

VAIL VALLEY DRIVE SAFETY IMPROVEMENTS



ROARING FORK
ENGINEERING



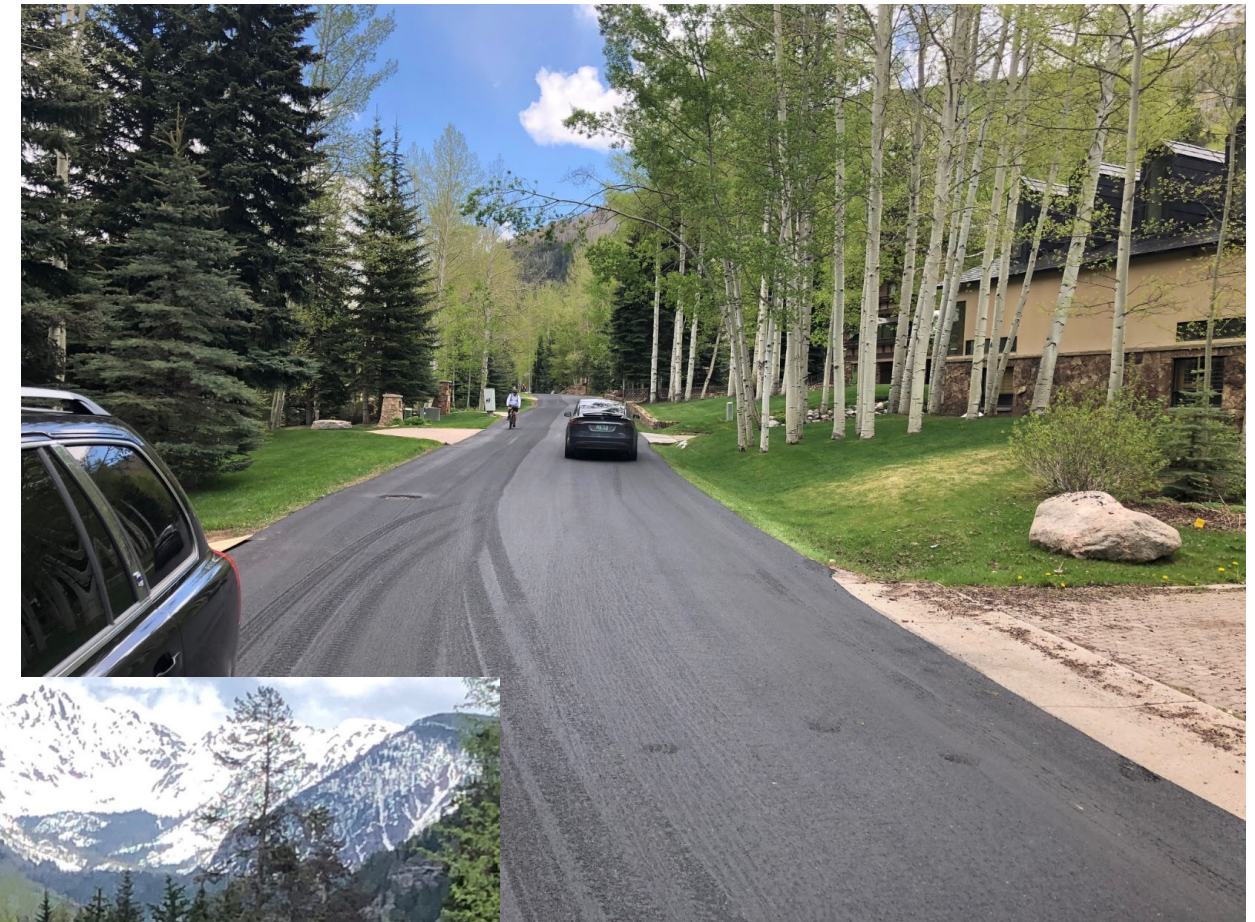
NORRIS DESIGN



TOWN OF VAIL

