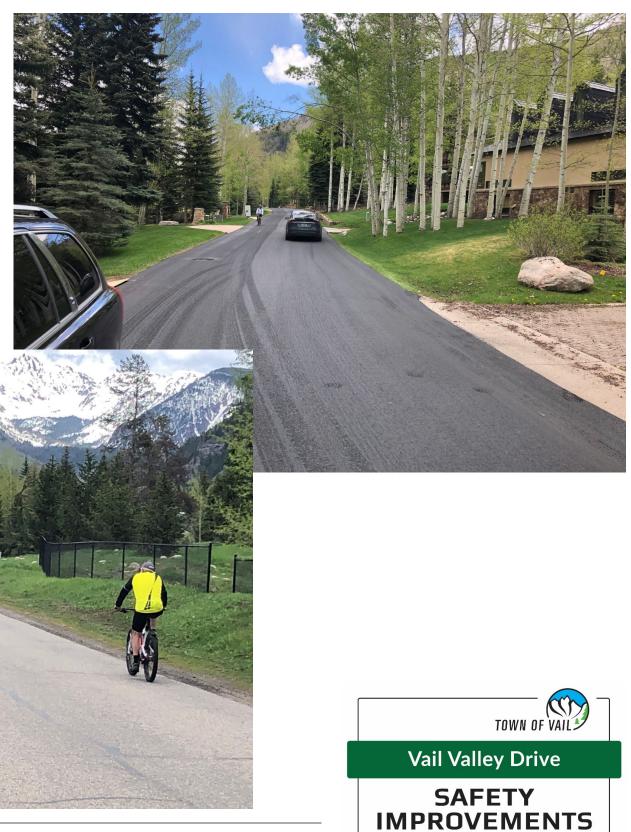
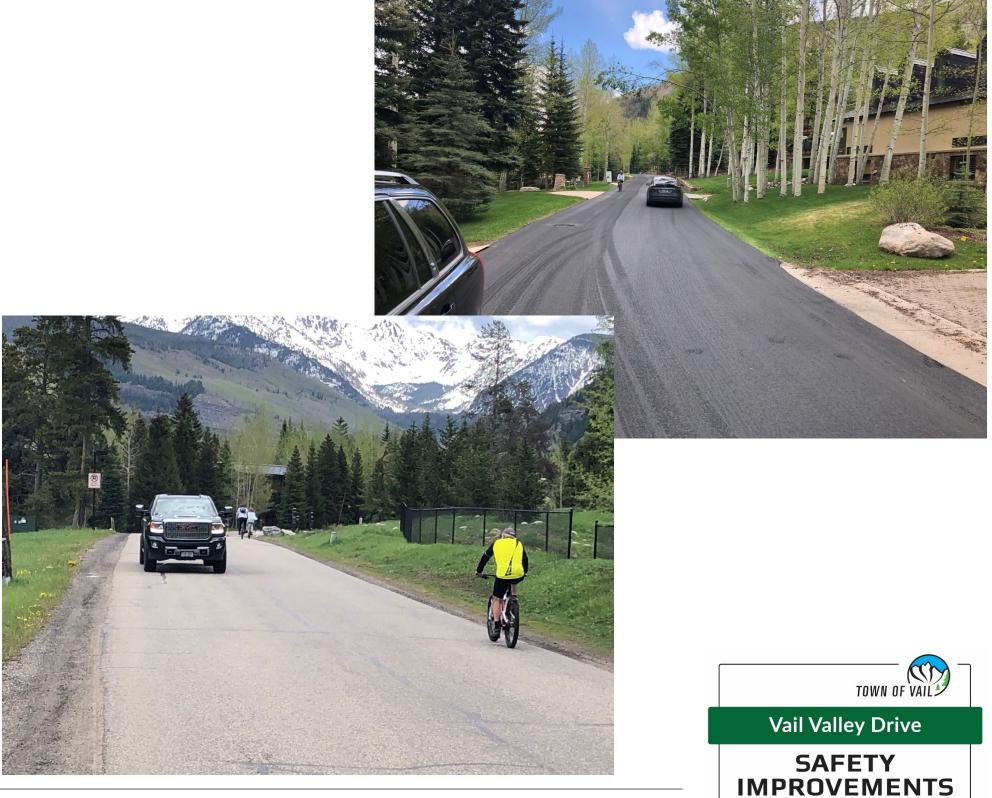
VAIL VALLEY DRIVE SAFETY IMPROVEMENTS



