SOUTH COLLEGE AVENUE (US 287) ACCESS CONTROL PLAN UPDATE REPORT

City of Fort Collins

DOT
DEPARTMENT OF TRANSPORTATION

LARIMER COUNTY
COMMITTED TO EXCELLENCE

FELSBURG HOLT & ULLEVIG

FEBRUARY 2002

SOUTH COLLEGE AVENUE (US 287)
ACCESS CONTROL PLAN
UPDATE REPORT

CARPENTER ROAD (LCR 32) TO
SWALLOW ROAD

Prepared by:

City of Fort Collins
Transportation Planning
215 N. Mason St., P.O. Box 580
Fort Collins, CO 80522
Project Manager: Kathleen Reavis

Colorado Department of Transportation
Region 4 – Operations & Maintenance
1420 2nd Street
Greeley, CO 80631
Access Manager: Tess M. Jones

Larimer County
212 West Mountain Avenue
P.O. Box 1190
Fort Collins, CO 80522
Project Manager: Roxann M. Hayes, P.E.

Felsburg Holt & Ullevig
7951 East Maplewood Avenue
Suite 200
Greenwood Village, CO 80111
Project Manager: Richard R. Follmer, P.E.

FHU Reference No. 01-022

February, 2002

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EXECUTIVE SUMMARY

Background and Purpose

The City of Fort Collins (City), in concert with the Colorado Department of Transportation (CDOT) and Larimer County (County), is updating the Access Control Plan for United States Highway 287 (US 287), a major artery of the City and County street system. This highway is an important regional route in northern Colorado, providing north/south access throughout the Front Range of Colorado by connecting such communities as Lafayette, Berthoud, Fort Collins and beyond. Near the City of Fort Collins, this route carries a wide range of vehicle and travel types, from semi-truck delivery vehicles to commuter traffic between Fort Collins and Loveland. Development pressures within the study corridor will continue to increase the travel demand along this route. Providing good mobility and a safe operating environment for all modes of transportation is essential to the vitality of the corridor.

In 1989, the South College Avenue Access Control Plan, Swallow Road to Trilby Road was prepared. An Intergovernmental Agreement (IGA) to implement the Access Control Plan was developed and the City and CDOT formally adopted the agreement in 1989. The purpose of the current study effort was to work closely with residents, property and business owners, and highway users to update the existing Access Control Plan for the US 287 corridor. The Access Control Plan needed an update based on the increase in projected traffic growth and on land use issues since 1989.

This Report summarizes all of the collected data, analyses and access control improvements for the study corridor. The goal of this project is to develop an updated IGA that provides the legal basis for the implementation of the Access Control Plan Update and that furnishes direction to property owners and the governing agencies to address current and future transportation needs.

Study Area

The limits of the corridor extend from the juncture of US 287 with Carpenter Road (LCR 32) in Larimer County to the intersection of US 287 with Swallow Road in Fort Collins. This corridor represents an extension of the existing Access Control Plan study area by about 1 mile further to the south of Trilby Road. This extension was necessary to encompass the current boundary of the Fort Collins Growth Management Area (GMA). Within the project limits, US 287 also has a local street designation, being South College Avenue.

Existing Access

There are currently 87 public and private access points along this corridor. The access types have been classified as follows:

Public Road Intersections with Signals	Public Road Intersections without Signals	Driveway & Field Accesses	Total Number of Accesses
13	11	63	87

Accident History

The accident history of the corridor reveals that 738 accidents occurred during the period from January of 1997 to June of 1999. Approximately 25% of these accidents had at least one injury, twice the injury percentage along North College Avenue, for example. There were no fatalities. Of the total number of accidents, approximately 90 percent were access related.

Development of the Plan

The physical and operational characteristics of US 287 are managed by the CDOT; however, this roadway also traverses the boundaries of two governmental agencies within the study limits, the City of Fort Collins and Larimer County. The City of Fort Collins, through the office of Transportation Planning, was the primary force behind the development of this project with direct input and cooperation with Larimer County and CDOT. All of the project is within the City of Fort Collin's Growth Management Area.

The primary project team for development of the Access Control Plan was comprised of City and County staff, and the Access Manager for CDOT-Region 4. Plan progress was coordinated with other departments within the City, County and CDOT organizations, while meetings with local business owners, property owners and residents were conducted.

Public Involvement

One of the most critical elements of this project was involvement with the public at open houses that were held at key stages of the study. A series of 11 open houses were conducted. The first meeting included a formal presentation that addressed the objectives of the access management efforts and provided information on the plan process, access management principles and techniques, and how the project may be implemented over time. The subsequent open houses provided exhibits on the DRAFT plans to obtain public input. Comment sheets and notes on the DRAFT plans were used to record property and business owner concerns. Final plan revisions were presented at the last round of open house meetings.

