

FREQUENTLY ASKED QUESTIONS

Below are a series of Frequently Asked Questions (FAQ) followed by a response from the project team for the US 34 Business Access Control Plan. If you have other questions, please contact:

- **Eric Bracke - City of Greeley** - 970-350-9357 - eric.bracke@greeleygov.com
- **Janet Carter - Weld County** - 970-304-6496 ext. 3726 - jcarter@co.weld.co.us
- **Stan Elmquist - NFRMPO** - 970-416-2309 - selmquist@nfrmpo.org
- **Kathy Seelhoff - CDOT** - 970-350-2169 - kathy.seelhoff@dot.state.co.us
- **Gloria Hice-Idler - CDOT** - 970-350-2148 - gloria.hice-idler@cdot.state.co.us

WHAT IS AN ACCESS CONTROL PLAN?

Any intersection or driveway along a roadway is called an access point. The purpose of an Access Control Plan is to examine existing and future conditions and then determine what access points will be allowed in the future, where they will be located, and the nature of traffic movements (and control) allowed at each one. An access control plan provides the appropriate local authority and the Colorado Department of Transportation with a comprehensive roadway access design plan for a designated portion of a State Highway. The plan should achieve the optimum balance between state and local transportation planning objectives, and preserve and support the current and future functional integrity of the highway.

Additional information is available on the Federal Highway Administration Web site: <http://www.accessmanagement.gov/>.

WHAT IS THE GOAL OF THE US 34 BUSINESS ACCESS CONTROL PLAN?

The goal is to enhance safety on US 34 Business for drivers, cyclists, and pedestrians, to improve traffic flow, to accommodate transit stops and circulation, and to provide the appropriate level of access to the properties adjacent to the highway. An Access Control Plan can also help codify the major cross-streets in supporting the greater transportation network.

WHAT ARE THE BENEFITS OF GOOD ACCESS CONTROL?

The benefits include fewer points of conflict, a significant enhancement to safety, optimal spacing between access points, a reduction of driveway clutter, and more efficient traffic flow.

HOW DO WE MANAGE ACCESS?

There are several ways to manage the number, location and design of access points, including:

- Consolidating access points, thereby eliminating accesses that are not needed
- Sharing driveways between adjacent properties
- Using other roads to provide access to properties
- Prohibiting left turns at access points

You can learn more from the Federal Highway Administration's [Benefits of Access Management](#) brochure.

WHAT HAPPENS IF NOTHING IS DONE TO MANAGE ACCESS?

The Colorado Department of Transportation administers requests to change access points on State Highways and, in doing so, applies the principles of the State Highway Access Code. Without this code and the proposed Access Control Plan, the commuters, residents, businesses, and pedestrians along the US 34 Business could experience:

- A greater number of accidents involving vehicles and/or pedestrians
- Increased traffic congestion, resulting in higher levels of pollution and more delay for drivers
- A loss of visual appeal along the roadway
- A difficult driving experience caused by driveway clutter

WILL CONSTRUCTION BEGIN IMMEDIATELY FOLLOWING THE STUDY?

No. The US 34 Business Access Control plan represents a long-range plan. There will likely be development projects with planned improvements on US 34 Business that involve changes in access, but these projects are being completed by private developers. Implementation of US 34 Business Access Control Plan will occur over time based on traffic and safety needs, available funding, and redevelopment. Minor construction may take place if the study reveals a safety issue warning immediate action.

HOW CAN AN ACCESS CONTROL PLAN BE IMPLEMENTED?

After a community(s) adopts an Access Control Plan, the plan is typically implemented iteratively when:

- A new development constructs within the plan boundaries
- A safety enhancement to the corridor is funded
- Roadway improvements on or adjacent to the corridor are funded

WHAT LOCAL AGENCIES ARE INVOLVED?

The development of the Access Control Plan is a collaborative effort of the City of Greeley, Weld County, the North Front Range Metropolitan Planning Organization (NFRMPO), and the Colorado Department of Transportation (CDOT). The final plan will be codified through an Inter-Governmental Agreement.

WHAT IS AN INTERGOVERNMENTAL AGREEMENT?

An agreement that involves or is made between two or more governments to cooperate in some specific way. Intergovernmental agreements can be made between or among a broad range of governmental or quasi-governmental entities, such as two or more counties, two or more municipalities, a municipality and a school district, a city and a university, and etc.

HOW WILL MY BUSINESS BE AFFECTED?

The creation of the US 34 Business Access Control Plan will require little, if any, interruption to your business. The corridor will be photographed to depict the access challenges along the corridor and other data will be collected as well. Further, public meetings and open houses will be conducted during the project to relay the progress of the plan.

The implementation of the plan will be iterative. Recommendations from the plan will likely be paired with future road improvements, new developments, and/or funded safety enhancements.

The implementation of the plan will help manage access on your road and can result in better traffic flow, fewer crashes, and a better shopping experience for you and your neighboring businesses. For more detailed information about the impact of access control on business, please review the following: Safe Access is Good for Business: [Handout](#) – [Video](#).

WHO IS FUNDING THIS PROJECT

The Colorado Department of Transportation (CDOT) funds Access Control Plans along State-owned roadways (like US 34 Business). CDOT has partnered with the North Front Range Metropolitan Planning Organization (NFRMPO) to develop the Access Control Plan along with the affected member communities.

IS THIS JUST FOR HOMEOWNERS? BUSINESSES?

The accesses for homeowners and businesses along the US 34 Business corridor will be evaluated in this plan. In other words, all access points will be addressed including field accesses and ones for industrial sites. The general traveling public will also have a stake in the creation of the Plan.

WHAT COLORADO STATE ACCESS CODE HIGHWAY CATEGORIES APPLY TO THIS CORRIDOR?

The access classification for US 34 Business Route is “NR-A” (“Non-Rural Principle Highway”) for the west half and NR-B (“Non-Rural Arterial”) for the eastern half. The NR-A and NR-B classifications imply a facility allowing for some high speed travel.

- **NR-A (Non-Rural Principal Highway)** –This category is appropriate for use on non-rural highways that have the capacity for medium to high speeds and provide for medium to high traffic volumes over medium and long distances in an efficient and safe manner. They provide for interregional, intraregional, intercity, and intracity travel needs in suburban and urban areas as well as serving as important major arterials in smaller cities and towns. Direct access service to abutting land is subordinate to providing service to through traffic movements. This category is normally assigned to National Highway System routes and other routes of regional or state significance.
- **NR-B (Non-Rural Arterial)** –This category is appropriate for use on highways that have the capacity for moderate travel speeds and relatively moderate to high traffic volumes over medium and short travel distances providing for intercity, intracity, and intercommunity travel needs. These routes are generally not of regional, state, or national significance. This category is typically assigned within developed portions of cities and towns where there is established roadside development making the assignment of a higher functional category unrealistic. This category is also appropriate for short sections of regional highway passing through rural communities that may be located along routes of regional, state, and national significance where assignment to a higher category is unrealistic. While this category provides service to through traffic movements, it allows more direct access to occur.

ARE THERE OTHER ACCESS CONTROL PLANS IN THE REGION?

Yes, there exist many regional Access Control Plans in Northern Colorado. The map below depicts the previously approved plans.

