

ATRISCO DRIVE LANE MODIFICATIONS

CENTRAL AVENUE TO ILIFF ROAD



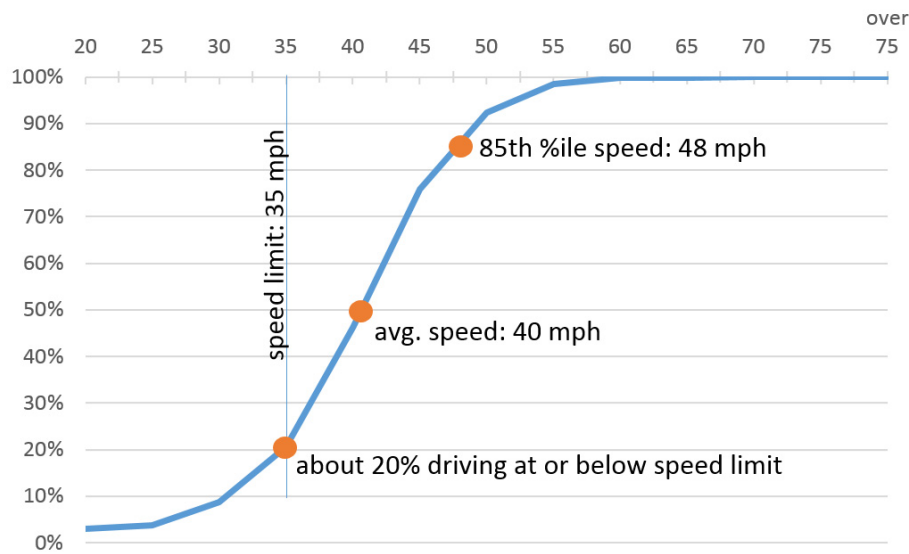
November 13, 2014

PROJECT

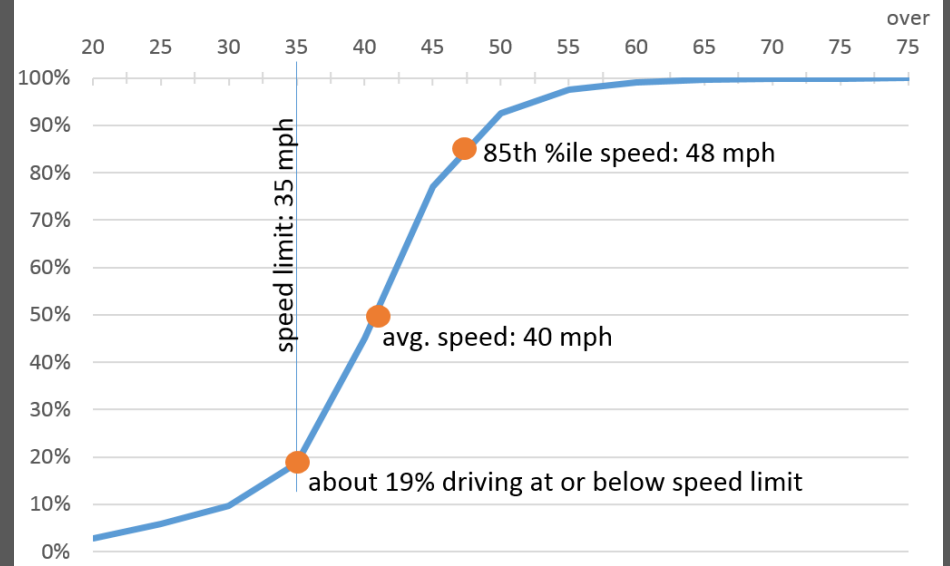


EXISTING CONDITIONS – SPEEDS (2009)

SB Atrisco Speed Distribution (mph)



NB Atrisco Speed Distribution (mph)



EXISTING CONDITIONS – ACCESS

- 22 side street intersections
- Over 100 driveway intersections
- Raised median
- Left turn lanes and median breaks at most side streets
- Atrisco used as a cut-through route from Coors to Central