PROJECT GOAL

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





- •NEW practice in sharing the road
- •FHWA Experimental Guidence



Small Town and Rural Multimodal Networks



CHAPTERS 1 WICE TRATTC FACURES

Tield to Dicyclists "

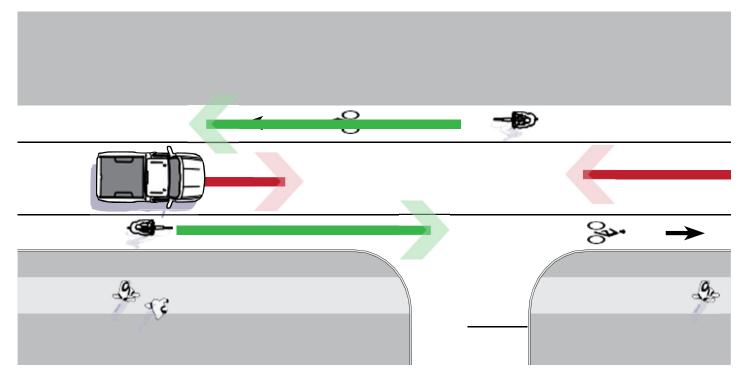
Materies must yield to boycless and pedestrians if present when selficies traveling.

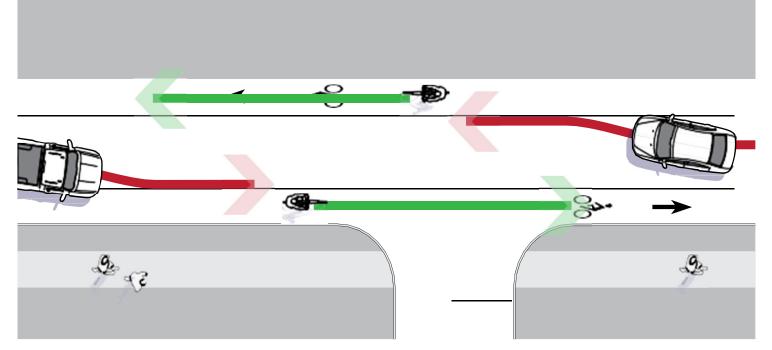
> Advicery shoulders are a new treatment type in the United States and no performance data has yet been collected to compare to a substantial body of international expenses. In order to install advicery shoulders, an approved Request to Spectrement is required as detailed in Section 14, 10 of the MUTCD FHWA is also accepting requests for operimentation who a similar treatment called "disabed bizited lenses".

Advisory Shoulder

Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtable these users with caution due to potential oncoming traffic.

