Via Appia Lane Repurposing

Optional Attachments

Preliminary Improvements

Project 1: Corridor Improvements, Cont.

CP4: Via Appia Improvements

Summary

Via Appia is a collector that connects many neighborhoods to South Boulder Road, McCaslin Boulevard, as well as the Recreation Center, parks, and trails. Via Appia is a wide street, particularly at intersections where there are center and right turn lanes. Data shows many cars traveling well over the posted speed limit. Because the corridor primarily serves as a connection to local neighborhoods and includes several trail connections and transit stops, improving safety at crossings along this corridor is recommended. This project includes a series of improvements along the roadway and at key intersections to improve safety and promote multi-modal use of the corridor.

Implementation

The City could construct the recommended improvements as one project, or at individual locations over time as determined by budget and prioritization. When the corridor is complete, the improvements should be consistent to provide predictability for users along the corridor.

Key Considerations

- Right-turn lanes are not needed for vehicular traffic and can be removed to shorten pedestrian crossing distances.

- Road width would allow for incorporation of pedestrian refuges in the median and additional pavement space for bicycle lanes.

- Pine Street and Via Appia intersection has poor visibility due to both elevation change and curvature of the roadway and should be a priority.

Figure 4.12 Via Appia Improvements
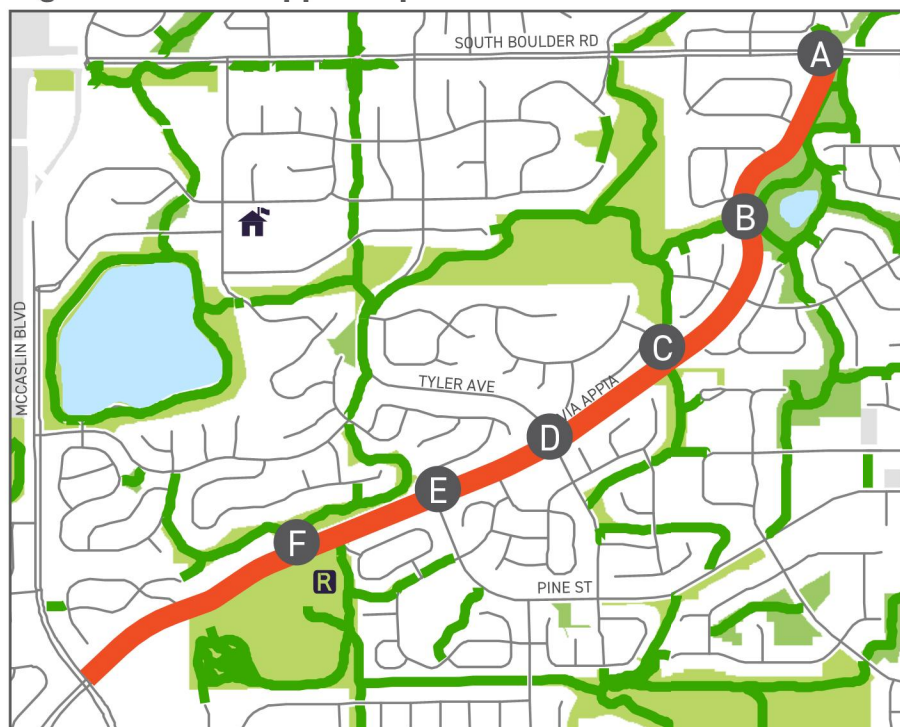
A Underpass at South Boulder Road connecting to existing trails.

B Provide advanced signage to address poor visibility at trail crossing.

C Additional crosswalk markings, remove turn lane, evaluate for RRFB at Sagebrush Way.

D Remove turn lanes, evaluate for RRFB at Tyler Ave.

E Remove turn lanes, evaluate for RRFB at Pine St.