EXISTING CONDITIONS - CRASHES



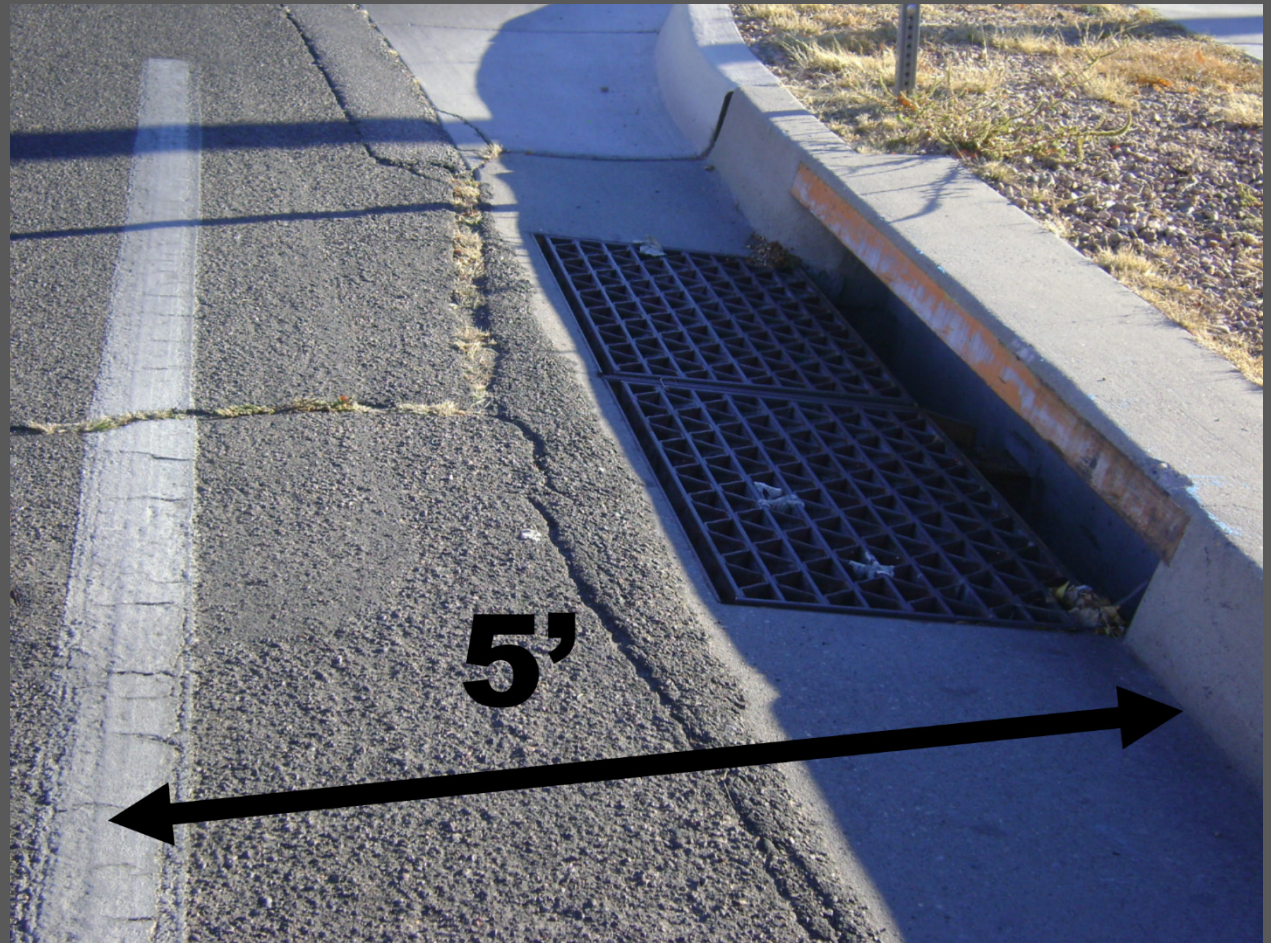
5 – following too closely
4 – excessive speed
4 – improper turn
3 – drugs or alcohol

