

2.0 ACCESS OBJECTIVES, PRINCIPLES AND STRATEGIES

Early in the development of the access management project, it was important for the project team to develop initial objectives of what access management should accomplish in the US 287 corridor. The resulting objectives for the project are provided in Section 2.1. Guiding principles in Section 2.2 were developed to insure that the recommended treatments throughout the corridor are applied in a uniform manner. There are a number of typical situations which should be treated in the same general manner in the interest of fairness. However, it was also recognized that there are a number of unique situations which should be treated on an individual basis. Samples of current access issues are provided in Section 2.3. Techniques to implement the Access Control Plan are discussed in Section 2.4.

2.1 Project Objectives

To develop an Access Control Plan that balances the local and regional transportation and property access needs while creating a safer traveling environment for bicyclists, pedestrians and motorists.

The following are the objectives established for the Access Control Plan Update:

- ▶ Maintain and/or improve the functional integrity (safety, capacity and speed) of, and the transportation service provided by, US 287 in order to most efficiently and safely move people and goods in the corridor by:
 - Improving high hazard intersections and access points
 - Improving congested intersections
 - Minimizing the number of signalized intersections
 - Consolidating the number of access points
 - Requiring that all new access points be designed to current standards
 - Providing equitable access for all property owners
 - Improving pedestrian and bicyclist safety
- ▶ Reduce reliance on US 287 by providing alternatives that:
 - Encourage use of parallel roadways for local circulation
 - Enhance opportunities for alternative modes of travel
- ▶ Improve the aesthetics of the corridor
- ▶ Recognize the economic role of US 287 for the local community and businesses in the corridor as well as its regional significance for moving goods and people.

2.2 Guiding Principles

The following principles were established for use in the development of the Access Control Plan Update and should be used, where applicable, to help determine any modifications to the Access Control Plan in the future:

► Public Road Intersections

- Auxiliary lanes (for right and left turns) will be upgraded to Code standards at all public road intersections.
- Traffic signals may be installed when appropriate traffic signal warrants (as defined in the latest edition of the Manual On Uniform Traffic Control Devices (MUTCD), U.S. Department of Transportation, Federal Highway Administration) are met and an approved engineering study indicates that a signal will improve the overall safety and/or operation of the intersection and corridor or when appropriate MUTCD signalization warrants are met.
- All other intersections which have not been identified for signalization will be converted to a right-in/right-out only (RIRO) or $\frac{3}{4}$ movement (no outbound left turns or through traffic from the side street) access point, or will be closed when a safety problem is identified by the agencies.

► Residential and Business Accesses

- Every attempt will be made to eliminate the need for direct individual residential or business access along the highway system unless otherwise noted in the Access Control Plan. Only one direct access shall be allowed for each individual parcel/property that has no other access available except as agreed by all agencies. Consolidation of residential and business accesses will be encouraged among adjoining property owners. Adjacent parcels under a common ownership or control shall be viewed as one property for access purposes.
- It is generally believed that all residential and business access should be restricted to RIRO movements. A $\frac{3}{4}$ movement access will be considered if access will serve three or more properties and will meet Code access spacing requirements. Private access with the frontage roads will generally remain with full turning movements.

► Change of Land Use

- Development or re-development of existing properties will not change these principles. If access to the local road system is available, existing direct private property access(es) to US 287 will be closed. If access to the local road system is not possible, a RIRO will be allowed with deceleration and acceleration lanes as required according to the guidelines in the Code. If alternative access becomes available in the future, the direct access will be removed.

- 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. A formal Access Control Plan amendment will not be required, however, for interim changes to a property frontage such as defining an access or upgrading the frontage for sidewalk or landscaping improvements. These interim improvements shall be designed to build toward the ultimate plans or, at a minimum, not preclude development of the plan in the future.

2.3 Access Issue Examples

Along the corridor are several examples of access issues that represent what an access management project strives to improve. Undefined access, poor sight distance, inadequate bicycle and pedestrian facilities and close intersection spacing are only a few issues that can be corrected, thereby increasing the safety, accessibility and capacity of a roadway. A few examples of these types of issues are shown below.