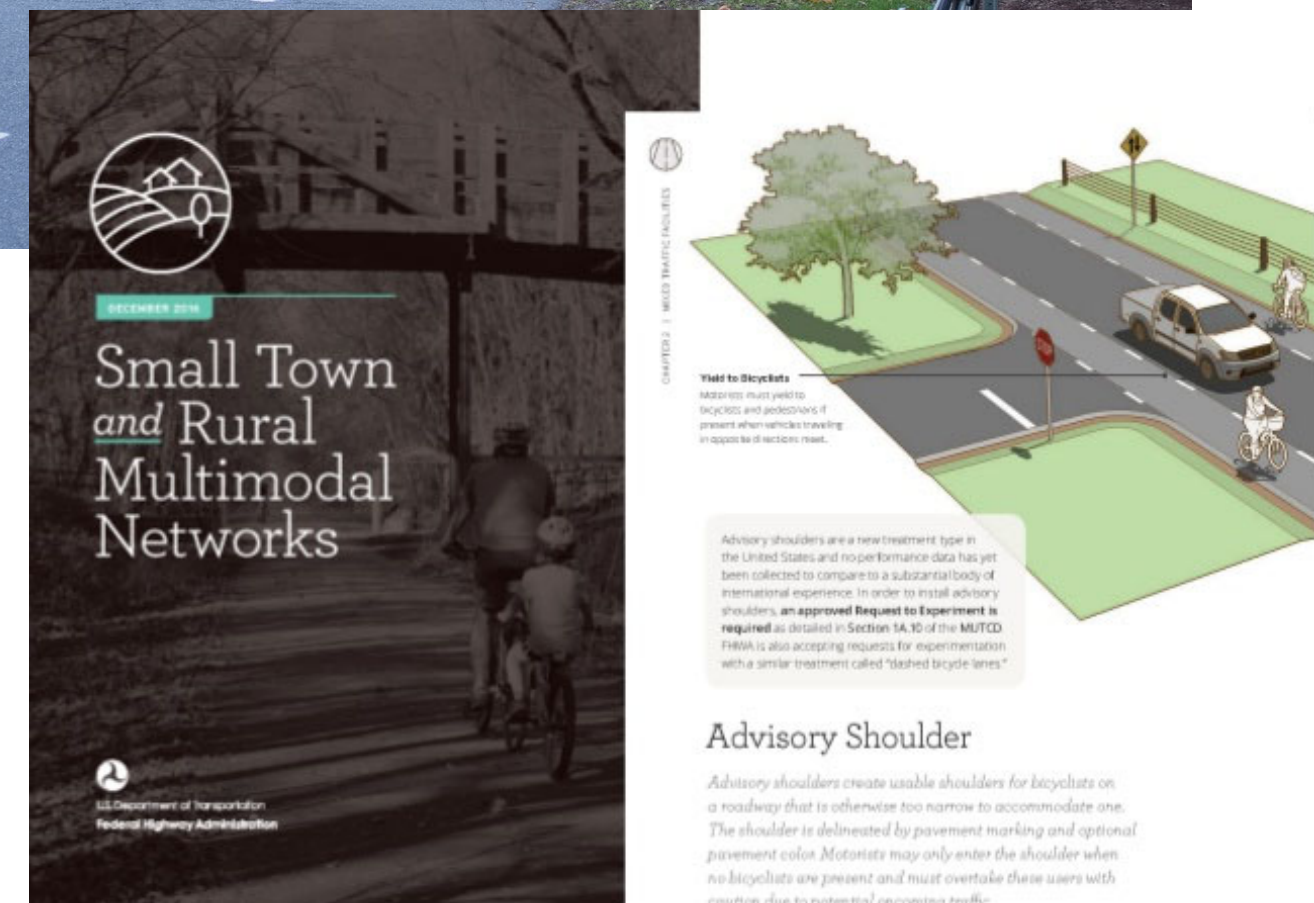
PROJECT GOAL

- Safe experience for all
- Define clear and aesthetically pleasing separation between motorists and pedestrians/cyclists