3 – driver inattention
3 – failure to yield
3 – other “no error”
2 – avoid vehicle

1 – passed stop sign

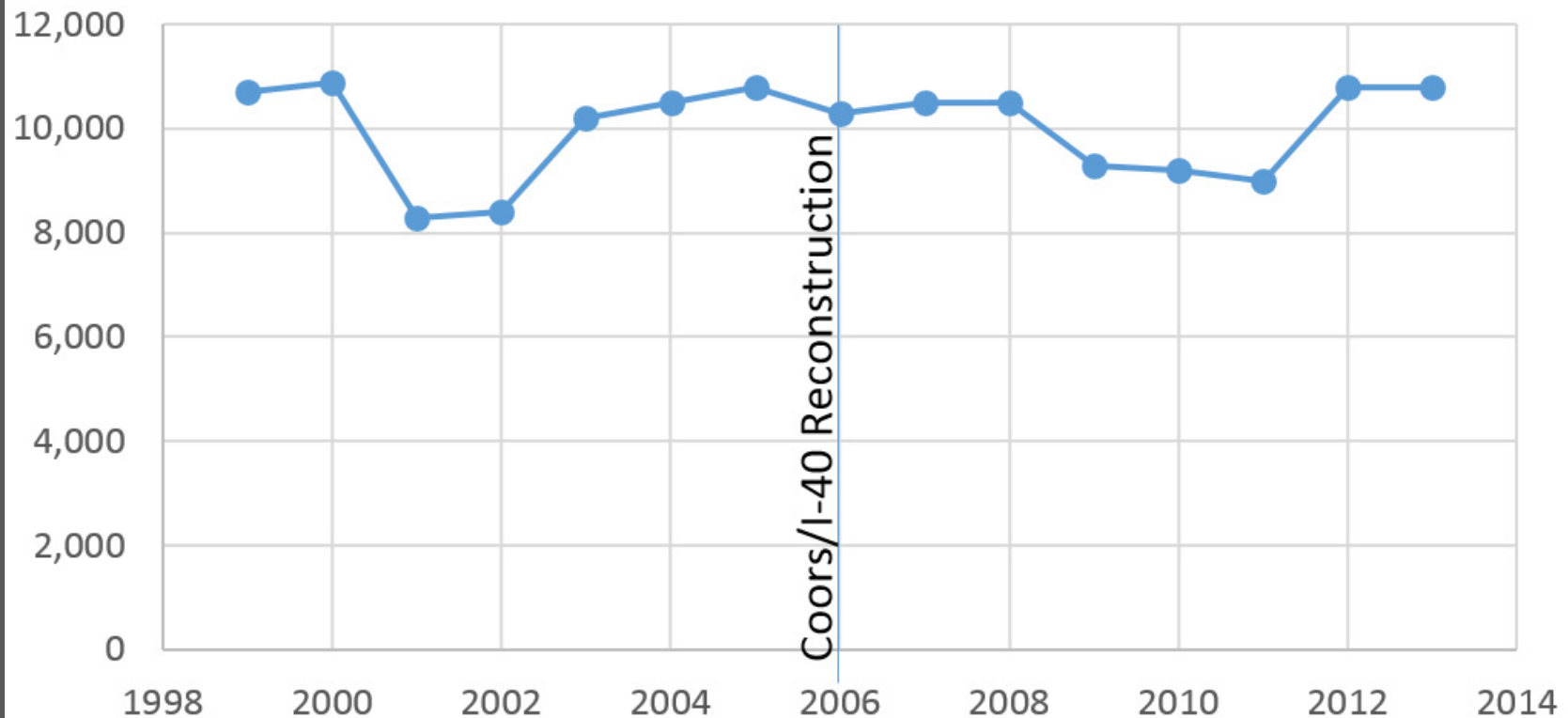
EXISTING CONDITIONS – BIKEWAYS

- On-street bike lanes – 5 feet wide including gutter
- Bike lanes next to driving lane