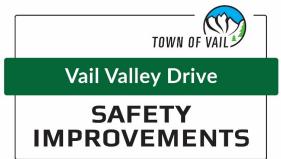
• How to Drive an ABL





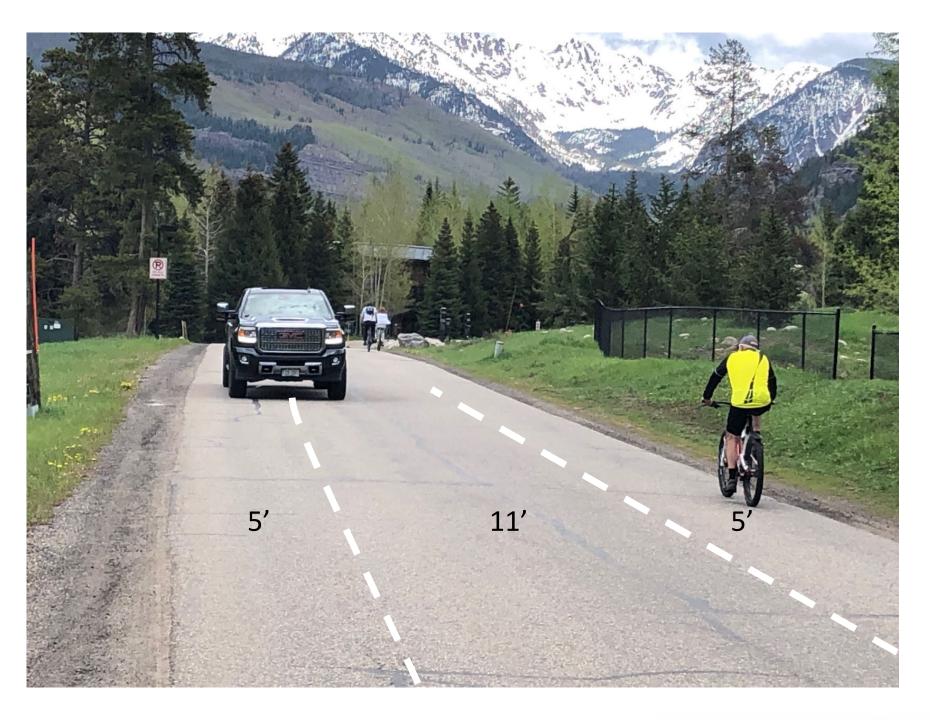
On a street with Advisory Bike Lanes during regular operations, motorists travel within the two-way travel lane and do not need to change lanes when approaching or passing bicyclists.

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.



Summer 2020 Trial – Option C •5' ABL's

•11' Shared Drive Lane





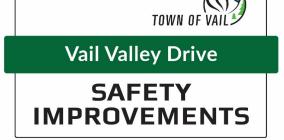
Single Lane/Bi-Directional

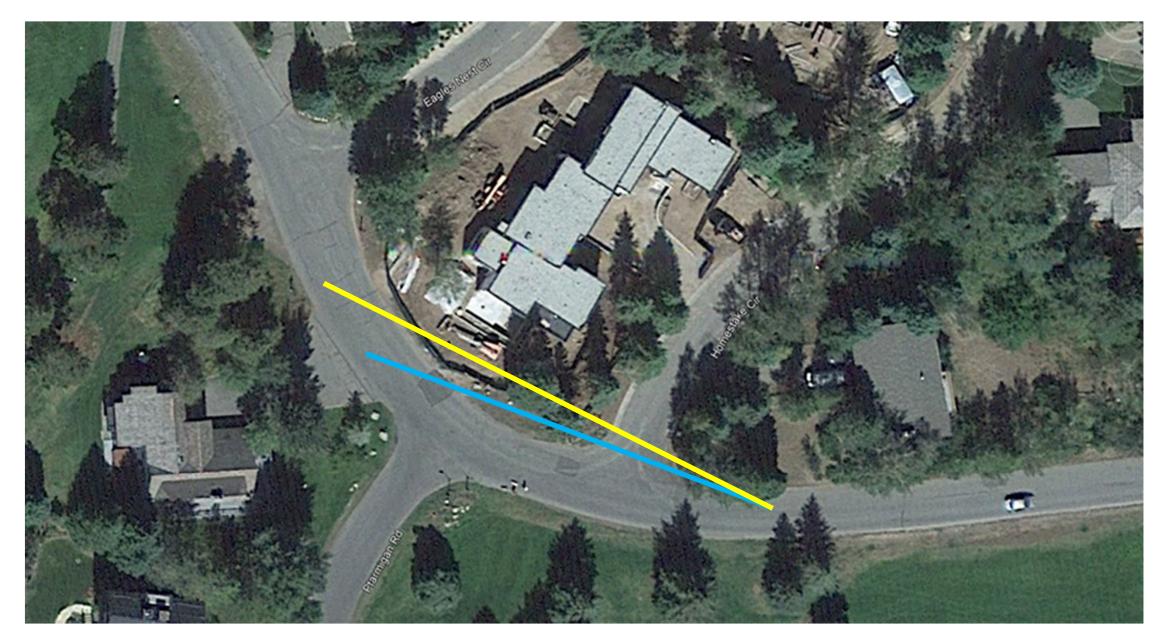
Vehicle Travel Stopping Sight Distance (SSD)

- •15 MPH 160'
- •20 MPH 230'

