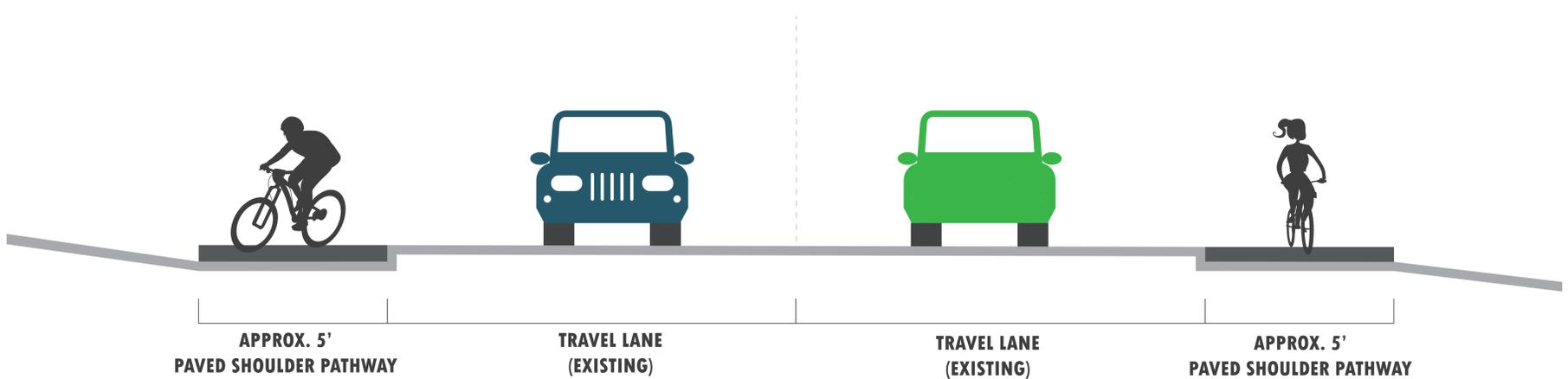
**SIDEWALK**



**SHARED USE TRAIL**



**SHARED USE SIDEPATH**



**HIGHWAY - WIDENED SHOULDERS**

# HOOSIER PASS RECREATIONAL PATHWAY CONCEPTUAL (15%) DESIGN PLAN

## CO 9 SOUTH SUMMIT ACCESS PLAN

### GOAL:



**TAKE THE STUDY RECOMMENDATIONS TO DETERMINE FEASIBILITY BOTH HORIZONTALLY AND VERTICALLY USING AVAILABLE SURVEY DATA.**



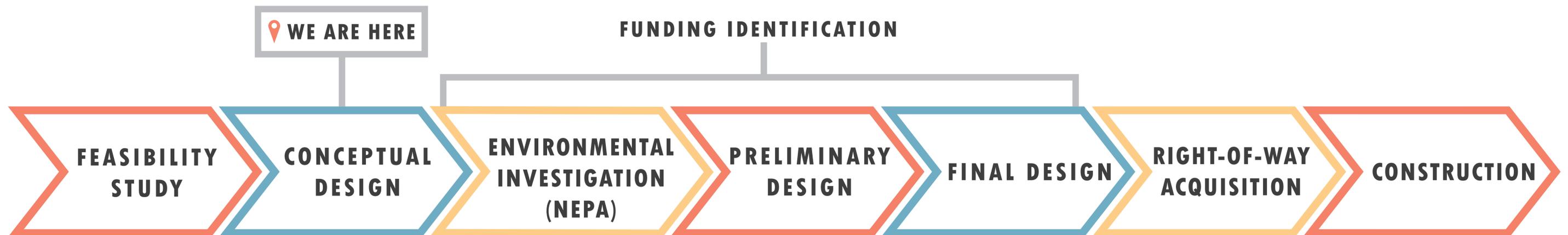
**TRAIL TYPICAL SECTIONS FROM THE STUDY WERE REVIEWED AND EXPANDED GIVEN EXISTING CONDITIONS AND CONSTRAINTS**