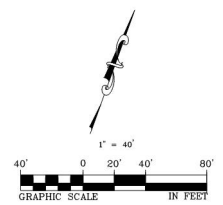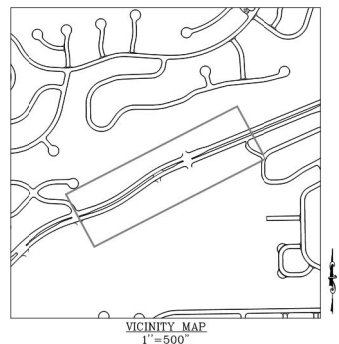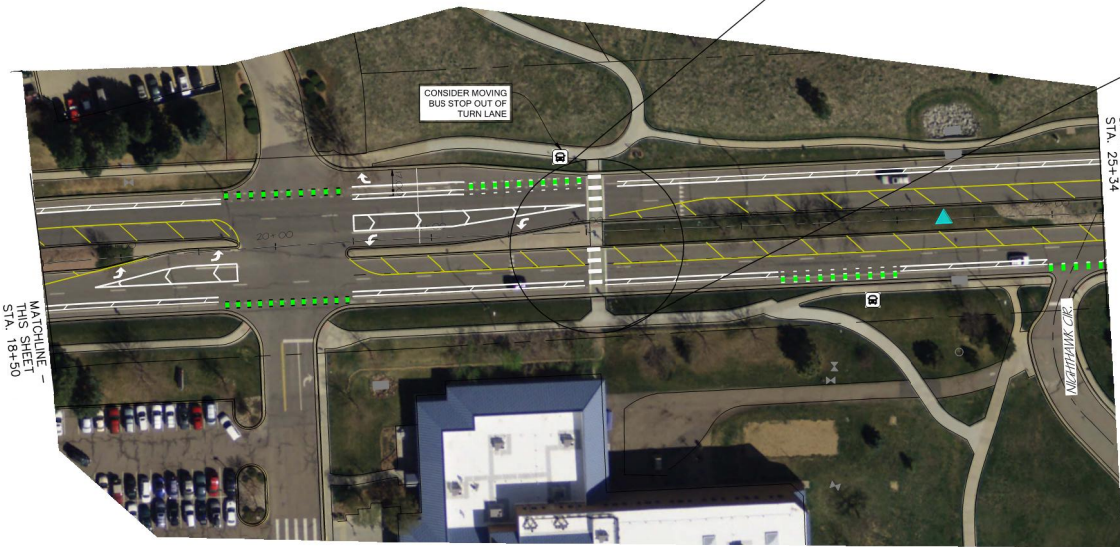F Additional advanced signage and add pedestrian signal at Powerline Trail.
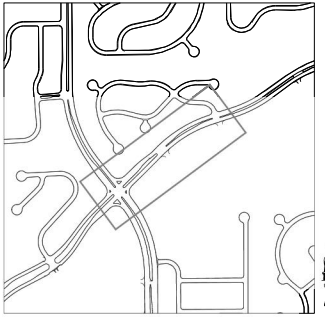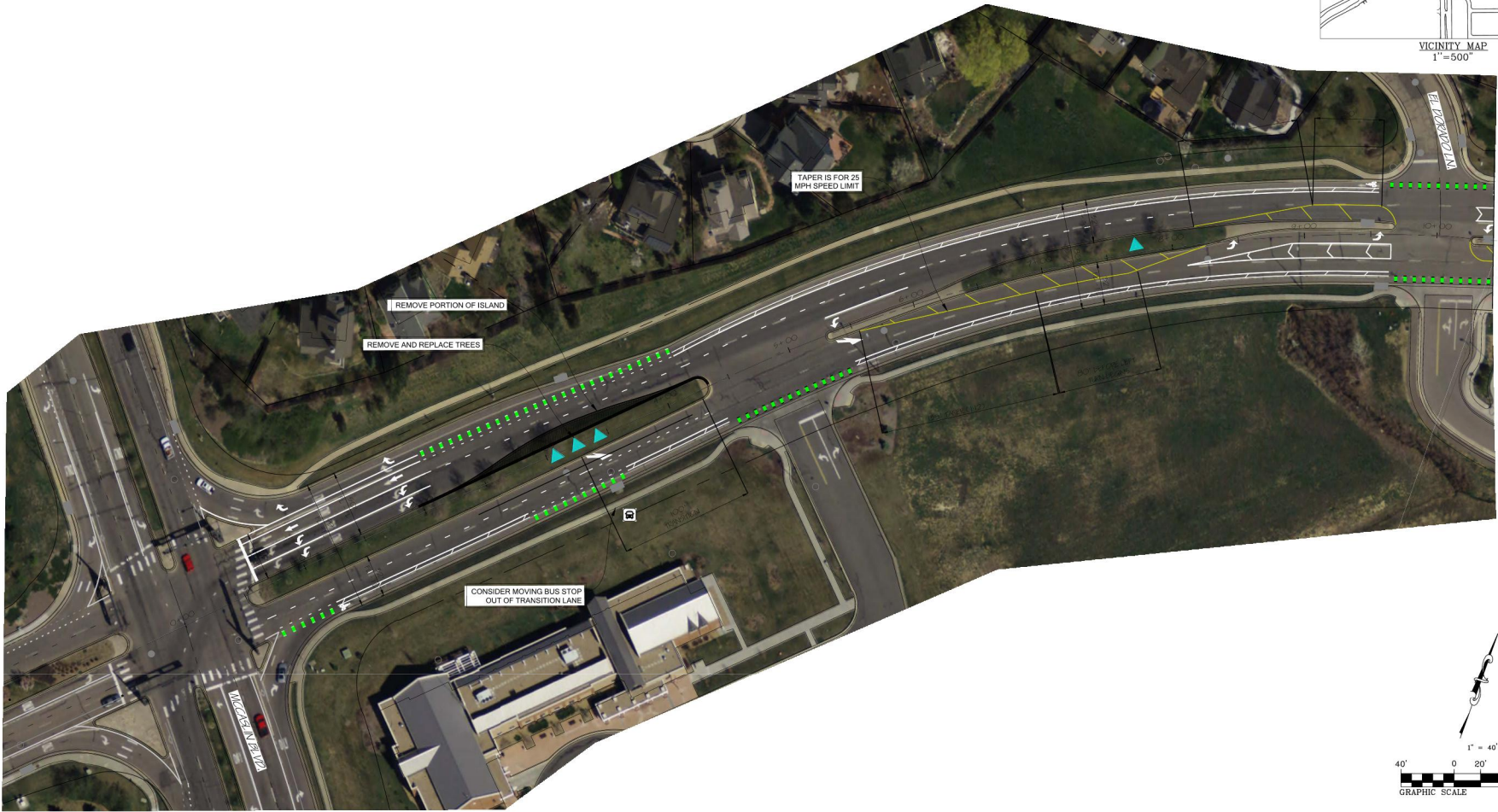
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TAPER IS FOR 25
MPH SPEED LIMIT