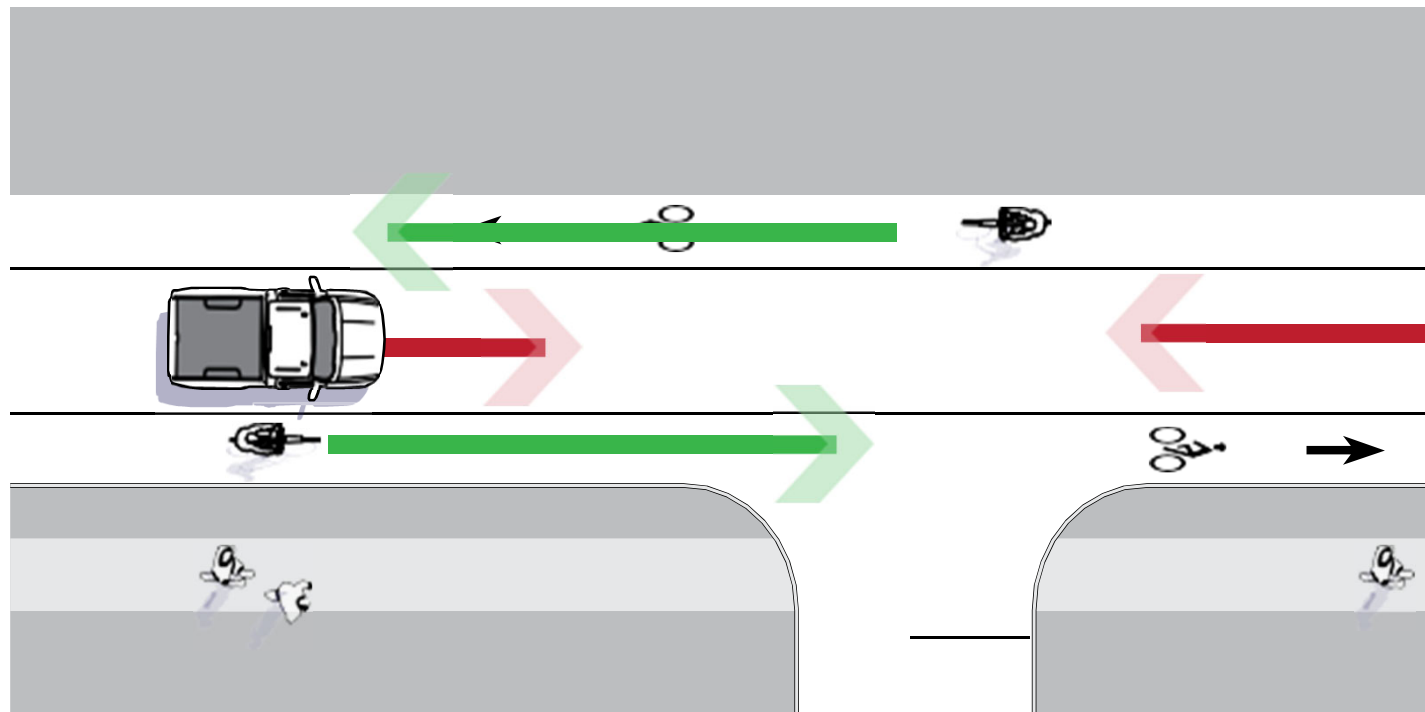
ADVISORY BIKE LANES

- NEW practice in sharing the road
- FHWA Experimental Guidance

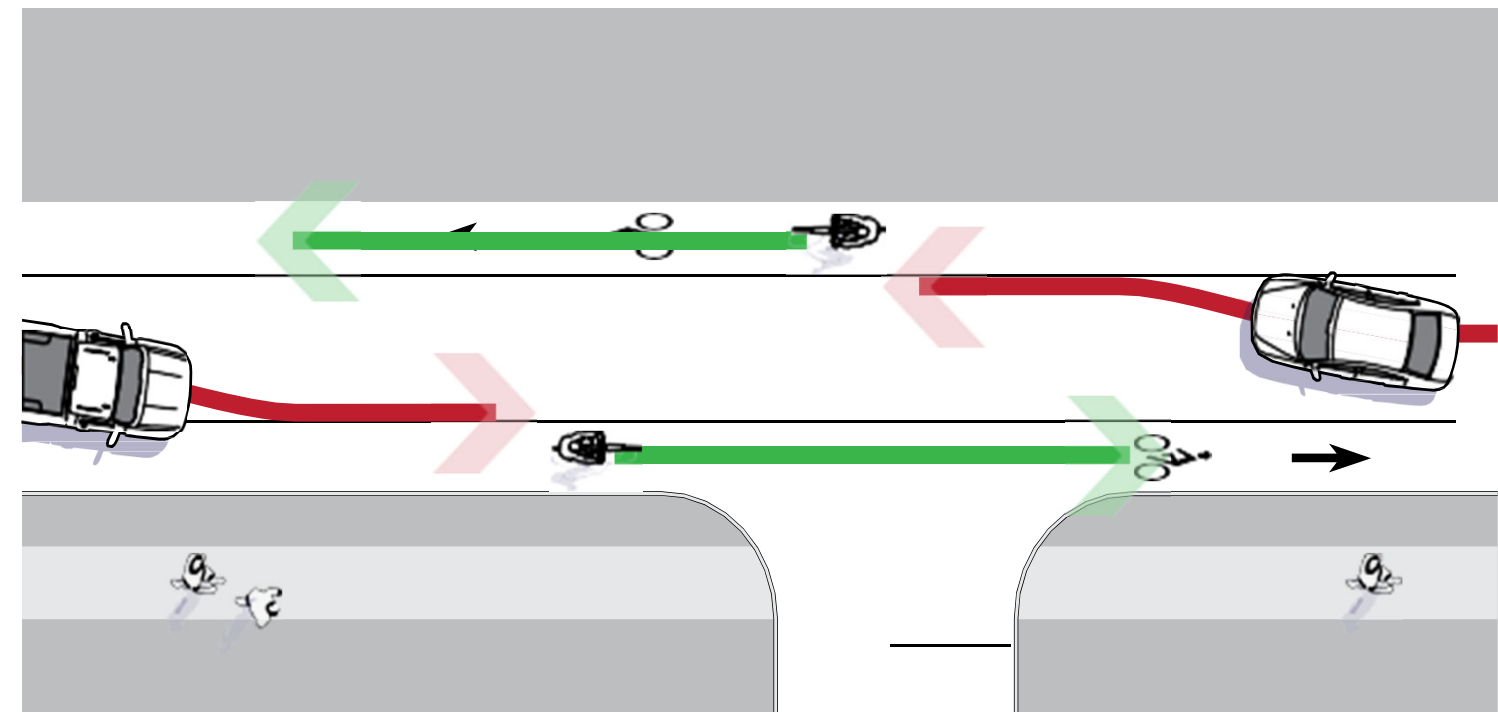


ADVISORY BIKE LANES

- How to Drive an ABL



On a street with Advisory Bike Lanes during regular operations, motorists travel within the two-way travel lane and do not need to change lanes when approaching or passing bicyclists.



When approaching oncoming motor vehicles, motorists must merge into the Advisory Bike Lane. If a bicyclist is present, motorists must slow and yield to bicyclist traffic prior to entering the Advisory Bike Lane.



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ADVISORY BIKE LANES

Summer 2020 Trial – Option C

- 5' ABL's
- 11' Shared Drive Lane



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Single Lane/Bi-Directional

Vehicle Travel Stopping Sight Distance (SSD)

- 15 MPH – 160'
- 20 MPH – 230'