Visual aids were used that included a video on access management prepared by the Federal Highway Administration. Exhibits showing recent accident data, existing and proposed traffic volumes, and existing and proposed access locations were available, with City, County, CDOT, and the consultant in attendance to answer questions and to receive comments, concerns, and input. Mailing lists of adjacent property owners within 500 plus feet of South College Avenue were maintained for the study, with property and business owners being notified of each public meeting. Press releases were also used to inform the general public.

City, County and CDOT staff also visited numerous sites along each corridor to talk individually with property owners, business owners and residents that were not able to attend one of the public meetings. These meetings were very informative since issues related to a specific access or property owner need could be addressed on a one-to-one basis.

Public involvement for this project resulted in business and property owners being actively involved in developing access solutions. This involvement represents a valuable piece of the project and has led to the development of the Access Control Plan that is supported by the majority of business and property owners.

Access Control Plans

Figures ES-1 and ES-2 provide overviews of the major access improvements included in the Access Control Plan Update. Both Short-Term and Long-Range plans have been prepared. Since implementation of the improvements may take several years, and since funding will likely come from a variety of different sources, a phasing priority of improvements was assigned to each plan. Since it is difficult to define funding levels within specific time periods, the priorities were established on the basis of the greatest need as opposed to a likely time-frame for implementation.

Short-Term Access Control Plan Update

The highlights of the Short-Term plan along South College Avenue are listed below. The Short-Term plan applies only for the section of South College Avenue between Trilby Road and Bueno Drive. The improvements are listed in order from the south end of the project to the north end.

- A raised and landscaped median will be constructed in South College Avenue between Trilby Road and Skyway Drive.

- Construct parallel collector street on the west side of South College Avenue between Trilby Road and Skyway Drive.

- Access along the east side of South College Avenue, between Trilby Road and Skyway Drive, shall be consolidated to a total of three accesses: 1) a ¾ movement access (southbound left turn) will be located approximately 630' to the north of Trilby Road, 2) a ¾ movement access (southbound left turn) will be located approximately 1100' to the south of Skyway Drive, and 3) a RIRO access will be located about 640' to the south of Skyway Drive. These three access points will have access between them via a frontage road. The frontage road will have a cul-de-sac at the south end approximately 275' to the north of Trilby Road, while the north end of the frontage road can be accessed from Skyway Drive, albeit via only an eastbound right-in access. A raised median shall be provided on Skyway Drive to prohibit other movements onto the frontage road.

- Access along the west side of South College Avenue, between Trilby Road and Skyway Drive, will also include a total of three accesses: 1) a RIRO access approximately 500' to the north of Trilby Road, 2) a ¾ movement access (northbound left turn) will be located approximately 1100' to the south of Skyway Drive1300' to the south of Skyway Drive, and 3) a RIRO access about 650' to the south of Skyway Drive.

- The existing frontage road intersection on the west side of South College Avenue, between Skyway Drive and Saturn Drive, shall be re-aligned further to the west along Skyway Drive to provide greater access spacing between the frontage road and South College Avenue.