MATCHLINE –
SHEET 2
STA. 10+42

REMOVE PORTION OF ISLAND

REMOVE AND REPLACE TREES

CONSIDER MOVING BUS STOP
OUT OF TRANSITION LANE

MCCASLIN

VIA APPIA (STA. 0+00 TO STA. 10+42)

SEGEMENT 1: MCCASLIN BLVD. TO EL DORADO LN.

1" = 40'

40'   0   20' 40'   80'

GRAPHIC SCALE   IN FEET

SHEET
1
OF
9

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VICINITY MAP
1"=500'

MATCHLINE —
THIS SHEET
STA. 18+50

EX. BRICK

MATCHLINE —
SHEET 1
STA.10+42

MATCHLINE —
SHEET 1
STA.10+42

OPTION C
1" = 20'

CONSIDER MOVING
BUS STOP OUT OF
TURN LANE

MATCHLINE —
SHEET 3
STA. 25+34

MATCHLINE —
THIS SHEET
STA. 18+50

20+00

NIGHTHAWK CR.

VIA APPIA (STA. 10+42 TO STA. 25+34)
SEGMENT 2: EL DORADO LN. TO NIGHTHAWK CIR.

1" = 40'
GRAPHIC SCALE   IN FEET
40'   0   20' 40'   80'

SHEET
2
OF
9

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VICINITY MAP
1''=500'

OPTION C
1" = 30'