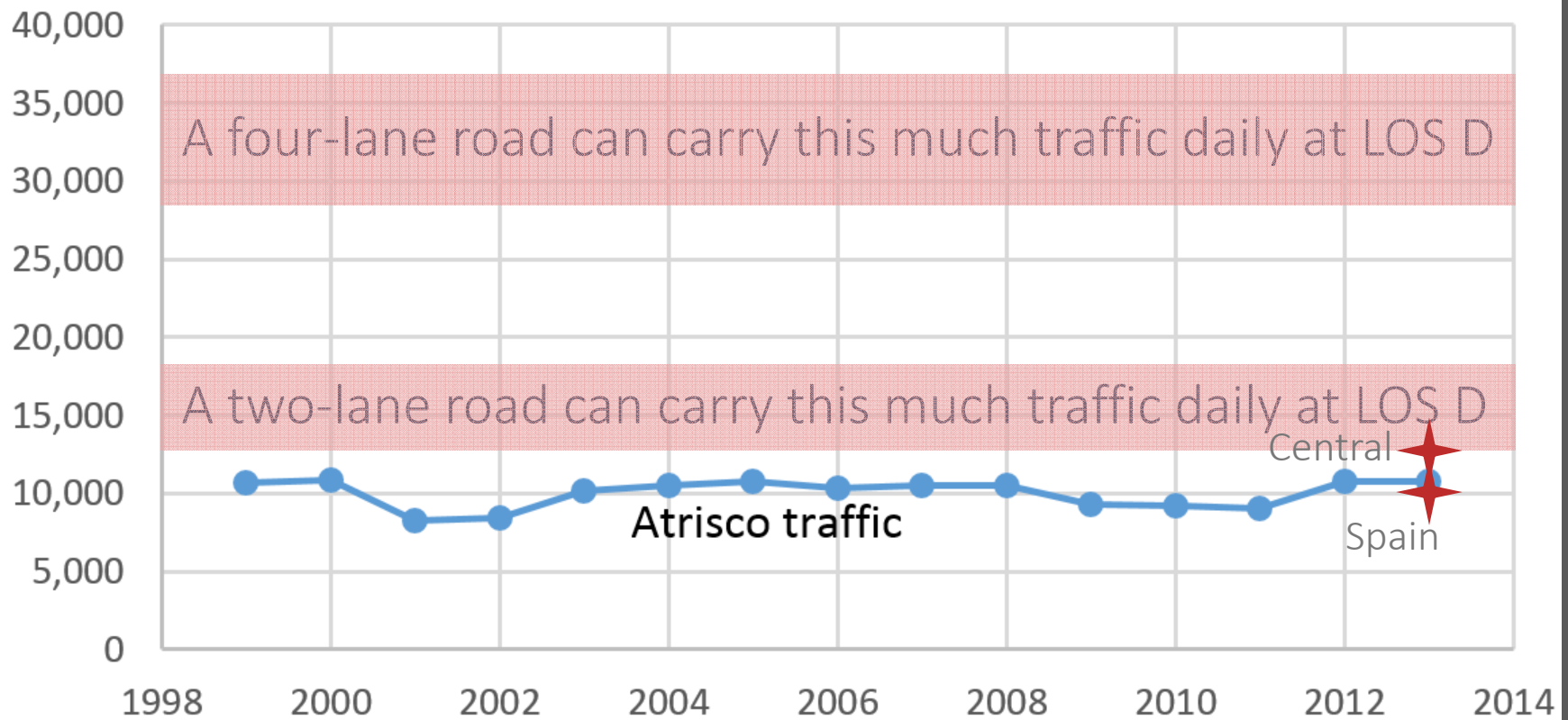
EXISTING CONDITIONS – TRAFFIC VOLUMES

Average Annual Weekday Traffic Volumes on Atrisco by Year



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Average Annual Weekday Traffic Volumes on Atrisco by Year



PAST PUBLIC MEETINGS

- As part of the Westside Traffic Mitigation Study
 - July 2006 – Vista Magnifica
 - September 2006 – Riverview Heights

Meetings were in response to residents' concerns about impact of Coors/I-40 project on neighborhood traffic.