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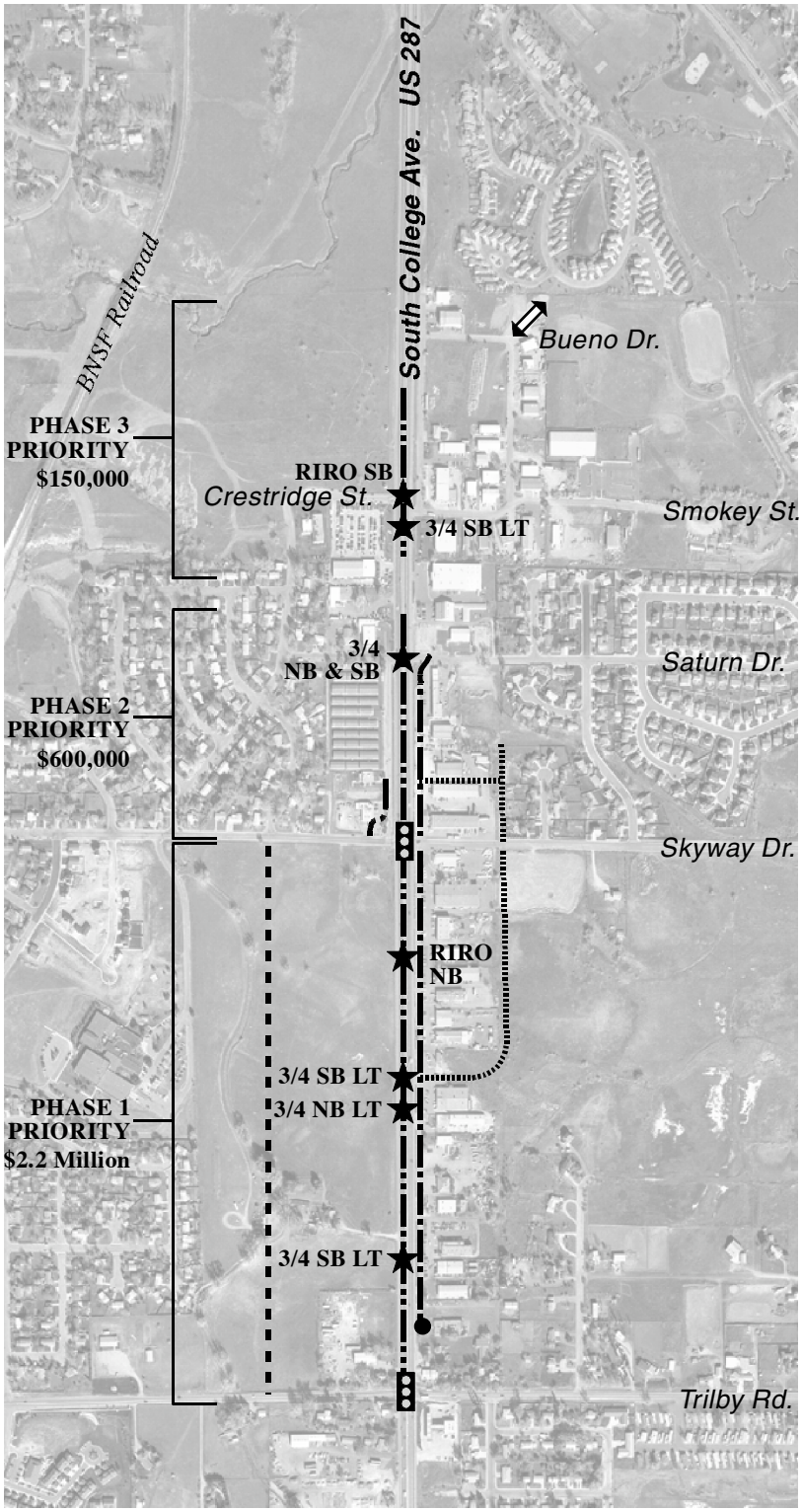

LEGEND

=	Construct Raised Median	=	Redefine Frontage Road
=	Construct Parallel Street	=	Cul-de-Sac
=	Access Circulator	=	Potential Bicycle / Pedestrian Connection
=	Access Restrictions	RIRO =	Right-In / Right -Out
=	Existing Traffic Signal	LT =	Inbound Left Turn

Figure ES-1

Short-Term Access Control Plan

North

- The roadway corner radii in the southwest and northeast corners of the South College Avenue/Skyway Drive intersection shall be constructed to accommodate northbound and southbound u-turn movements for single-unit vehicles.

- An access circulator will be provided to the south of Skyway Drive. The circulator will connect the ¾ movement access located approximately 1300' to the south of Skyway Drive with Skyway Drive. Approximate connection point with Skyway Drive is 450' to the east of South College Avenue.

- A raised and landscaped median will be constructed in South College Avenue between Skyway Drive and approximately 225' to the north of Saturn Drive, and between approximately 225' to the south of Smokey Street to about 350' to the south of Bueno Drive to create RIRO and ¾ movement accesses.

- Between Skyway Drive and Saturn Drive, a cross-access driveway will be developed along the east side of South College Avenue. Movements with the cross-access driveway at the Skyway Drive connection will be restricted to right-in only.

- An access circulator will be provided between Skyway Drive and an existing access circulator that extends to the south of Saturn Drive. The new access circulator will be located about 450' to the east of South College Avenue, connecting to the exist circulator. An east/west access circulator will be developed between the new frontage road and the new access circulator. The east/west circulator will be located approximately 300' to the north of Skyway Drive in an existing easement.

- At the South College Avenue/Saturn Drive intersection, vehicle movements will be restricted to right-in, right-out and left-in (¾ movement) for both the northbound and southbound directions of travel.

- The South College Avenue/Smokey Street intersection will be restricted to northbound right-in and right-out and southbound left-in (¾ movement). At the South College Avenue/Crestridge Street intersection, vehicle movements will be restricted to right-in and right-out for the southbound direction of travel. These restrictions are recommended since: 1) minimum Code sight distance requirements for outbound left turn movements are not met, 2) Smokey and Crestridge Streets are not aligned, thereby restricting being able to have inbound left turns to both streets or through movements across South College Avenue, and 3) these intersections do not meet current Code traffic signal spacing requirements.

  The "T" intersection pairs of Smokey and Crestridge Streets on South College Avenue can be considered for the installation of a traffic signal in the future if the following conditions are met:

  1. Meet current Code signal spacing,
  2. Meet MUTCD traffic signal warrant criterion,
  3. These intersections are re-aligned to form one four-legged intersection, and
  4. The grade of the intersection approaches are reduced.