**WALLS WILL BE IDENTIFIED AT CONCEPTUAL DESIGN**



**STARTING POINT FOR LOCAL AGENCIES TO DETERMINE POSSIBLE PROJECT FUNDING OPPORTUNITIES AND PHASING**



# PHASED IMPLEMENTATION

## CO 9 SOUTH SUMMIT ACCESS PLAN



**THE BULLDOZERS ARE NOT WAITING...**

**IF NOTHING CHANGES, THEN NOTHING CHANGES.**

**THE PLAN WILL BE IMPLEMENTED IN PHASES AS CHANGES OCCUR IN THE TOWNS OR COUNTY THAT GENERATE THE NEED.**

**CONSTRUCTION OF IMPROVEMENTS MAY BE PUBLICLY AND/OR PRIVATELY FUNDED.**

**PORTIONS OF THE PLAN WILL BE IMPLEMENTED BASED ON THE FOLLOWING TRIGGERS:**



**REDEVELOPMENT THAT INCREASES TRAFFIC BY 20% OR MORE**



**PUBLICLY FUNDED PROJECT BY THE TOWNS, COUNTY, OR CDOT**

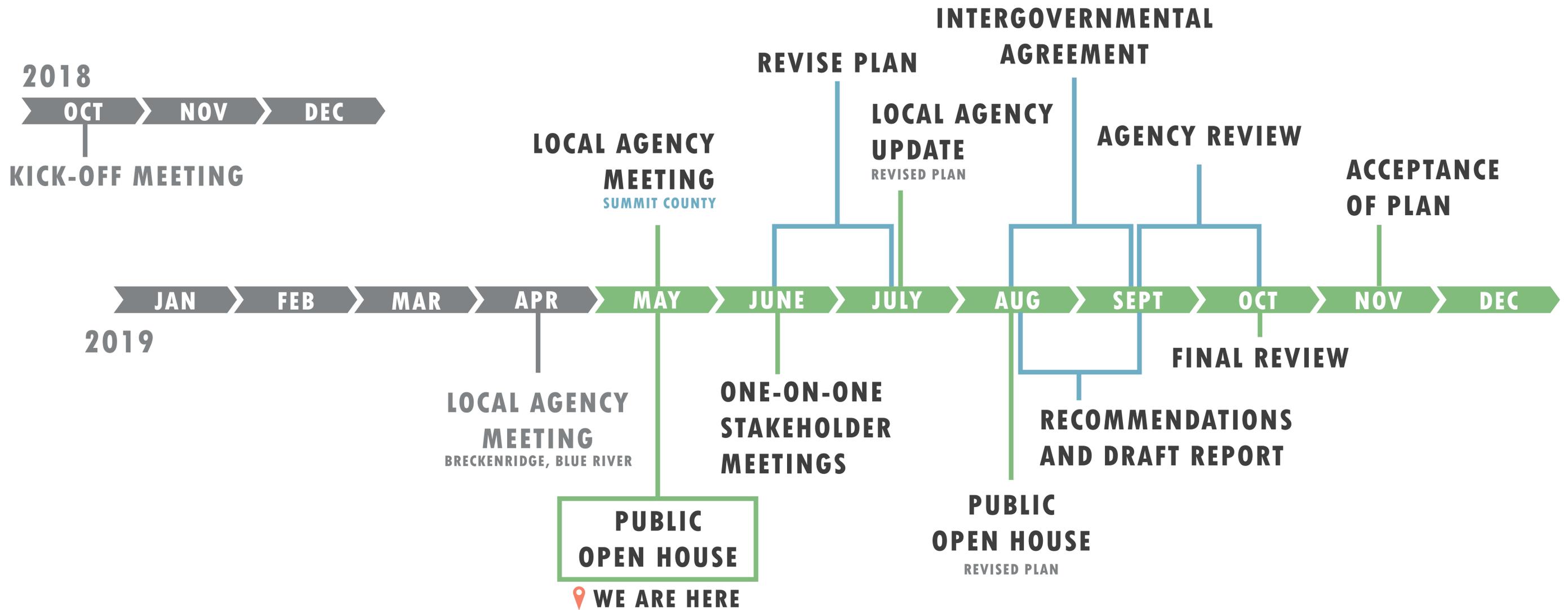


**SAFETY OR OPERATIONAL ISSUE DEVELOPS**

**THE PLAN IS A LIVING DOCUMENT THAT CAN BE AMENDED.**

# PROJECT SCHEDULE

## CO 9 SOUTH SUMMIT ACCESS PLAN



# THANK YOU

FOR PARTICIPATING IN THE

# CO 9 SOUTH SUMMIT

# ACCESS PLAN

# PUBLIC OPEN HOUSE

WE VALUE YOUR INPUT!

PLEASE COMPLETE A COMMENT FORM

PRESENTED BY