Limited Sight Distance Locations

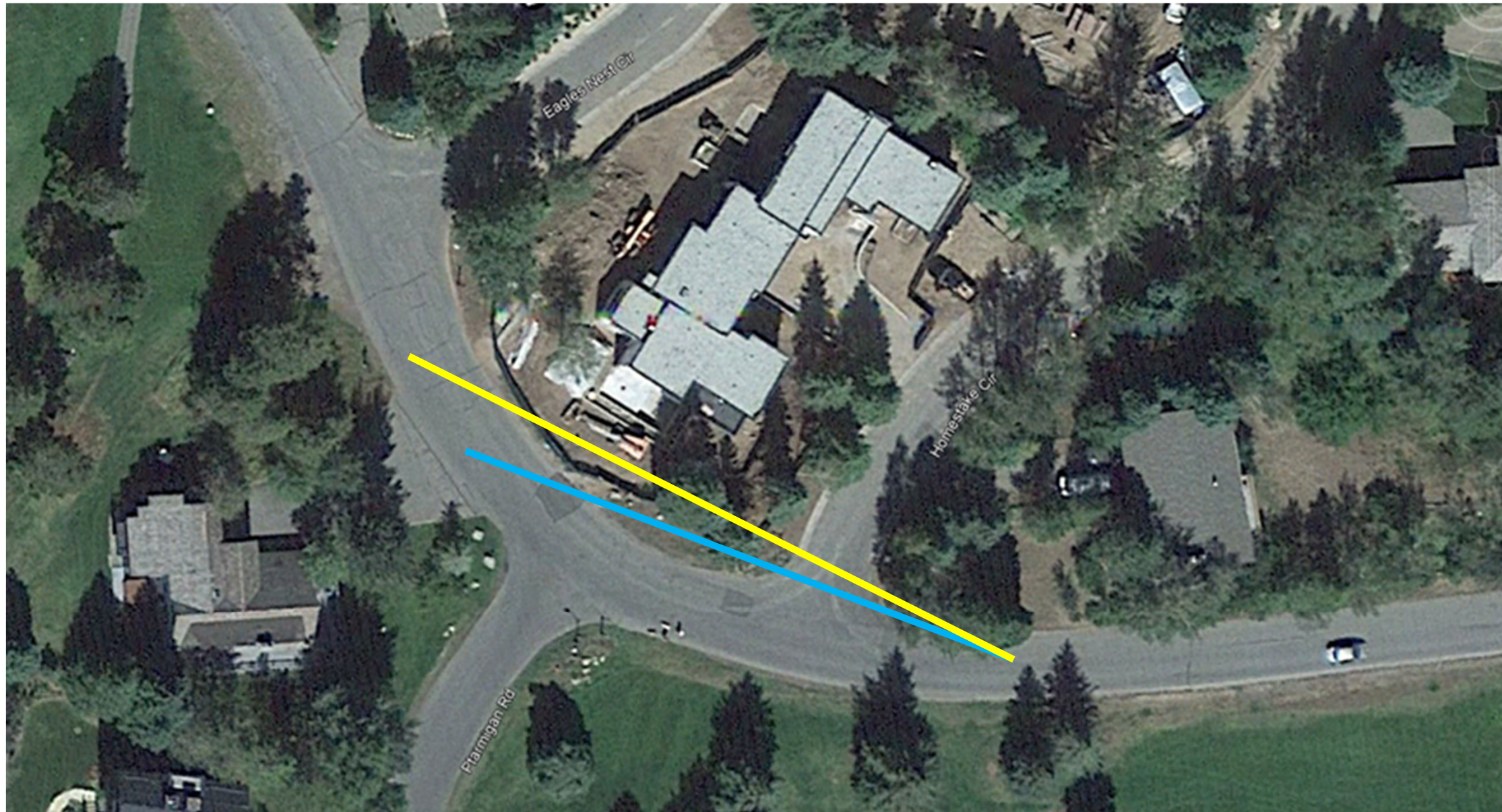
- Hole #6 Curve
- Golf Maintenance Shed Curve
- Sunburst Curve