- A bicycle/pedestrian connection should be constructed between Bueno Drive and Fossil Ridge Drive to the northeast of Bueno Drive.

- Access circulator drives (either public or private) are shown on the plan and are intended to provide cross-access between properties.

The Short-Term Access Control Plan improvements are intended to compliment existing development patterns and to serve as a stepping stone to implementing the Long-Range Access Control Plan goals.

Long-Range Access Control Plan Update

The long-range improvements for South College Avenue are listed below. The character of South College Avenue is anticipated to change dramatically over time as land use changes. These improvements reflect the projected transportation infrastructure necessary to accommodate the expected traffic volumes related to these land use changes as well as due to regional traffic growth. There are improvement recommendations that are common along the corridor and they are listed first. The improvements are listed in geographical order, from south to north.

Corridor-Wide Improvements

- Construct the City of Fort Collins Major Arterial cross-section between Carpenter Road and Harmony Road. The Major Arterial section consists of six through lanes (3 each direction), a 19-foot raised and landscaped median, 8-foot bike lanes, 7-foot sidewalks and two 10-foot parkways within a 141' right-of-way. Some of the median may have been constructed during the Short-Term improvement phase; however, the majority of the raised median would still require construction. Raised medians should not be constructed until appropriate segments of the parallel street system are constructed so that alternate routes are available.

- Construct parallel streets to provide circulation alternatives for local residents and businesses. The system will connect with existing public streets when available. These streets will be classified as Collector or Local streets. The new collector streets will be added to the City's Master Street Plan (see Appendix D). Locations for the parallel street system are:

    - Between Trilby Road and Skyway Drive on both the east and west sides of South College Avenue (Collector streets).

    - Between Skyway and Bueno Drives on the east side of South College Avenue (Collector street).

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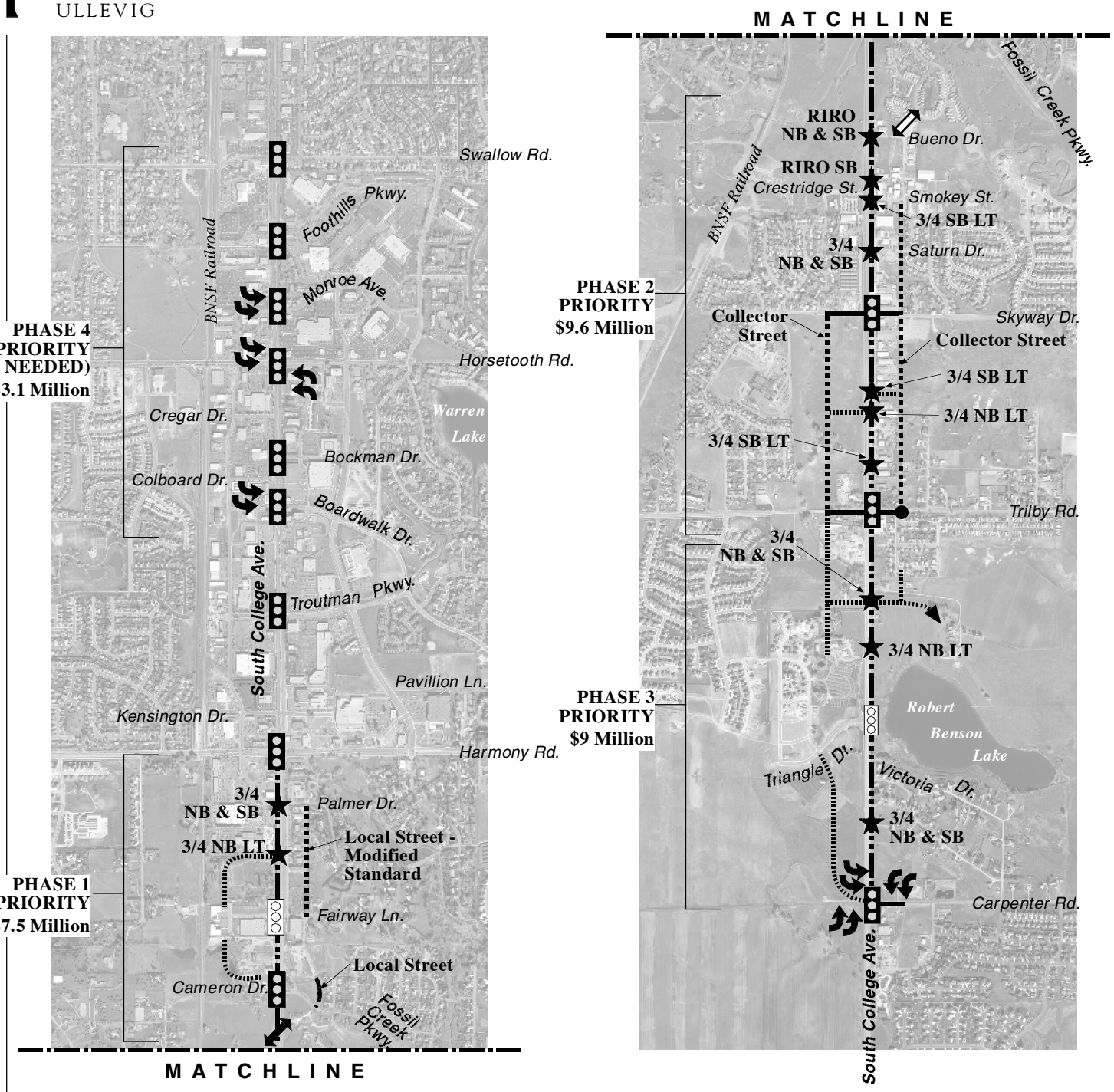