- October 2014 – meeting with neighborhood associations

PROBLEM STATEMENT - SPEEDS

- Most drivers are speeding on Atrisco
- The speeding has been problematic for years
- Speed feedback signs are not effective without a penalty
- The speeds have caused crashes and have the potential to cause more crashes
- Speeds may be reduced by narrowing the road section to one lane in each direction
- Lower speeds would be expected to have fewer crashes




PROBLEM STATEMENT – CROSS SECTION

- Some residents along Atrisco must back out into the outside lane when exiting their property
- The current Atrisco cross section has been overbuilt for the traffic volumes it carries
- Bicyclists would benefit from a buffered on-street bike lane without obstructions



MITIGATION MEASURES

- Stop signs
 - Side street volumes don't warrant
- Roundabouts
 - Would still require a two-lane section
- Speed humps
 - Not on emergency route
- Rumble strips
 - Noisy for residents
- Lowered speed limit signs
 - Posted speed limit already ignored
- Enforcement
 - Not a 24/7 solution
- Narrow the cross section
 - Research is encouraging



Do not
affect
back-out
situation
or
improve
bike
lanes

EFFECTS OF LANE CROSS SECTION ON SPEEDS

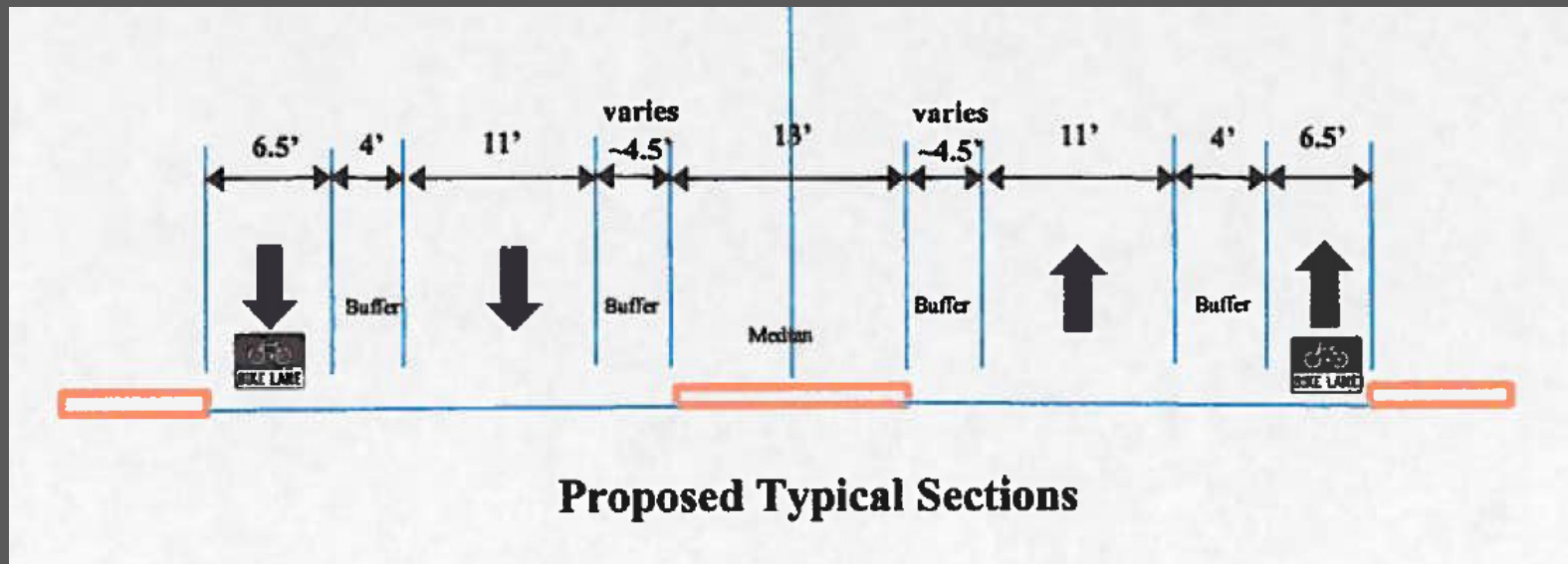
