CO 9 Blue River/Breckenridge Access Control Plan

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Purpose of Presentation

- Review Access Management
- Discuss Draft Long-Range Access Plan
- Discuss Draft Trail Conceptual Plan
- Request Consent to Present the Draft Plans to the Public

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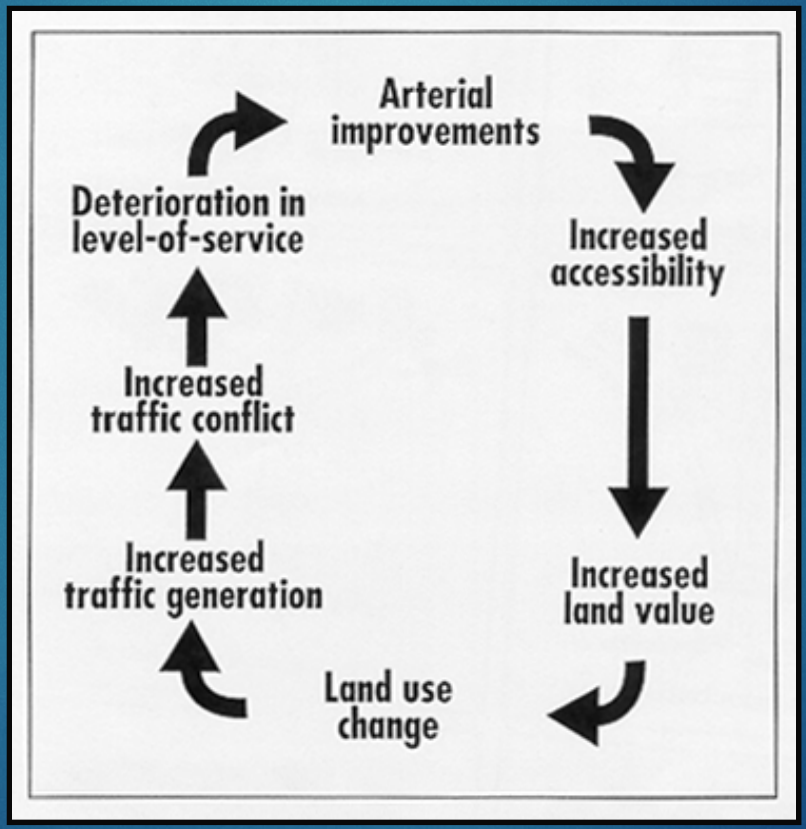
ACCESS MANAGEMENT IS A TOOL THAT CAN HELP A COMMUNITY ACHIEVE THEIR GOALS BY MANAGING THE ***TRANSPORTATION / LAND USE CYCLE***



CDOT COLORADO Department of Transportation

TOWN OF BRECKENRIDGE

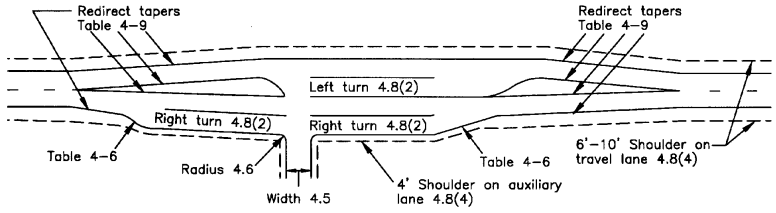
SUMMIT COUNTY COLORADO

TOWN OF BLUE RIVER

State Highway Access Code

- Assigns access category to each highway.
- Sets procedures and standards.
- Requires Permits for each access.
- Requires developers to fund mitigation of their impact to the public road at each access.
- State Highway Access Code is LAW

Figure 4 - 1: Information Guide to Basic Auxiliary Lane Elements



(2) Necessary Components Determining Speed Change Lane Length

(a) The components of an auxiliary turn lane consists of transition taper, full width auxiliary lane, and storage length. The use of these three components varies according to the assigned access category and to some extent, site specific conditions. Table 4 - 5 summarizes the components of speed change lanes when such lanes are required by the category standards. Read the category requirements and subsection 3.5 to determine if any speed change lanes are required. Table 4 - 5 is provided to be used in conjunction with table 4 - 6.

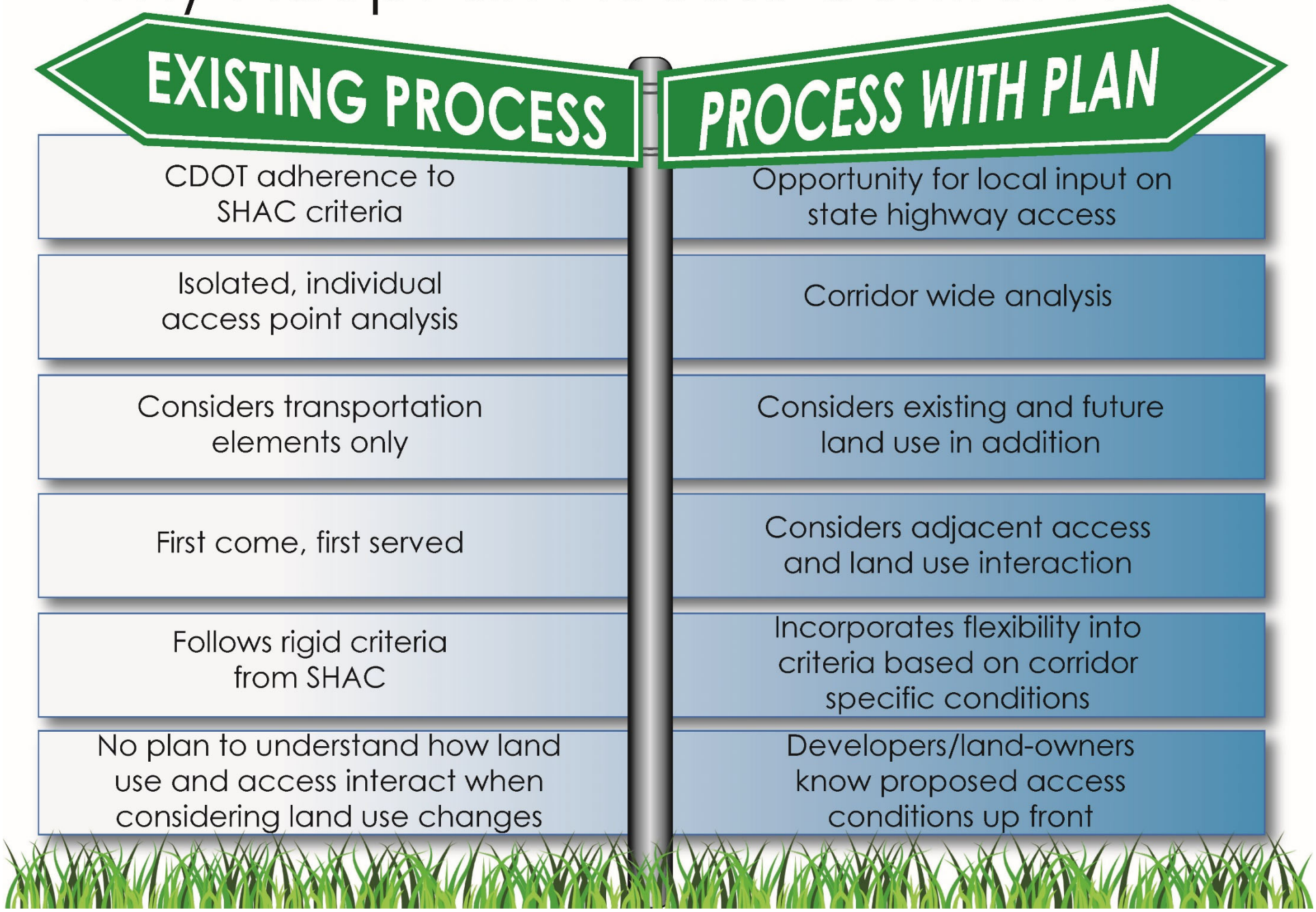
Table 4 - 5: Components of Speed Change Lane Length