LEGEND

- = Construct Major Arterial Street Section
- = Construct Parallel Street
- = Access Circulator
- = Access Restrictions
- = Existing Traffic Signal
- = Proposed / Potential New Traffic Signal
- = Develop Left Turn Lanes
- = New Public Street
- = Reconstruct Existing Street
- = Neighborhood Entry Feature
- = Pedestrian Underpass
- = Potential Bicycle / Pedestrian Connection
- RIRO = Right-In / Right -Out
- LT = Inbound Left Turn

North

Figure ES-2

Long-Range Access Control Plan

  - ► Between Fossil Creek Parkway and Fairway Lane on the east side of South College Avenue (local street standard).

- ► Gated openings in the new median along South College Avenue shall be provided for emergency vehicle access at all public street intersections that do not have median openings. The gate mechanisms shall be operated by devices in fire trucks, ambulances, etc. during emergency calls.

- ► Additional RIRO access can be provided at the approximate locations shown on the aerial photographs. The location of these access points can fluctuate and is dependant upon the size or type of redevelopment that may occur. The minimum access spacing for a roadway with a posted speed limit of 55 mph (current speed limit between Carpenter Road and Fairway Lane) is 450 feet, while for a posted speed limit of 40 mph (current speed limit between Fairway Lane and Swallow Road), the minimum access spacing is 275 feet per the Code. The spacing requirements represent the distance between adjacent accesses or between an access and an adjacent public street intersection.

Location-Specific Improvements – South to North Direction

- ► The Carpenter Road intersection shall have the following auxiliary lanes:

  - Exclusive right turn lanes on all four approaches.
  - Dual left turn lanes on the eastbound, westbound and southbound approaches.
  - Single left turn lane on the northbound approach (with appropriate median width to match the north side of the intersection).

- ► Construct ¾ movement accesses for both the northbound and southbound directions of travel approximately 1050' to the north of Carpenter Road.

- ► An access circulator shall connect Carpenter Road with Triangle Drive at Strassburg Drive.

- ► If existing parcels redevelop sufficiently, construct a cross-access on the east side of South College Avenue between Carpenter Road and Victoria Drive.

- ► Install a new traffic signal at Triangle Drive when appropriate traffic signalization warrants of the MUTCD are met and an approved engineering study indicates that a traffic signal will improve the overall safety and/or operation of the intersection.

- ► Construct a ¾ movement access (northbound left turn) approximately 900' to the north of Triangle Drive.

- Construct ¾ movement accesses for the northbound and southbound directions of travel approximately 1530' to the north of Triangle Drive.

- Reconstruct Trilby Road to the City of Fort Collins' Minor Arterial cross-section between South College Avenue and a new Collector street (approximately 675' from South College Avenue) on the west side of South College Avenue. Trilby Road should have exclusive (eastbound) left, through and right turn lanes at South College Avenue.

- Reconstruct Trilby Road to the City of Fort Collins' Arterial cross-section between South College Avenue and Debra Drive. Trilby Road should have exclusive (westbound) left, through and right turn lanes at South College Avenue. The entry to Debra Drive must be distinguished as a Local street in contrast to the Arterial street construction on Trilby Road and the future Collector street north of Debra Drive.

- Construct parallel Collector streets between Trilby Road and Skyway Drive on both sides of South College Avenue. On the west side of South College Avenue, the Collector Street will align with Mars Drive at Skyway Drive, while on the east side of South College Avenue, the alignment must be a minimum of 150' from South College Avenue.

- Construct ¾ movement accesses (southbound left turn) at approximately 650' to the north of Trilby Road and at about 1100' to the south of Skyway Drive.

- Construct a ¾ movement access (northbound left turn) approximately 1300' to the south of Skyway Drive.

- Construct a parallel Collector street on the east side of South College Avenue between Skyway and Bueno Drives.

- Construct ¾ movement accesses for both the northbound and southbound directions of travel at Saturn Drive.