MATCHLINE –
SHEET 2
STA. 25+34

MATCHLINE –
THIS SHEET
STA. 31+00

EX. CROSSWALK
LOCATION SHOWN

MATCHLINE –
THIS SHEET
STA. 31+00
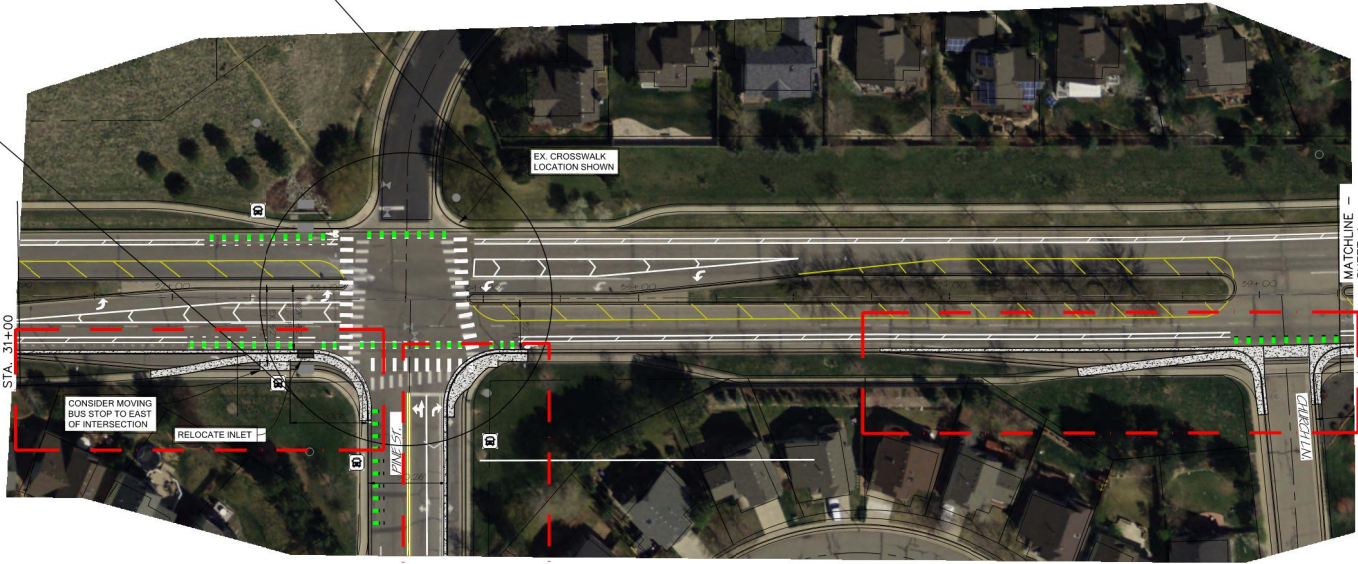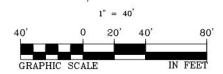
MATCHLINE –
SHEET 4
STA. 39+50

CONSIDER MOVING
BUS STOP TO EAST
OF INTERSECTION

RELOCATE INLET

OPTION B –

VIA APPIA (STA. 25+34 TO STA. 39+50)
SEGMENT 2: NIGHTHAWK CIR. TO CHURCH LN.

GRAPHIC SCALE
40' 0 20 40 80'
IN FEET
1" = 40'

SHEET
3
OF
9

VICINITY MAP
1"=500'

MATCHLINE –
THIS SHEET
STA. 47+50

MATCHLINE –
SHEET 3
STA. 39+50

MATCHLINE –
SHEET 5
STA. 55+89

MATCHLINE –
THIS SHEET
STA. 47+50

OPTION C
1" = 30'

OPTION B –

1" = 40'