Access Category	Left turn deceleration lane	Right turn deceleration lane	Acceleration lane
F-W	Design must meet federal interstate standards, and no less then E-X		
E-X	taper + decel.length+storage	taper + decel. length	accel.length + taper
R-A	* decel. length + storage	* decel. length	* accel. length
R-B	* decel. length + storage	* decel. length	* accel. length
NR-A	* decel. length + storage	* decel. length	* accel. length
NR-B	taper + storage	taper + storage	* accel. length
NR-B >40mph	* decel. length	*decel. length	* accel. length
NR-C	taper + storage	taper + storage	* accel. length
NR-C >40mph	* decel. length	* decel. length	* accel. length

Access Control Plans

- Defined by State Highway Access Code (SHAC)
- When adopted replaces the criteria for location and movements allowed as defined by SHAC
- Requires an IGA by all governing entities
- Implemented over time – no immediate changes
- Can be amended

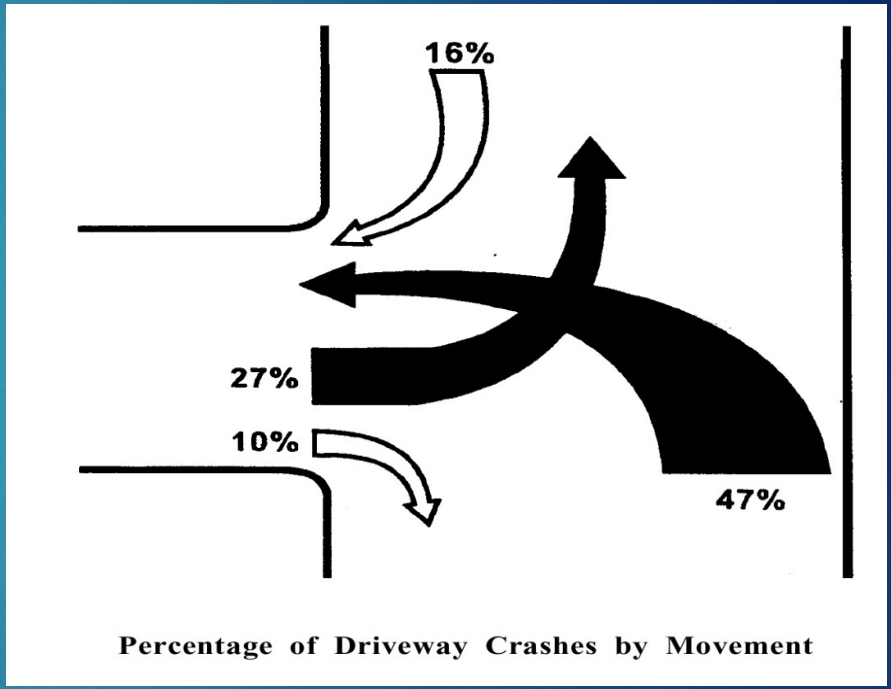
Why Adopt an Access Control Plan?



Benefits of Access Management

Safety

- Conflict points & decision points reduced
- Crashes reduced by up to 30% to 60%
- Severe crashes reduced by 25% to 31%



Percentage of Driveway Crashes by Movement

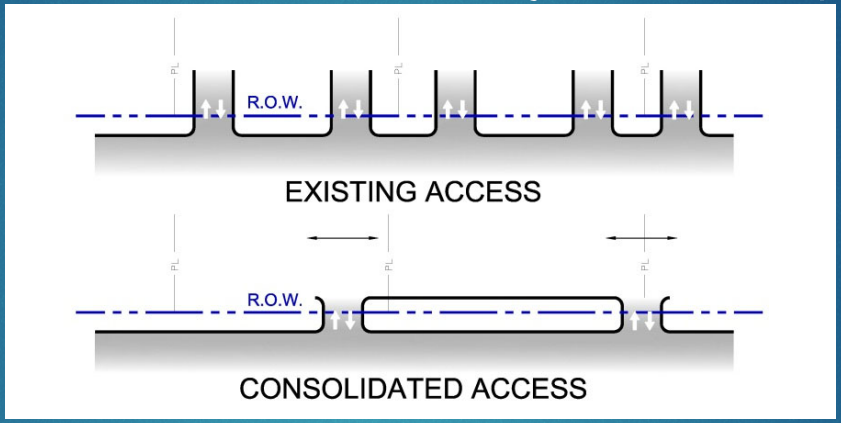
Benefits of Access Management

Preserve Traffic Flow

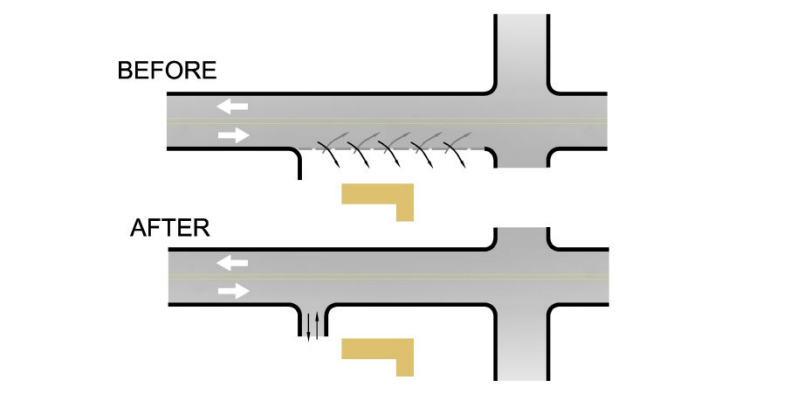
- Capacity increased by 20% to 40%
- Less delay and reduced travel times
- Greater fuel efficiency – less air pollution