- The South College Avenue/Smokey Street intersection will be restricted to northbound right-in and right-out and southbound left-in (¾ movement). At the South College Avenue/Crestridge Street intersection, vehicle movements will be restricted to right-in and right-out for the southbound direction of travel. These restrictions are recommended since: 1) minimum Code sight distance requirements for outbound left turn movements are not met, 2) Smokey and Crestridge Streets are not aligned, thereby restricting being able to have inbound left turns to both streets or through movements across South College Avenue, and 3) these intersections do no meet current Code traffic signal spacing requirements.

  The "T" intersection pairs of Smokey and Crestridge Streets on South College Avenue can be considered for the installation of a traffic signal in the future if the following conditions are met:

1. Meet current Code signal spacing,
2. Meet MUTCD traffic signal warrant criterion,
3. These intersections are re-aligned to form one four-legged intersection, and
4. The grade of the intersection approaches would need to be reduced.

- Restrict vehicle movements to RIRO at Bueno Drive.
- RIRO movements will be allowed on the west side of South College Avenue, opposite Bueno Drive, when this parcel develops.
- A bicycle/pedestrian connection should be constructed between Bueno Drive and Fossil Ridge Drive to the northeast of Bueno Drive.
- The design of South College Avenue to Major Arterial standards should provide for the installation of a pedestrian underpass along the future Fossil Creek Trail approximately 700' to the south of Fossil Creek Parkway.
- Construct an exclusive westbound right turn lane on Fossil Creek Parkway at South College Avenue.
- Construct the extension of Sneed Drive between Fossil Creek Parkway and Fairway Lane.
- Install a new traffic signal at Fairway Lane when appropriate traffic signalization warrants of the MUTCD are met and an approved engineering study indicates that a traffic signal will improve the overall safety and/or operation of the intersection.
- Modify the westbound Fairway Lane approach to include an exclusive left turn lane. An interim improvement is to also install a raised median on Fairway Lane (east side of South College Avenue); median to remain in place until frontage road connection on the north and south sides of Fairway Lane are replaced by the parallel street connection.
- Construct a southbound right-in (RI) only access approximately 270' to the north of Fairway Lane on the west side of South College Avenue.
- Construct a parallel street on the east side of South College Avenue between Fairway Lane and Palmer Drive. The street would be constructed as an access circulator to minimize right-of-way impacts.
- Install a raised median on Palmer Drive with said median to remain in place until the frontage road connection on the south side of Palmer Drive is replaced by the parallel street connection.
- Exclusive right turn lanes will be provided on the northbound, southbound and eastbound approaches at the Harmony Road intersection.

- Construct a second southbound left turn lane for movements from South College Avenue onto Boardwalk Drive. These improvements will require constructing a second acceptance lane (eastbound direction) on Boardwalk Drive.

- Construct second northbound and southbound left turn lanes on South College Avenue at the Horsetooth Road intersection.

- Construct an exclusive eastbound right turn lane on Horsetooth Road at South College Avenue.

- Construct dual southbound and westbound left turn lanes at the Monroe Drive intersection. In addition, the northbound and eastbound directions of travel will have exclusive right turn lanes.

- The frontage road on the west side of South College Avenue will be closed between Foothills Parkway and Swallow Road.

- Construct an exclusive southbound right turn lane on South College Avenue at Swallow Road.

- Access circulator drives (either public or private) are shown on the plan and are intended to provide cross-access between properties.

Cost Estimates

It has been estimated that all of the improvements recommended in the Access Control Plan Update could be implemented for approximately $32,150,000 (in Year 2001 dollars). This estimate is for construction costs only and does not include right-of-way acquisition or displacement/ relocation costs.

The cost estimates for the corridor are more clearly defined as follows:

► Short-Term =	$ 2,950,000
► Long-Range =	$29,200,000
TOTAL =	**$32,150,000**

Implementation

The improvements recommended in the Access Control Plan Update represent both Short-Term and Long-Range plans and, as such, will be implemented over time as traffic and safety needs arise and as funding allows. Future funding for implementation will require participation from both public and private sources. The designs shown in these plans are schematic concept alignments. Detailed engineering drawings of exact roadway alignments and other access related improvements will be conducted as project funding is identified and will consider constraints due to natural features, storm drainage, floodplain issues and other topographic features. The recommended improvements could be implemented by several means:

- Re-development by Property Owner - When a property re-develops to a new land use (commensurate with changes in traffic volumes), or when an existing property owner wishes to modify access or the property frontage, the governing agency can require the property owner to implement the improvements identified in the Access Control Plan Update.

- City, County or CDOT Capital Improvement Funds - Larger scale projects could be constructed as capital improvement funds become available from the governing agencies.

- Metropolitan Planning Organizations - In addition to funds that may be available from local or state agencies, monies could be available through the North Front Range Transportation & Air Quality Planning Council that would provide construction opportunities for larger scale projects.