40' 0 20' 40' 80'
GRAPHIC SCALE   IN FEET
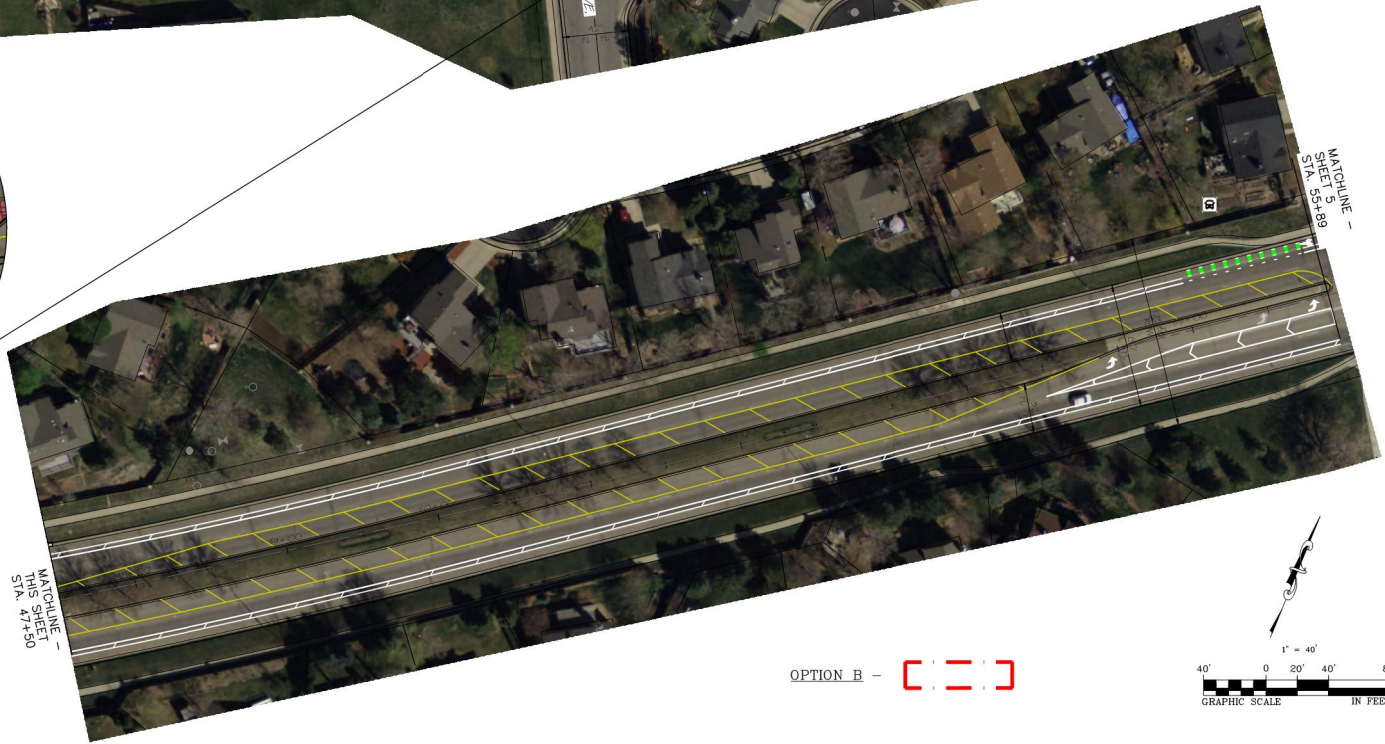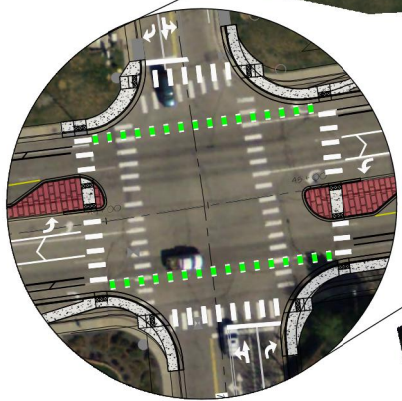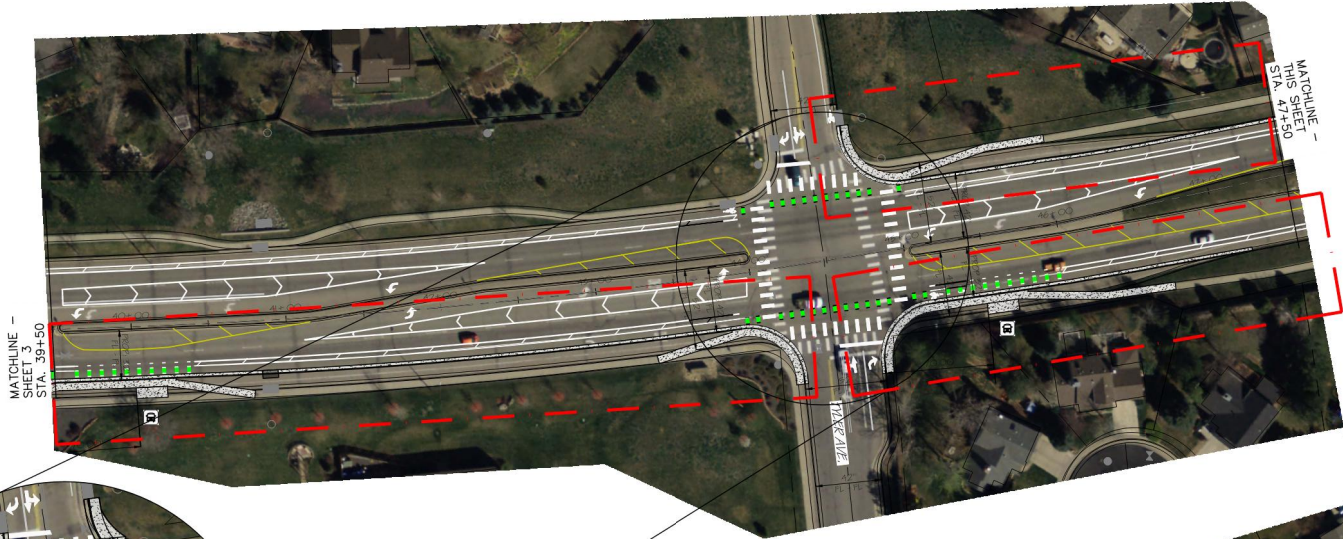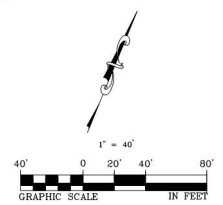
VIA APPIA (STA. 39+50 TO STA. 55+89)
SEGMENT 2: CHURCH LN. TO SAGEBRUSH DR.

