

5.0 ACCESS CONTROL PLAN

This section presents the Access Control Plan Update which has been formulated through the considerable input of the governing agencies, business owners, organized homeowner groups, individual property owners and the public. After considering both existing and future conditions in the corridor, the plan defines how access for future development should be planned. The Access Control Plan Update is prepared in two sub-sections, a Short-Term plan and a Long-Range plan. Existing access conditions along South College Avenue and public input compelled the project team to look at improvements that could reduce the accident potential and help the mobility of the corridor given existing development patterns. This work resulted in the development of both the Short-Term and Long-Range plans for the South College Avenue corridor.

Conceptual level cost estimates for the recommended access improvements have been prepared, and the relative priority for each improvement along the corridor is documented. The narratives included in this section are meant to serve as a summary of the key features of the plan. A detailed explanation of every access change in the corridor is presented in the Intergovernmental Agreement. The Access Control Plan is also illustrated on aerial photographs (Short-Term on Figures 5-1 and 5-2 and Long-Range on Figures 5-3 through 5-10).

5.1 Short-Term Plan Improvements

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. Other improvements have been shown on the aerial photographs and typically include improvements to a specific access such as combining/sharing access, closing an access or providing other means of accessing the state highway system. All of the recommended access changes and corridor improvements are listed in the IGA. The improvements are listed in order from the south end of the project to the north end.

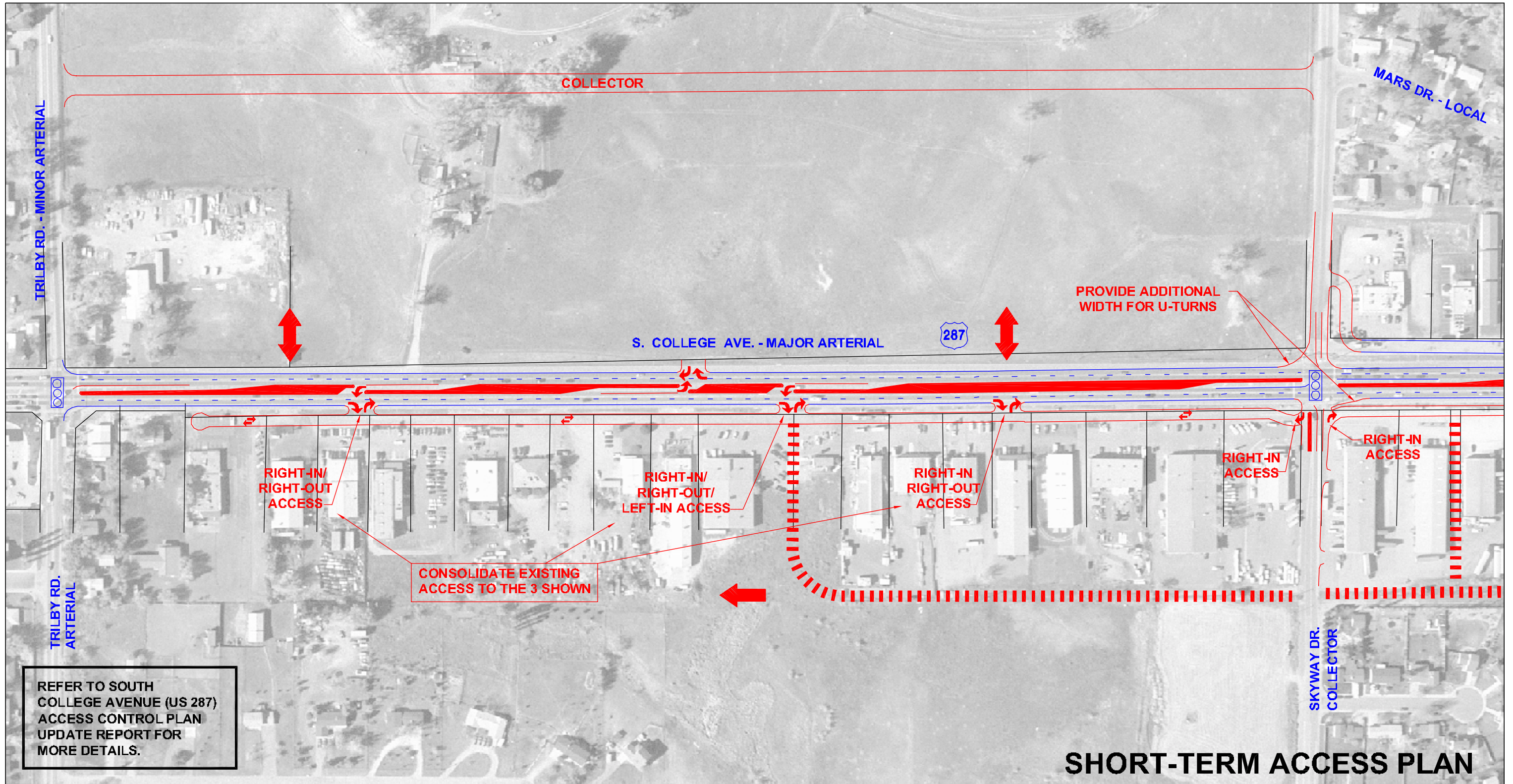
- ▶ A raised and landscaped median will be constructed in South College Avenue between Trilby Road and Skyway Drive.
- ▶ Construct parallel collector street on the west side of South College Avenue between Trilby Road and Skyway Drive.
- ▶ Access along the east side of South College Avenue, between Trilby Road and Skyway Drive, shall be consolidated to a total of three accesses: 1) a $\frac{3}{4}$ movement access (southbound left turn) will be located approximately 630' to the north of Trilby Road, 2) a $\frac{3}{4}$ 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.