Access Management Principles & Techniques

- Consolidate direct access to major roadways



Consolidate Access Points X **Connect adjacent properties** ↔



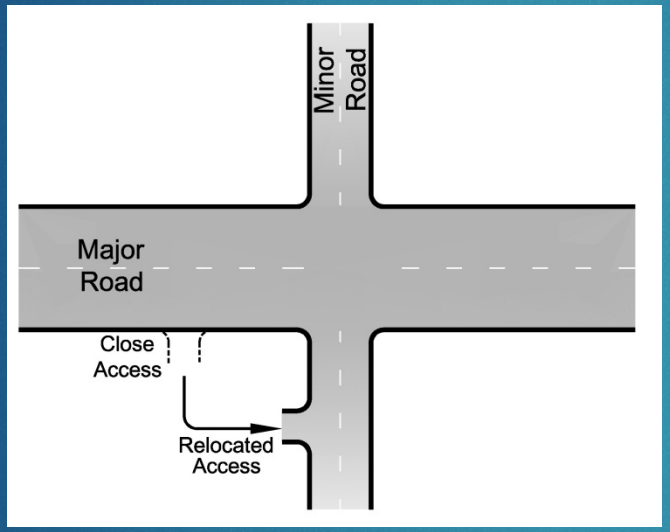
Define Driveways

Access Management Principles & Techniques

- Locate Major Intersections to provide efficient traffic flow **M**
  - Space intersections to allow for turning movements without overlap
  - Turning movements are located at predictable locations resulting in smoother traffic flow
- Remove turning vehicles from through traffic lanes
  - Provide left and right turn lanes, if warranted

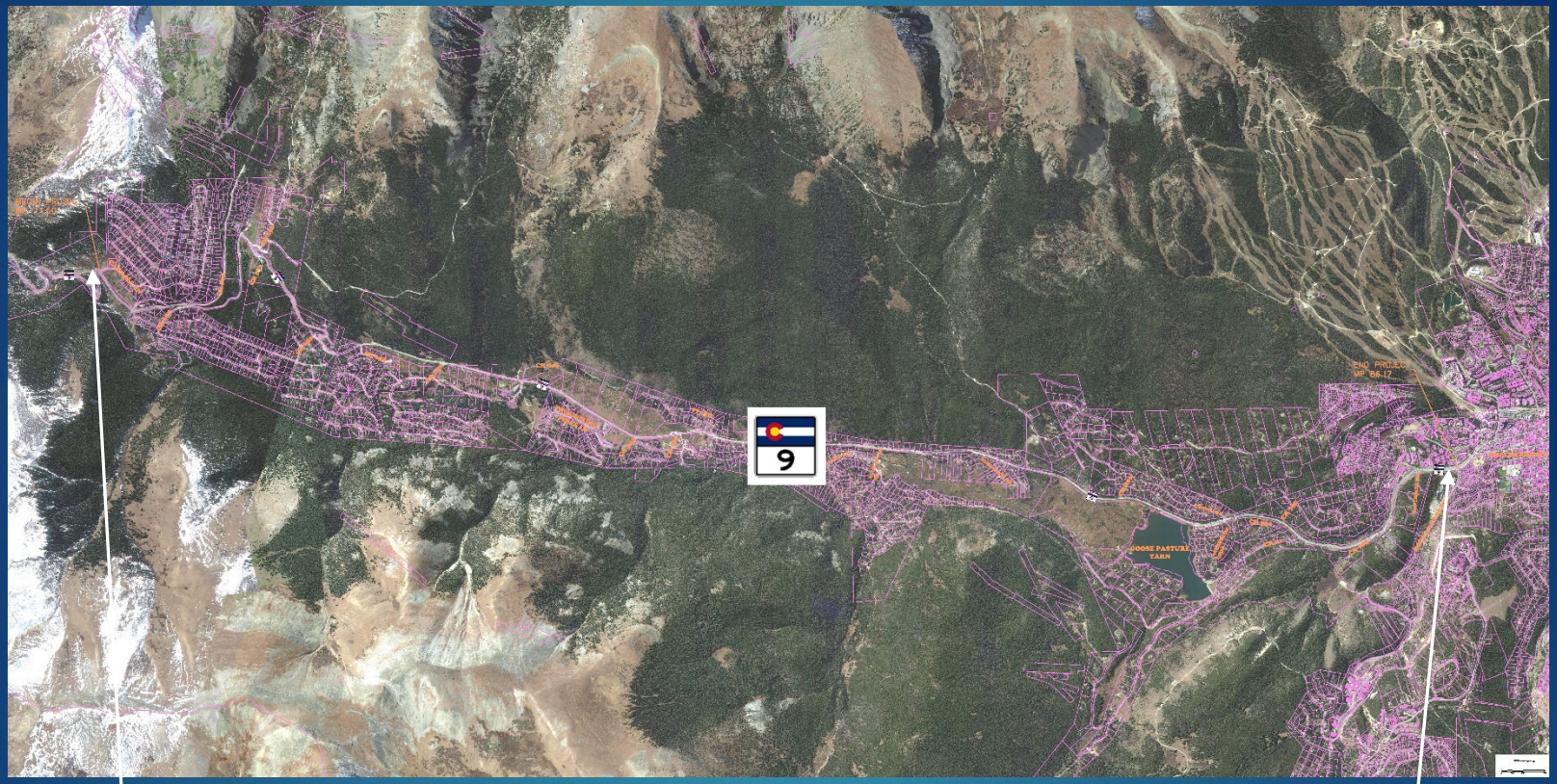
Access Management Principles & Techniques

- Provide a supporting street and circulation system



Relocate Access to Side Street (consider impacts to side street – do no harm)

Project Study Area



Begin at Summit County Line – MP 77.50

End at Boreas Pass Road – MP 86.17

Project Goals

- Provide effective and efficient through travel for traffic on CO 9.
- Provide safe, effective, and efficient access to and from CO 9 for businesses, residents, and guests.
- Maintain compatibility with existing and proposed off-system connections that provide local circulation to support the transportation system.

Project Goals

- 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.

Implementation

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.

The following cases trigger implementation:

- 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.