SHEET
4
OF
9

OPTION C
1" = 20'

OPTION C
1" = 20'

VICINITY MAP
1"=500'

MATCHLINE —
SHEET 4 —
STA. 55+89

SAGEBRUSH WY.

VIA LAFAYETTE ST.

MATCHLINE —
SHEET 6 —
STA. 65+06

LAFAYETTE ST.

VIA APPIA (STA. 55+89 TO STA. 65+06)
SEGMENT 2: SAGEBRUSH WY. TO LAFAYETTE ST.
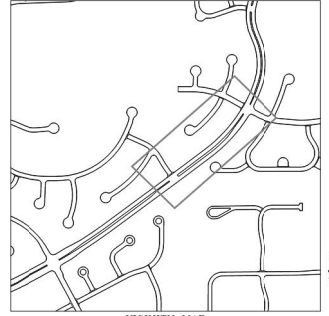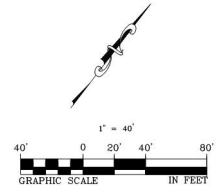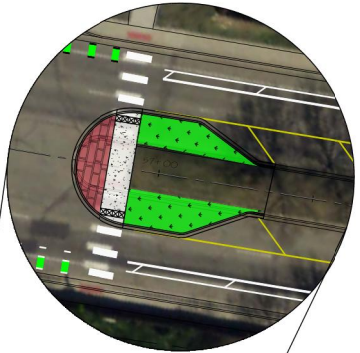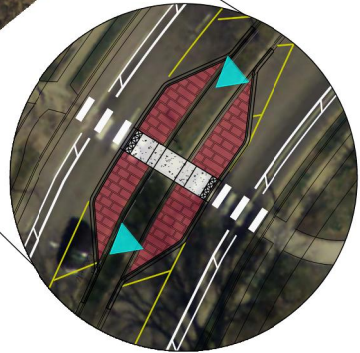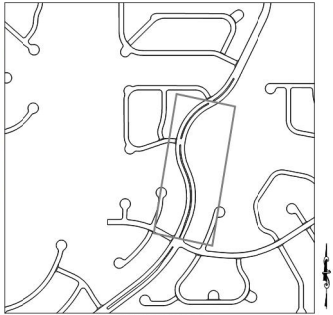
1" = 40'

40' 0 20' 40'   80'
GRAPHIC SCALE   IN FEET

SHEET
5
OF
9

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VICINITY MAP
1"=500"

W. VIA APPIA ST

MATCHLINE —
SHEET 7
STA. 76+81

MATCHLINE —
SHEET 5
STA. 65+06

1" = 20'
OPTION C
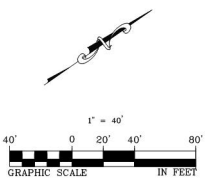
VIA APPIA (STA. 65+06 TO STA. 76+81)
SEGMENT 3: LAFAYETTE ST. TO HARPER ST.

1" = 40'

40'   0   20'   40'   80'
GRAPHIC SCALE   IN FEET

SHEET
6
OF
9

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NOTE: RAMPS ARE BEING DESIGNED WITH SBR AT GRADE PROJECT AND WILL BE UNDER CONSTRCUION IN 2022- NEED TO COORDINATE IF MEDIAN CURB IS INSTALLED

OPTION OF HARDSCAPE MEDIAN SHOWN ON SHEET 8

TURN LANES MAY NEED TO BE EXTENDED DUE TO TRAFFIC VOLUMES

OPTION OF HARD SCAPE MEDIAN WITH PEDESTRIAN REFUGEE SHOWN ON SHEET 8

(5' WALK)

INSTALL FENCE DUE TO PROXIMITY TO DITCH

VIA APPIA

W. HARPER ST.

MATCHLINE – SHEET 6 STA. 76+81

OPTION B: VIA APPIA (STA. 76+81 TO STA. 87+72)
SEGMENT 3: HARPER ST. TO SOUTH BOULDER RD.