In order to ensure that these improvements can be implemented in the future, it is important that the Access Control Plan Update be adopted by each of the governing entities in the corridor and that they be used in all transportation and land use planning which could affect US 287. Therefore, the US 287 Access Control Plan Update should be adopted through Intergovernmental Agreements between CDOT, Larimer County and the City of Fort Collins.

Since conditions may change over time, a key element of the IGA is a specified process for modifying the plan in the future. This process calls for the creation of an Advisory Committee comprised of one representative from each of the signatories of the IGA. Amendment requests would be reviewed by the Committee and changes could be made only with the affirmative vote of all signatories. The Advisory Committee will review the Access Control Plan Update and IGA at least every three years for needed updates and will adjust project cost estimates annually to reflect inflation. This process should ensure continuing coordination between the agencies and is consistent with the other access plans within the City of Fort Collins Growth Management Area such as for North College Avenue (US 287) and Mulberry Street (State Highway 14).

1.0 INTRODUCTION

1.1 Project Background

The City of Fort Collins (City), in concert with the Colorado Department of Transportation (CDOT) and Larimer County (County), is updating the Access Control Plan for United States Highway 287 (US 287), a major artery of the City and County street system. The establishment of an Access Control Plan is authorized by the State Highway Access Code (Code), Section 2.12. This highway is an important regional route in northern Colorado, providing north/south access throughout the Front Range of Colorado by connecting such communities as Lafayette, Berthoud, Fort Collins and beyond. US 287 is also an important regional route throughout the State of Colorado and extends from the Oklahoma/Colorado border in the southeast corner of the state, through the eastern plains of Colorado, along Interstate 70, within the Denver metropolitan area, and northward through the City of Fort Collins and into Wyoming. Near the City of Fort Collins, this route carries a wide range of vehicle and travel types, from semi-truck delivery vehicles to commuter traffic between Fort Collins and Loveland. Development pressures within the study corridor will continue to increase the travel demand along this route. Providing good mobility and a safe operating environment for all modes of transportation is essential to the vitality of the corridor.

In 1989, the South College Avenue Access Control Plan, Swallow Road to Trilby Road was prepared. An Intergovernmental Agreement (IGA) to implement the Access Control Plan was developed and the City and CDOT formally adopted the agreement in 1989.

The purpose of the current study effort was to work closely with residents, property and business owners, and highway users to update the existing Access Control Plan for the US 287 corridor. The Access Control Plan needed an update based on the increase in projected traffic growth and on land use issues since 1989. The limits of the corridor extend from the juncture of US 287 with Carpenter Road (LCR 32) in Larimer County to the intersection of US 287 with Swallow Road in Fort Collins. This corridor represents an extension of the existing Access Control Plan study area by about 1 mile further to the south of Trilby Road. This extension was necessary to encompass the current boundary of the Fort Collins Growth Management Area (GMA). Within the project limits, US 287 also has a local street designation, being South College Avenue. The study limits are illustrated on Figure 1-1.

This Report summarizes all of the collected data, analyses and access control improvements for the study corridor. The goal of this project is to develop an updated IGA that provides the legal basis for the implementation of the Access Control Plan Update, and that furnishes direction to property owners and the governing agencies to address current and future transportation needs.

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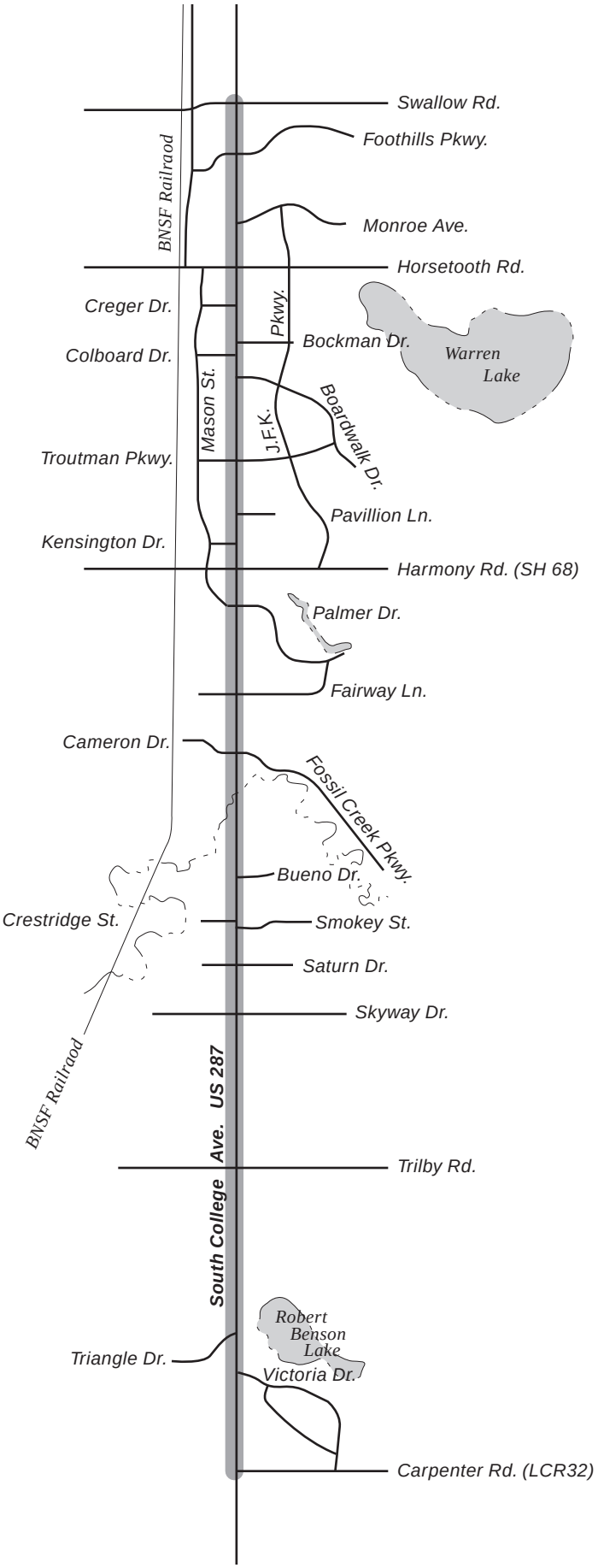