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DRAFT Access Control Plan

AREAS OF INTEREST

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TOWN OF BRECKENRIDGE

SUMMIT COUNTY COLORADO

TOWN OF BLUE RIVER

Major and Minor Intersections

- A ***MAJOR INTERSECTION*** is defined in the plan generally at ½ mile spacing along the corridor
  - Potential for future auxiliary lanes as-needed
  - Potential for future signalization
- A ***MINOR INTERSECTION*** is defined in the plan in areas between major intersections
  - Potential for auxiliary lanes as-needed
  - DO NOT have a potential for future signalization

Major and Minor Intersections

- Intersections identified as needing auxiliary lanes today and in future planning year 2040:
  - Wagon Road
  - Spruce Creek Road
  - Blue River Road
  - Sherwood Lane
  - Whispering Pines Circle
  - Rio Azul
  - Quandary Road
  - Mark Court
  - Tordal Way
  - Blue Lakes Road

LEGEND

BLUE RIVER ACCESS CONTROL PLAN

ACCESS POINT INFORMATION

- MAINTAIN EXISTING ACCESS POINT
- CLOSE EXISTING ACCESS POINT
- PROPOSED NEW ACCESS POINT
- PULL OFF
- **M** MAJOR INTERSECTION (POTENTIAL FOR AUXILARY LANES & SIGNALIZATION)
- **m** MINOR INTERSECTION (POTENTIAL FOR AUXILARY LANES)
- **C** CONDITIONAL ACCESS
- **G** GATED ACCESS
- BUS STOP
- FRONTAGE ROAD ACCESS