OPTION B –

1" = 40'

40'   0   20' 40'   80'
GRAPHIC SCALE   IN FEET

SHEET
7
OF
9

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OPTION C: (8' WALK AND HARD SCAPE MEDIANS)

OPTION C: (8' WALK AND HARD SCAPE MEDIANS)

OPTION FOR PAINTED MEDIAN SHOWN ON PG 7

TURN LANES MAY NEED TO BE EXTENDED DUE TO TRAFFIC VOLUMES

INSTALL FENCE DUE TO PROXIMITY TO DITCH

NEED TO REVIEW MEDIAN GEOMETRY LAYOUT

CONSIDER RELOCATING BRIDGE TO MAKE ROOM FOR WALK

MATCHLINE – THIS SHEET – STA. 76+81

MATCHLINE – THIS SHEET – STA. 76+81
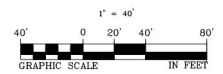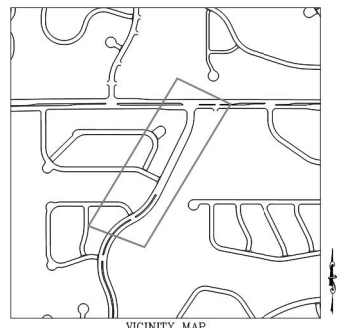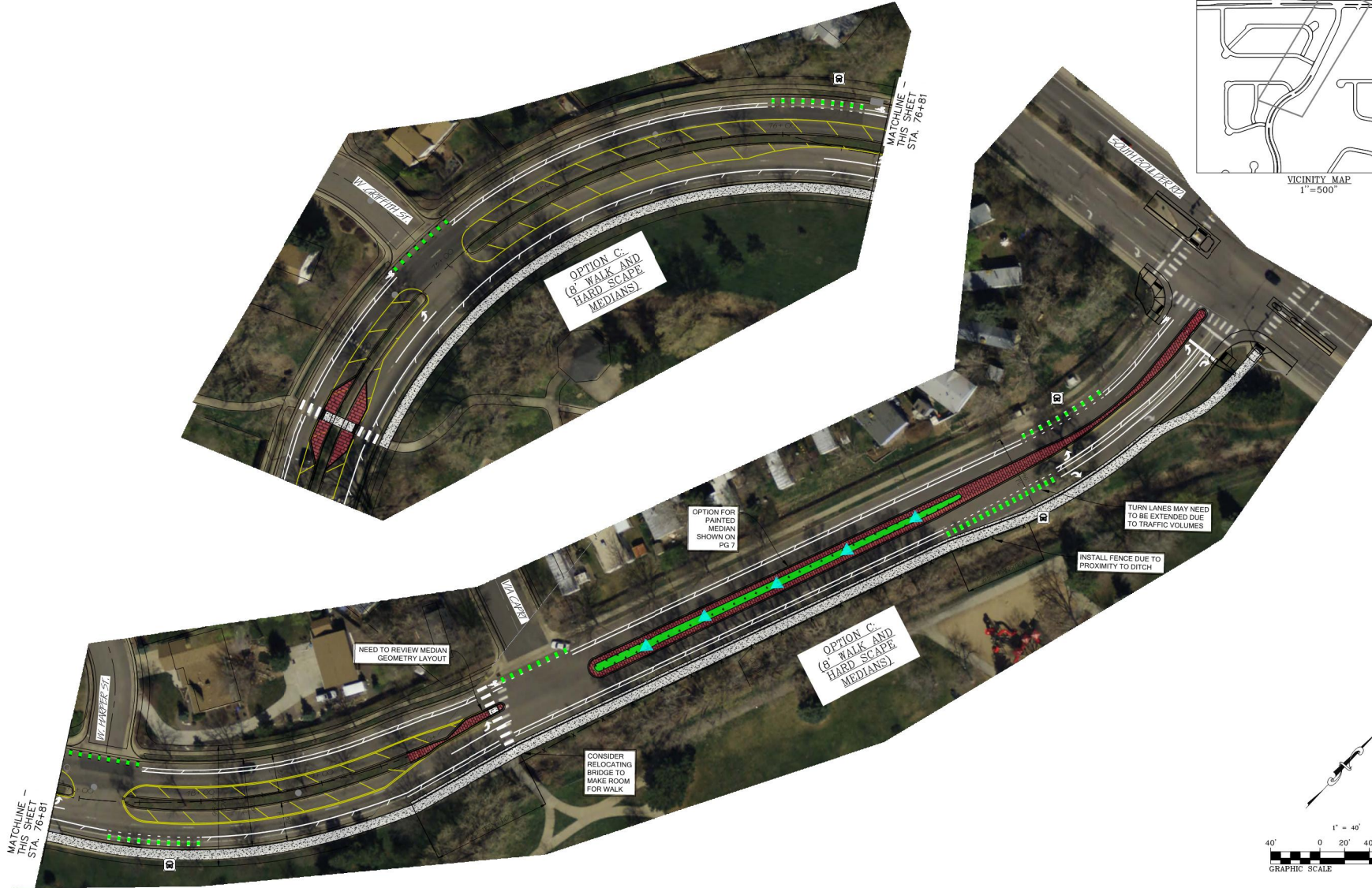
W. CHERRY ST.