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Hole #6 Curve

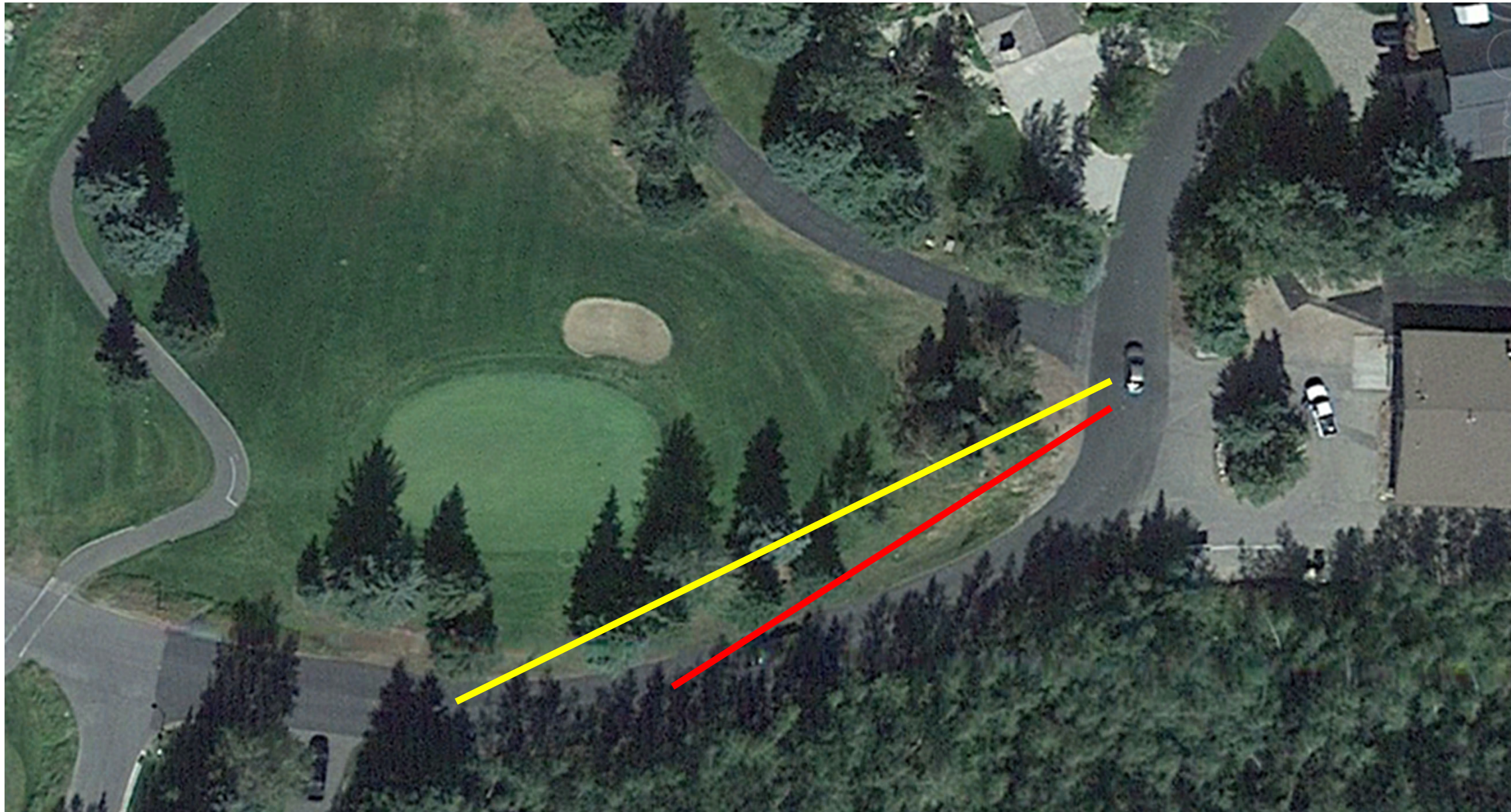
- 190' clear SSD
- 230' SSD w/
limbed trees



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Golf Shed Curve

- 160' SSD
- 230' requires removal 5-7 trees



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Golf Shed Curve

- Potential future widening of 6'



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Sunburst Curve

- 100' SSD
- Start ABL west of curve



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EXTENDED SEPARATED PATH

- Design extension of path from Ford Park Parking lot to Bus Turnaround for future implementation
- Preliminary Design and Cost estimate by late summer



NEXT STEPS

- Sign and Stripe ABL Trial | June
- Feedback and Comments | June-August
- Report Back to Council | August/September

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Join the discussion


TOWN OF VAIL