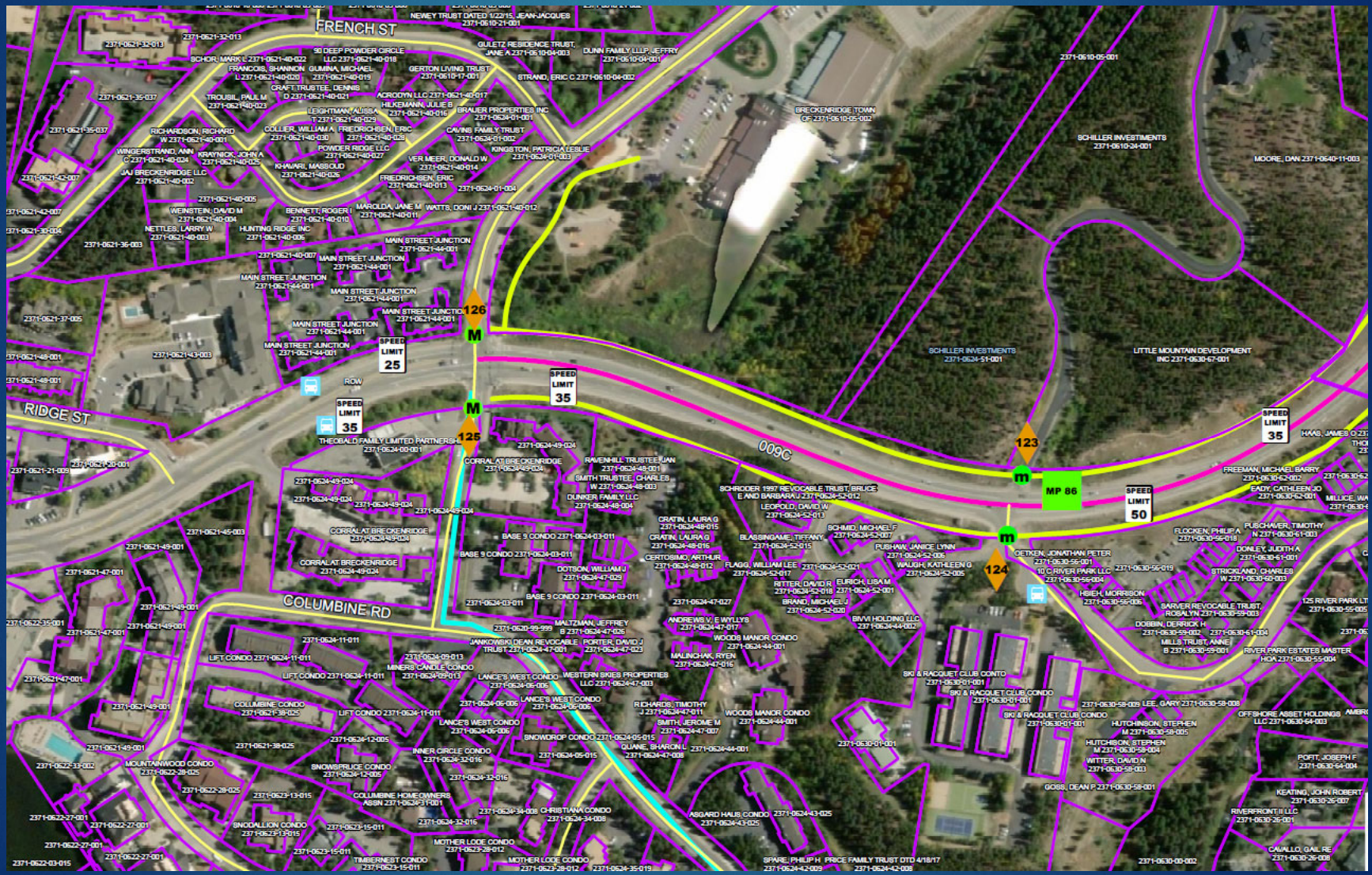
CROSS ACCESS

- EXISTING CROSS ACCESS
- PROPOSED CROSS ACCESS
- PARCEL LINES
- FUTURE POTENTIAL ROADWAY

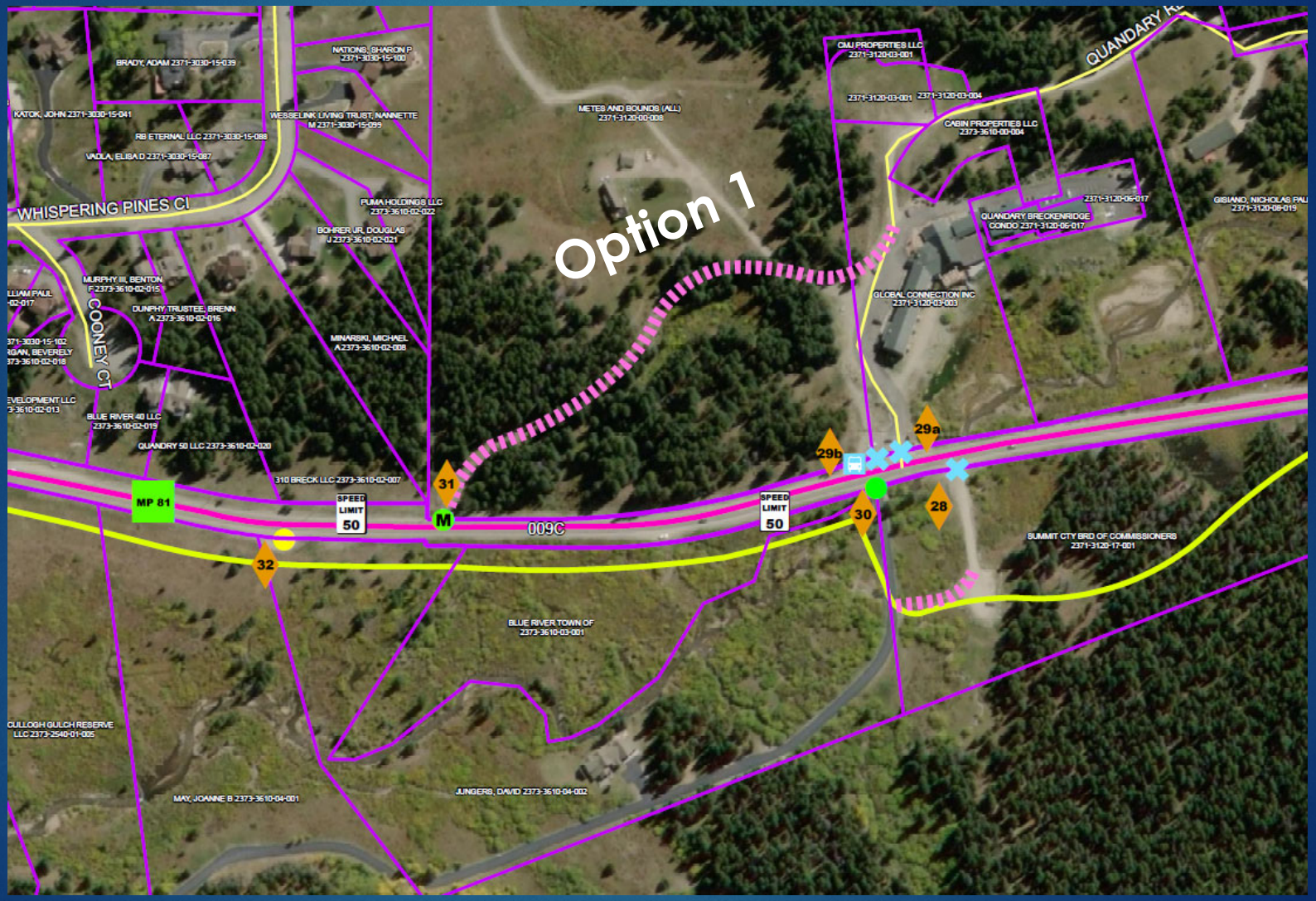
RECREATIONAL PATHWAYS

- ALTERNATE A: HIGHWAY - WIDENED SHOULDERS