Figure 1-1
Study Area

North

South College Avenue ACP 01-022 11/5/01

1.2 Project Coordination

The physical and operational characteristics of US 287 are managed by the CDOT; however, this roadway also traverses the boundaries of two governmental agencies within the study limits, the City of Fort Collins and Larimer County. The City of Fort Collins, through the office of Transportation Planning, was the primary force behind the development of this project with direct input and cooperation with Larimer County and CDOT. All of the project is within the City of Fort Collin's GMA.

The primary project team for development of the Access Control Plan was comprised of City and County staff, and the Access Manager for CDOT-Region 4. Plan progress was coordinated with other departments within the City, County and CDOT organizations, while meetings with local business owners, property owners and residents were conducted.

1.3 Public Involvement

One of the most critical elements of this project was involvement with the public at open houses that were held at key stages of the study. A series of 11 open houses were conducted. The first meeting included a formal presentation that addressed the objectives of the access management efforts and provided information on the plan process, access management principles and techniques, and how the project may be implemented over time. The subsequent open houses provided exhibits on the DRAFT plans to obtain public input. Comment sheets and notes on the DRAFT plans were used to record property and business owner concerns. Final plan revisions were presented at the last round of open house meetings.

Visual aids were used that included a video on access management prepared by the Federal Highway Administration. Exhibits showing recent accident data, existing and proposed traffic volumes, and existing and proposed access locations were available, with City, County, CDOT, and the consultant in attendance to answer questions and to receive comments, concerns, and input. Mailing lists of adjacent property owners within 500 plus feet of South College Avenue were maintained for the study, with property and business owners being notified of each public meeting. Press releases were also used to inform the general public.

City, County and CDOT staff also visited numerous sites along the corridor to talk individually with property owners, business owners and residents that were not able to attend the public meetings. These meetings were very informative since issues related to a specific access or property owner need could be addressed on a one-to-one basis.

Public involvement for this project resulted in business and property owners being actively involved in developing access solutions. This involvement represents a valuable piece of the project and has led to the development of the Access Control Plan that is supported by the majority of business and property owners.

1.4 Report Format

The Report summarizes the efforts to complete the Access Control Plan and is divided into seven sections. **Section 1.0** introduces the study. **Section 2.0** describes the objectives of the study, the access management principles that were applied to each corridor and the strategies for developing the plan. These goals define the guiding rationale for the development of the plan. **Section 3.0** documents the existing roadway and operational conditions of the study corridor, while **Section 4.0** provides estimates of future traffic conditions. The Access Control Plan recommendations are summarized in **Section 5.0**, while **Section 6.0** includes information on the expected costs. **Section 7.0** documents implementation and funding strategies for the Access Control Plan Update.

This Access Management Report summarizes the collected data, analyses and recommendations for the corridor. This report includes the following information:

- Existing Conditions
  - Roadway Physical Characteristics
  - Number of Accesses & Access Category Information
  - Traffic Volumes/Operation
  - Accident Data

- Projected Conditions
  - Year 2020 Traffic Projections
  - Traffic Signal Capacity/Progression Analyses

- State Highway Access Control Plan
  - Traffic Control
  - Roadway Improvements
  - Cost Estimates & Project Priority

- Illustrative Access Control Plan

The updated Access Control Plan for South College Avenue is presented in both Short-Term and Long-Range plans. The Short-Term plan applies only to the section of the corridor between Trilby Road and Bueno Drive and is designed to address existing safety and operational concerns as well as the implications of short-term development pressures.