Closely Spaced Intersections:
Looking south through Monroe Drive to Horsetooth Road



Poor Sight Distance: Looking north from Crestridge Street



Poor Sight Distance: Looking north from Smokey Street



Closely Spaced Frontage Road: Looking north at Skyway Drive



Closely Spaced Frontage Road: Looking south at Skyway Drive



Poorly Defined Frontage Access: Looking south between Skyway and Trilby



Poorly Defined Access and Close Separation: Looking north between Trilby and Skyway

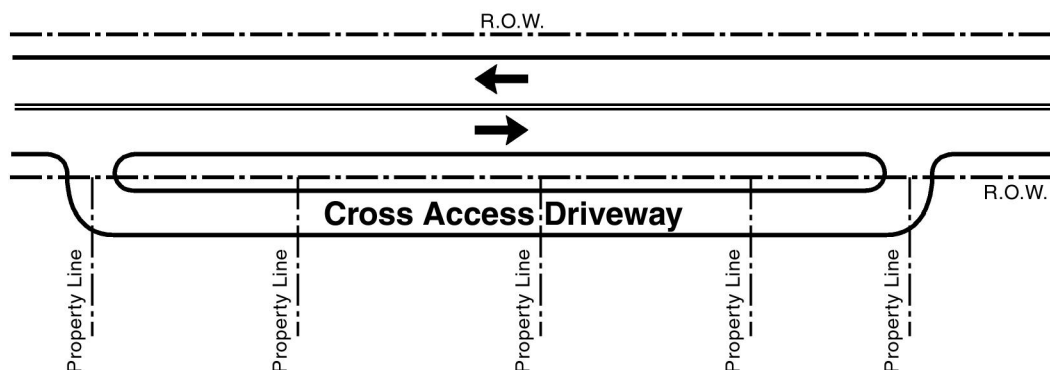


Poorly Defined Access: Looking South near Trilby Road

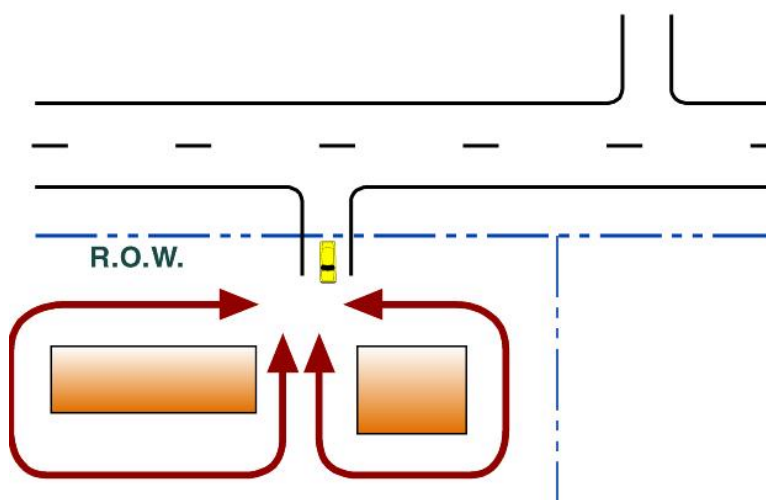
2.4 Strategies

One of the objectives of the Access Control Plan is to reduce the number of access points on the highway while still providing good access for property owners. There are several strategies that would promote both of these objectives. They include:

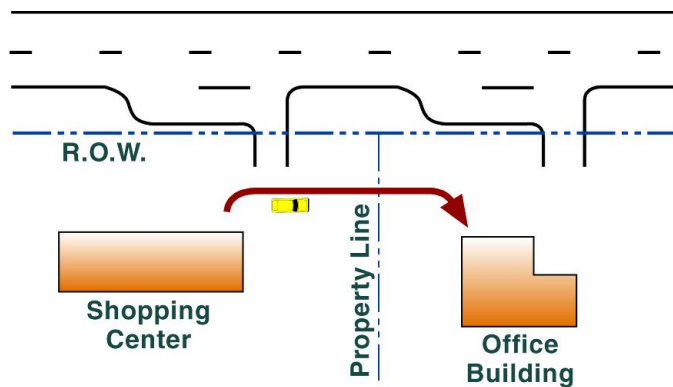
- ***Sharing access with adjoining parcels or providing cross access driveways for numerous parcels***



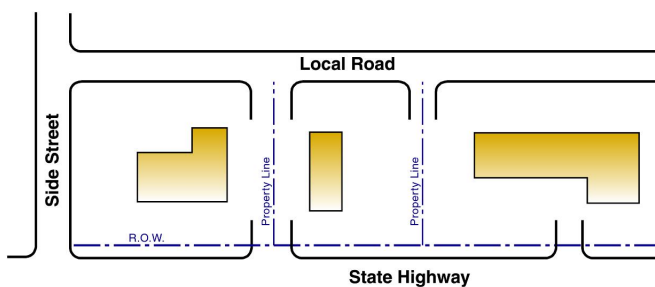
- ***Providing adequate internal circulation***



► ***Providing connections between adjacent properties***



► ***Creating access opportunities to properties other than from the highway system***



► ***Relocating access to side streets***