- ALTERNATE B: SEPARATED PATH
- ALTERNATE C: SHARED RESIDENTIAL ROAD/PATHWAY

Breckenridge Intersections



Lodge by the Blue



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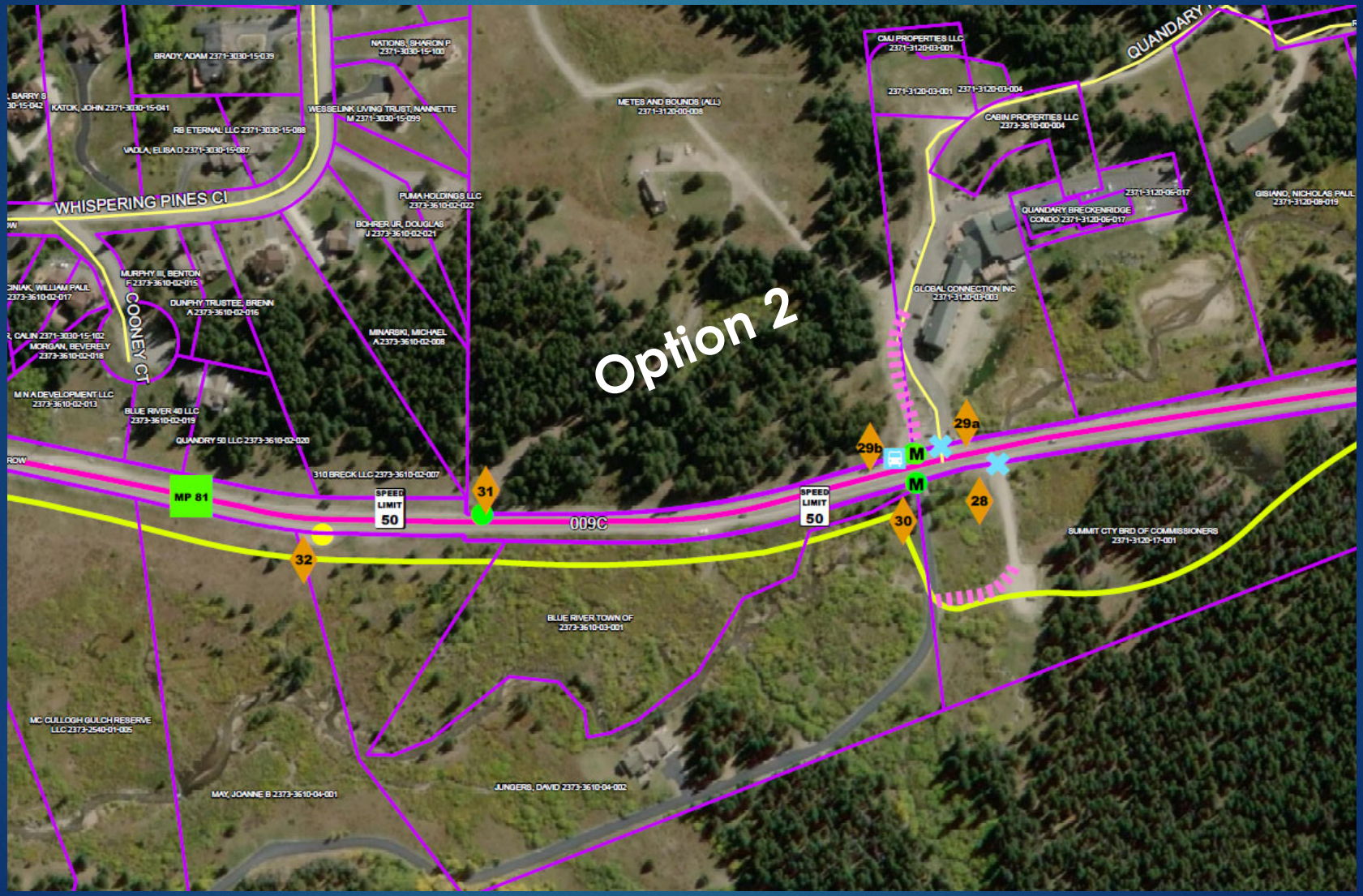
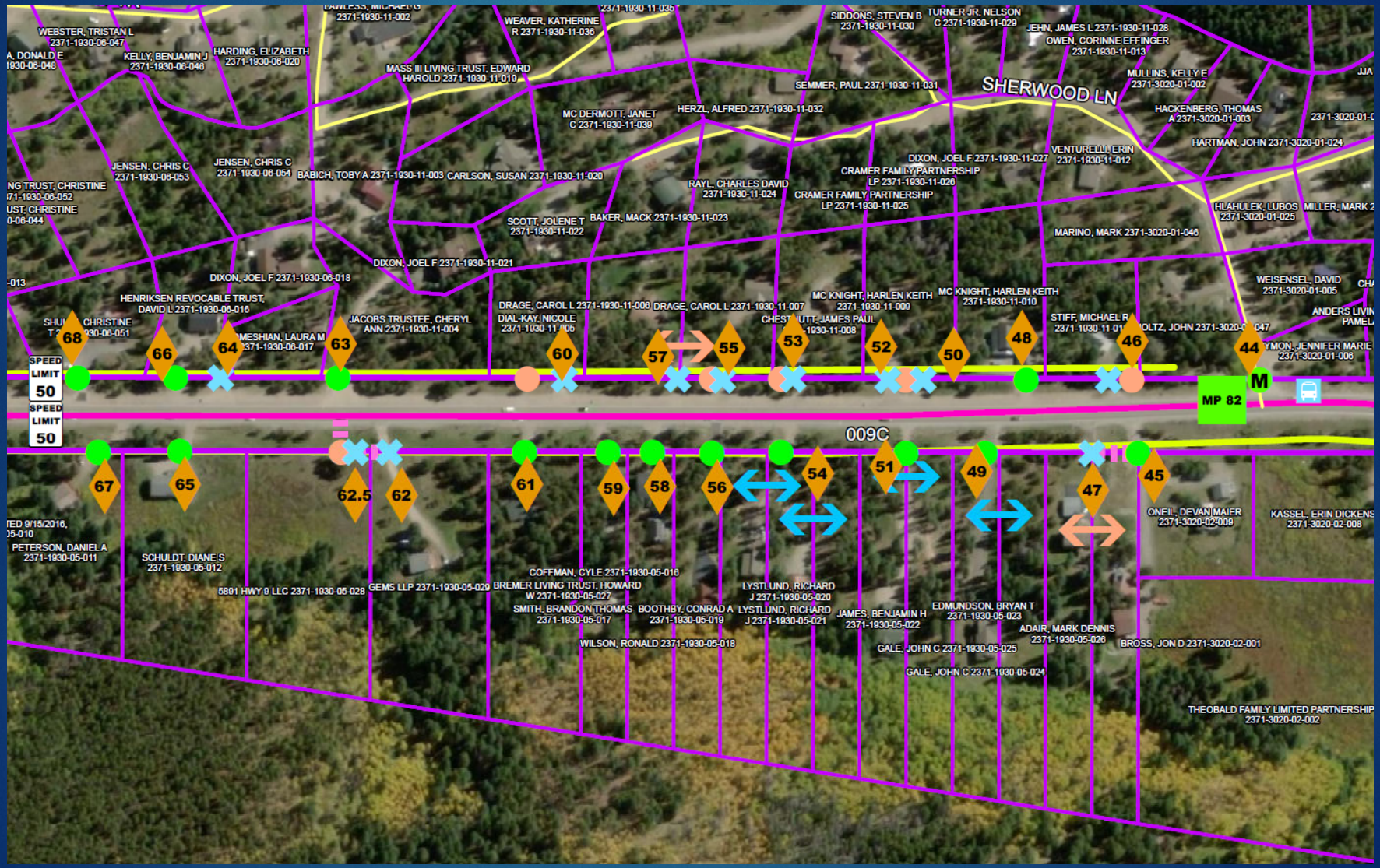