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- ▶ 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 $\frac{3}{4}$ movement access (northbound left turn) will be located approximately 1100' to the south of Skyway Drive 1300' to the south of Skyway Drive, and 3) a RIRO access about 650' to the south of Skyway Drive.
 - ▶ The existing frontage road 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.
 - ▶ 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 $\frac{3}{4}$ 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.
 - ▶ 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 ($\frac{3}{4}$ 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 ($\frac{3}{4}$ 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.
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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.



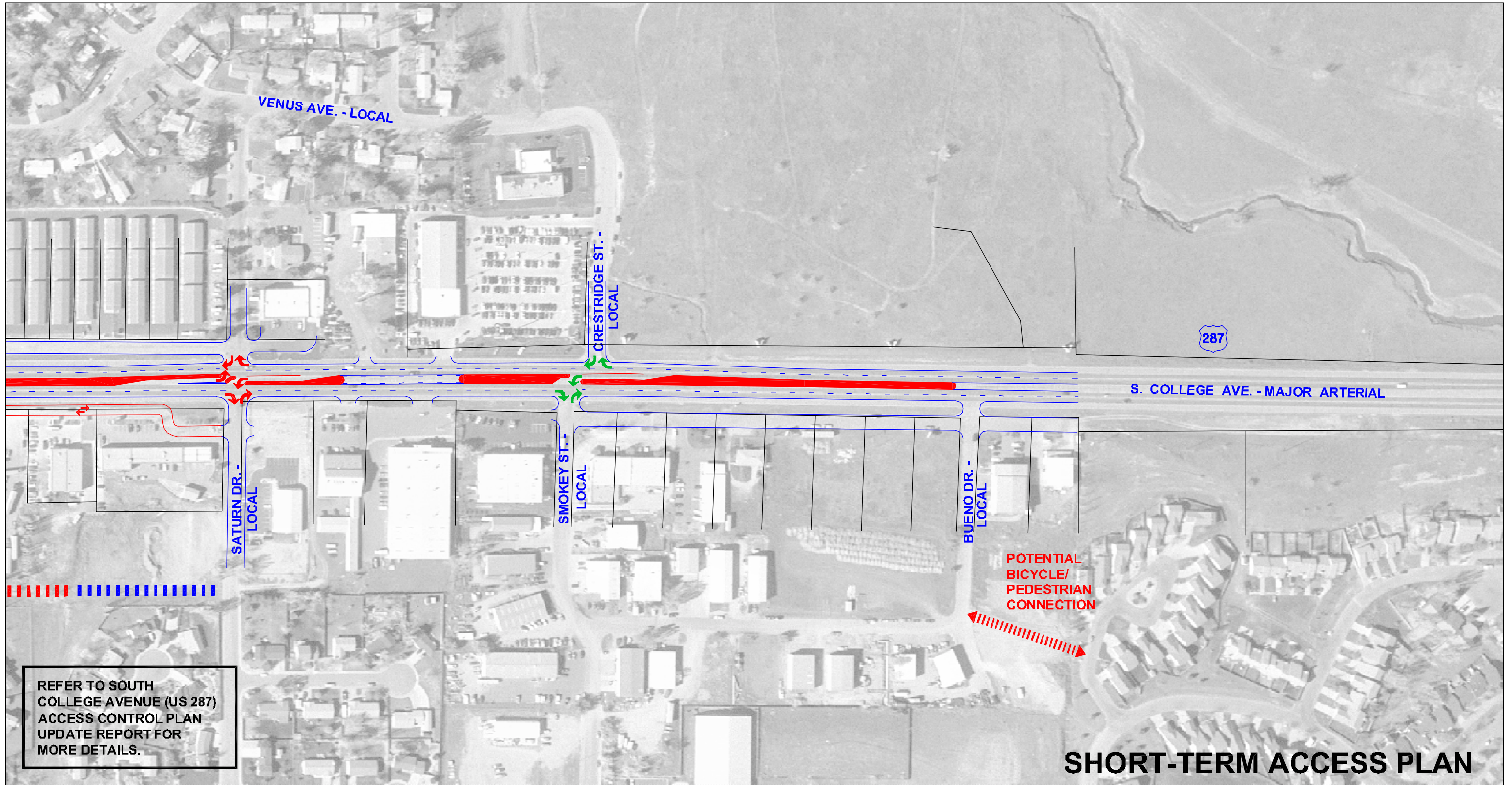
SOUTH COLLEGE AVENUE ACCESS CONTROL PLAN UPDATE



LEGEND	PUBLIC STREETS	PERMITTED MOVEMENT	TRAFFIC SIGNAL	MEDIAN	ACCESS CIRCULATOR	APPROXIMATE RIGHT-IN/RIGHT-OUT ACCESS LOCATION
EXISTING						
1989 ACCESS PLAN						
PROPOSED						



FIGURE 5-1
SKYWAY DRIVE



SOUTH COLLEGE AVENUE ACCESS CONTROL PLAN UPDATE



LEGEND	PUBLIC STREETS	PERMITTED MOVEMENT	TRAFFIC SIGNAL	MEDIAN	ACCESS CIRCULATOR	APPROXIMATE RIGHT-IN/RIGHT-OUT ACCESS LOCATION
EXISTING						
1989 ACCESS PLAN						
PROPOSED						



FIGURE 5-2
SATURN DRIVE TO BUENO DRIVE

5.2 Long-Range Plan Improvements

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. All of the access changes and corridor improvements are listed in the IGA. 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).
 - ▶ 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.

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- ▶ 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 $\frac{3}{4}$ 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 $\frac{3}{4}$ movement access (northbound left turn) approximately 900' to the north of Triangle Drive.
- ▶ Construct $\frac{3}{4}$ 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.

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- ▶ 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 $\frac{3}{4}$ 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 $\frac{3}{4}$ 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 $\frac{3}{4}$ 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 ($\frac{3}{4}$ 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 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.
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- ▶ 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.
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- ▶ 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.