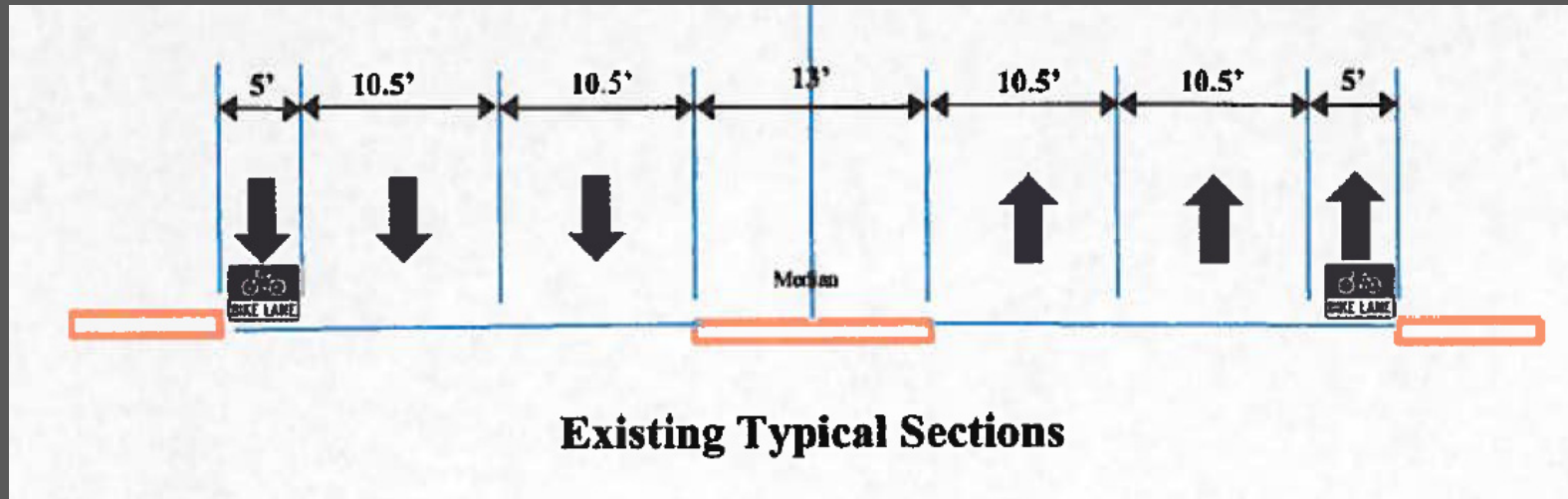
- Driver's peripheral vision is more focused and they must be more cautious of what is to the side of the car
- Speeding drivers cannot pass drivers proceeding at speed limit, and they all must slow down
- If drivers on Coors realize they can't speed on Atrisco, it should become a less attractive cut-through route

PURPOSE OF THIS PROJECT

- Restripe Atrisco to just one lane in each direction with buffered bike lanes
 - North of the shopping center to Iliff
- Wider median space
- Install new signing



PROPOSED WORK



EXPECTED TRAFFIC IMPACTS



EXPECTED TRAFFIC IMPACTS



EXISTING



PROPOSED

EXPECTED TRAFFIC IMPACTS



EXPECTED TRAFFIC IMPACTS



SCHEDULE

- City is taking comments now
 - Leave your comment form tonight
 - Email or mail your comments by Friday, November 21
- After decision, restriping in early 2015
- One year demonstration project
 - Performance monitoring during pilot project
- Repaving and final striping after a pilot project

CONCLUSIONS

- Lane reconfiguration should help lower speeds without diminishing traffic capacity
- New lane configuration should help drivers back out of driveways
- Bike lane will be improved over existing conditions