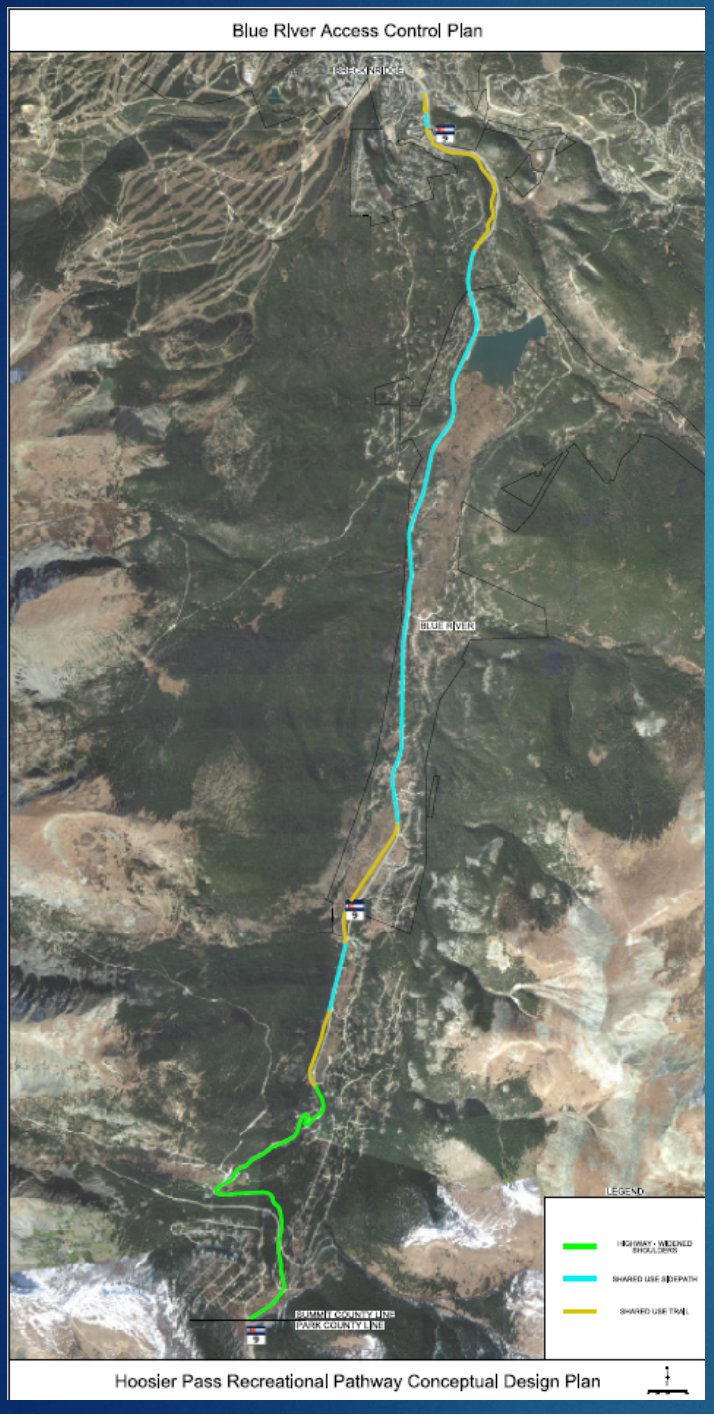
Residential Access



Quandary Peak Trailhead

Hoosier Pass Recreational Pathway Conceptual Design Plan

- The goal of the design plan is to take the study recommendations to determine feasibility
- Trail typical section(s) were determined as feasible depending on existing conditions and constraints
- Preferred trail alignment and sections will be taken to Conceptual (15%) Design using horizontal and vertical data
- Walls will be identified
- Starting point for obtaining future funding opportunities



Draft Trail Feasibility

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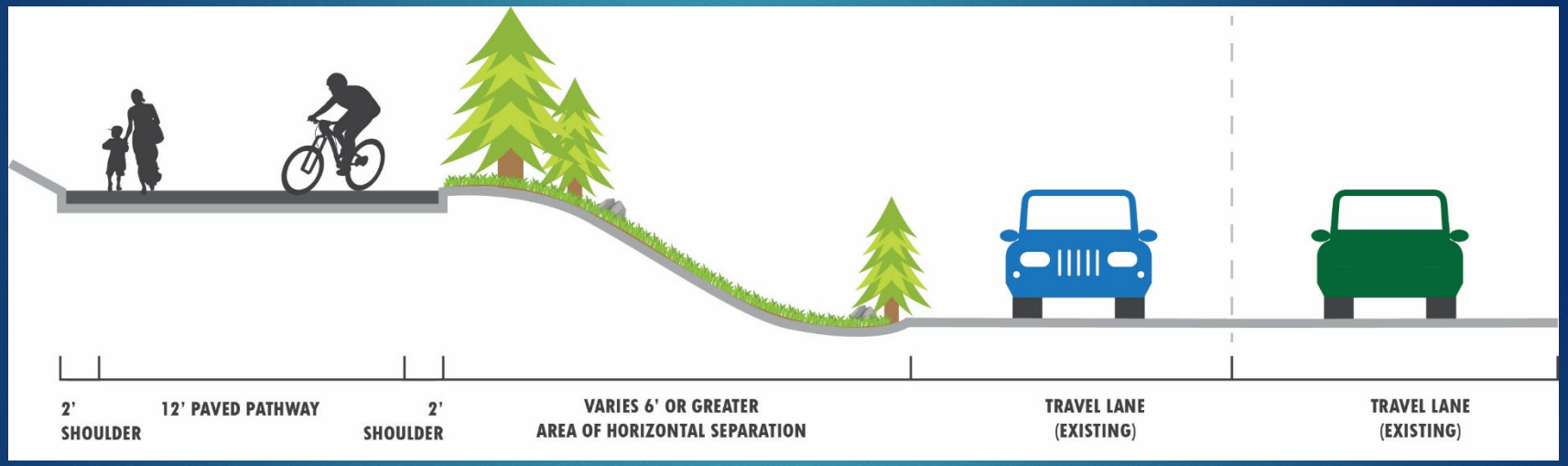
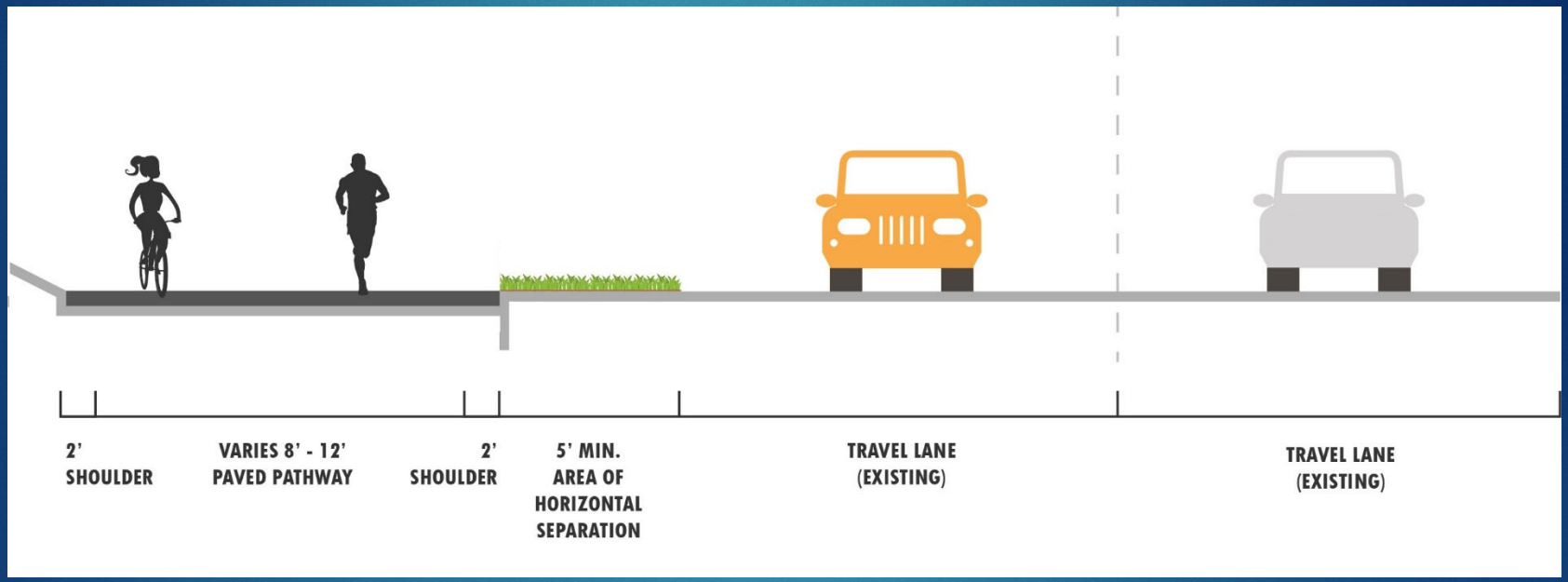
Trail Typical Sections