Limited Sight Distance Locations

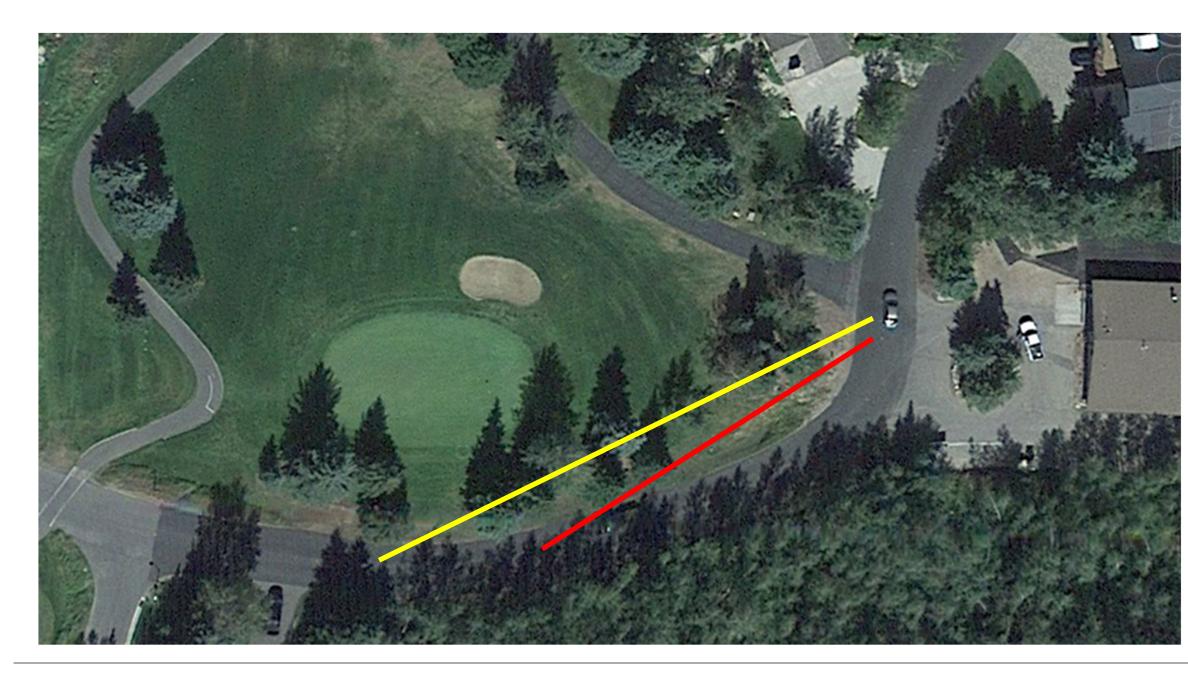
- •Hole #6 Curve
- Golf Maintenance Shed Curve
- Sunburst Curve



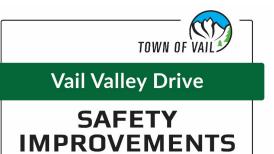


Hole #6 Curve 190' clear SSD 230' SSD w/ limbed trees



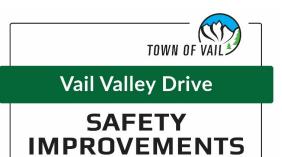


Golf Shed Curve 160' SSD 230' requires removal 5-7 trees



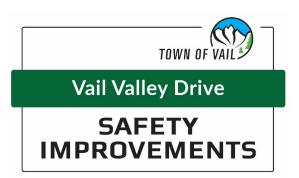


•Potential future widening of 6'