VIA APPIA

W. PARKER ST.

SOUTH BOULDER RD.

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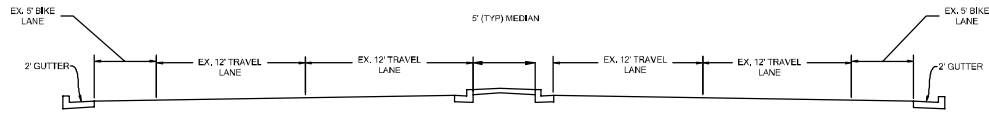
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VICINITY MAP
1"=500'

OPTION C: VIA APPIA (STA. 71+00 TO STA. 87+72)
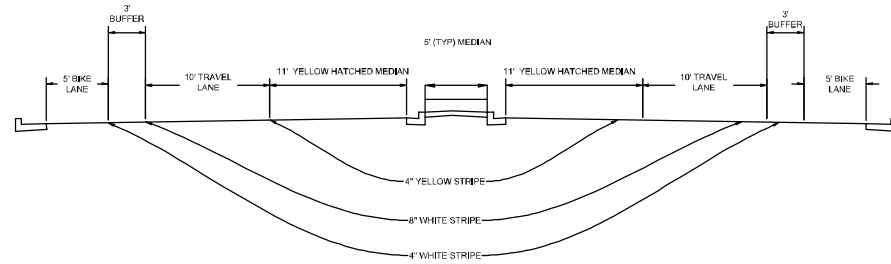SEGMENT 3: TRAIL X-ING TO SOUTH BOULDER RD.

1" = 40'
40' 0 20' 40' 80'
GRAPHIC SCALE   IN FEET

SHEET
8
OF
9

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EX. STRIPING PLAN

EX. 5' BIKE
LANE

5' (TYP) MEDIAN

EX. 5' BIKE
LANE

2' GUTTER

EX. 12' TRAVEL
LANE

EX. 12' TRAVEL
LANE

EX. 12' TRAVEL
LANE

EX. 12' TRAVEL
LANE

2' GUTTER

PROPOSED: (ONE LANE TYP.)

3'
BUFFER

3'
BUFFER

5' BIKE
LANE

10' TRAVEL
LANE

11' YELLOW HATCHED MEDIAN

5' (TYP) MEDIAN

11' YELLOW HATCHED MEDIAN

10' TRAVEL
LANE

5' BIKE
LANE

4" YELLOW STRIPE

8" WHITE STRIPE

4" WHITE STRIPE

PROPOSED:
(ADD LEFT TURN LANE NE OF SAGEBRUSH)

1' HATCHED
MEDIAN

3'
BUFFER

5' BIKE
LANE

10' TRAVEL
LANE

10' LEFT TURN
LANE

5' (TYP) MEDIAN

11' YELLOW HATCHED MEDIAN

10' TRAVEL
LANE

3'
BUFFER

5' BIKE
LANE

4" YELLOW STRIPE

8" WHITE STRIPE

4" WHITE STRIPE

1" = 5'

5'   0   2.5'   5'   10'

GRAPHIC SCALE   IN FEET

SHEET
9
OF
9