Shared Use Trail



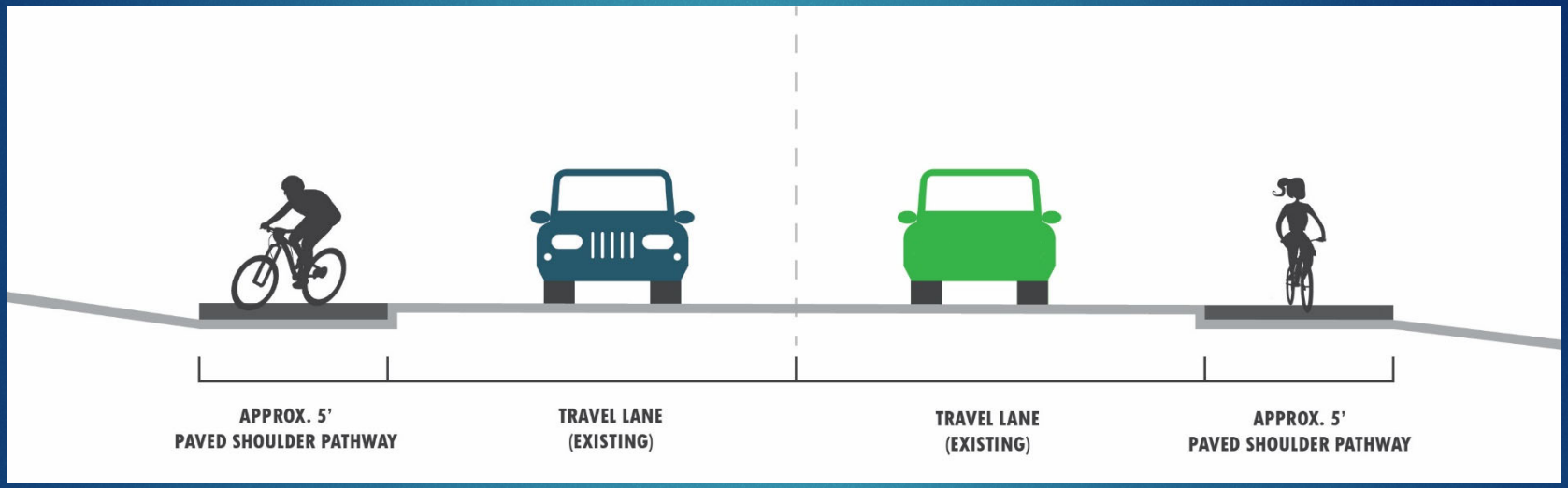
Trail Typical Sections

Shared Use Sidepath



Trail Typical Sections

Widened Shoulders



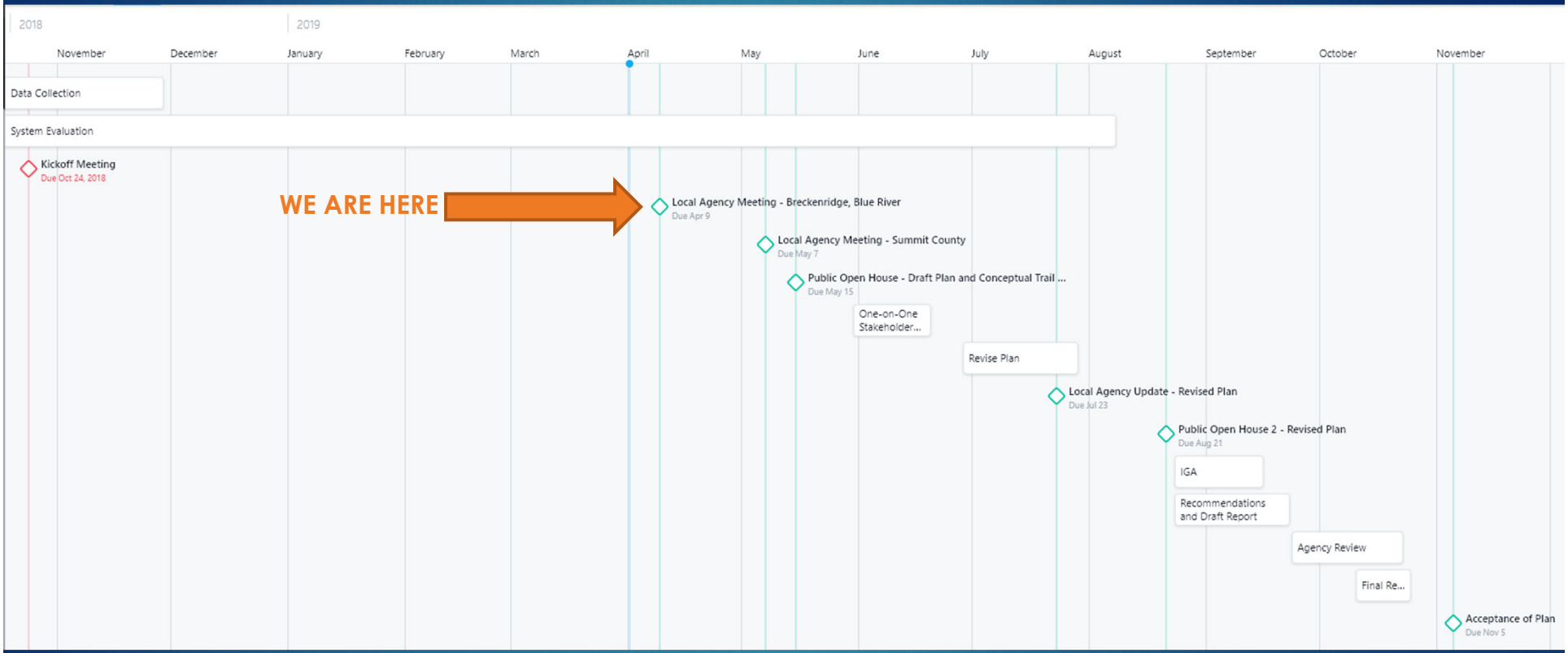
Public Outreach

- Two public open houses
  - Present the DRAFT and FINAL plans, gain feedback from public
  - First Public Open House:

    May 15, 2019 4:00 PM – 7:00 PM

    Summit County Library

Project Schedule



Next Steps

- Further develop trail design
- Incorporate transit plans into the access control plain and trail design

Questions?