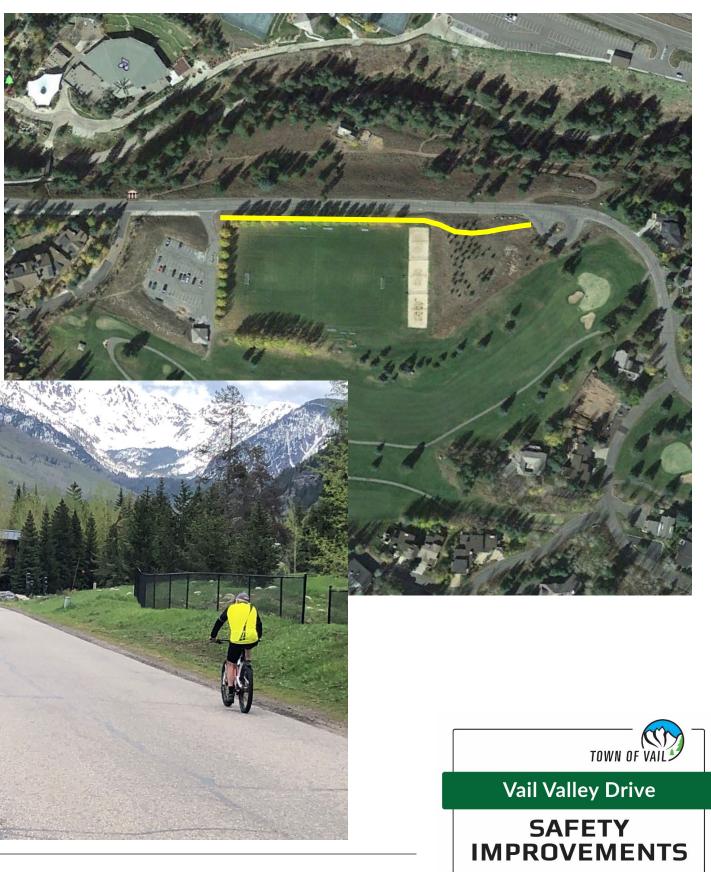


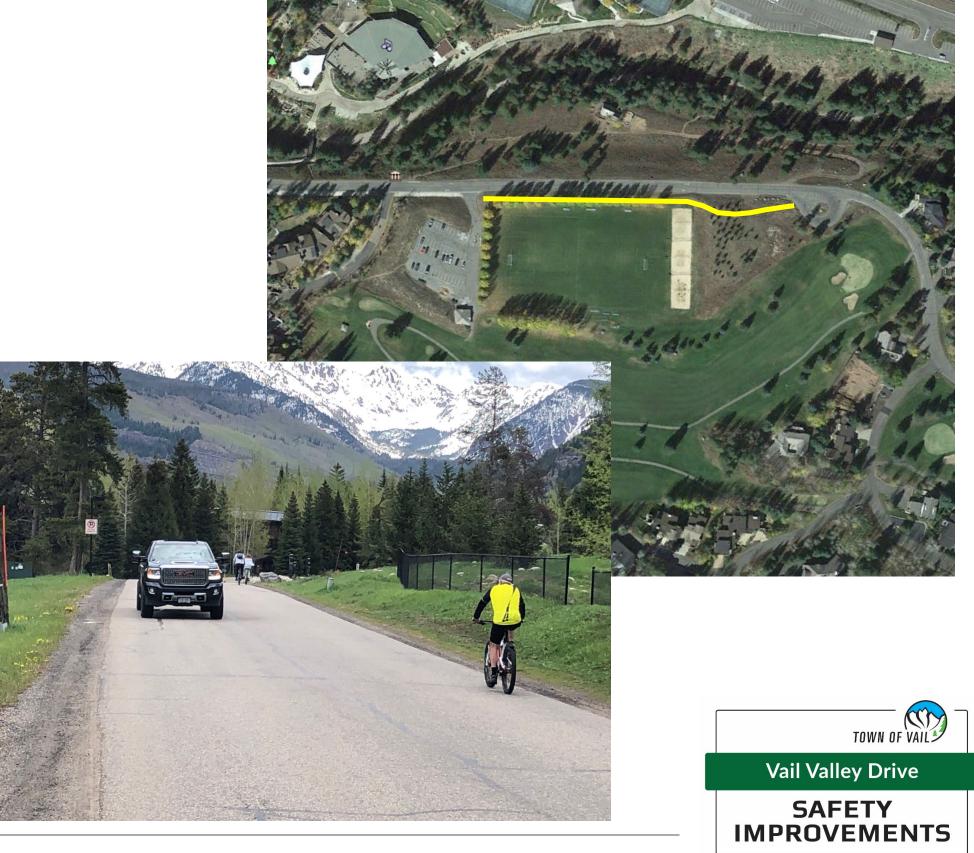
Sunburst Curve 100' SSD Start ABL west of curve



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



