

WELCOME

SR 273

**Appleby Road to Airport Road
Public Workshop**

August 4, 2010

What are the Current Problems?

- Congestion on SR 273 throughout the study area
- High number of crashes at Airport Road/SR 273 and Appleby Road/SR 273 intersections
- Difficult for eastbound vehicles turning left at Airport Road/SR 273 and westbound vehicles turning left at Appleby Road/SR 273 intersections to clear in one cycle of the traffic signal
- Eastbound vehicles turning left at Airport Road and westbound vehicles turning left at Appleby Road back up into the through lane
- Difficult for drivers to merge from southbound Airport Road to the westbound SR 273 left-turn lane at Appleby Road
- No dedicated bicycle lanes within the study area
- No pedestrian crosswalk or signals at the Airport Road/SR 273 intersection
- Mid-block pedestrian crosswalks present safety problems
- With future traffic growth, current problems will be made worse

Safety Analysis

- Identified as high crash corridor through Hazard Elimination Program (HEP)
 - Three-year crash data collected November, 2006 – October, 2009
- Airport Road/SR 273 Intersection
 - 69 total crashes — 33 were rear-end and 24 were angle crashes
 - Most rear-end crashes occurred on the westbound SR 273 approach
 - Most angle crashes occurred when eastbound vehicles turned left after the green arrow was gone and just the green light in the through lanes remained
- Appleby Road/SR 273 Intersection
 - 68 total crashes — 38 were rear-end and 22 were angle crashes
 - Most rear-end crashes occurred on the eastbound SR 273 approach
 - Most angle crashes occurred when westbound vehicle turned left after the green turn arrow was gone and just the green light in the through lanes remained

Pedestrian and Bicycle Issues

■ Existing Facilities

- Sidewalks along SR 273 and Appleby Road
- No sidewalks along Airport Road
- No shoulders or bike facilities on SR 273
- Shoulders on Airport Road and Appleby Road but no marked bicycle facilities

■ Proposed Improvements for All Alternatives

- Update crosswalks and curb ramps to meet Americans with Disabilities Act (ADA) requirements
- Add pedestrian signal and crosswalk at Airport Road/SR 273
- Add pedestrian and bicycle facilities on Airport Road
- Add on-road bicycle facilities along SR 273
- Eliminate existing mid-block crosswalks

Alternative 1

- Construct back-to-back double left-turn lane at Appleby Road/SR 273 and Airport Road/SR 273 intersections
- Extend the southbound Airport Road right-turn lane
- Signalize the southbound Airport Road right-turn and the northbound Appleby Road right-turn to prohibit right-turns on red
- Convert left-turn signal phasing at Appleby Road/SR 273 and Airport Road/SR 273 from turning anytime on green, to turning only on a green arrow. (Common to all alternatives)
- Cost: \$3.0 M

■ Pros

- Least impact of all alternatives
- Improves westbound and eastbound left-turn traffic flow and safety along SR 273
- Improves traffic operation of southbound Airport Road right-turn and northbound Appleby Road left-turn onto SR 273

■ Cons

- Does not address backups along westbound SR 273
- Eliminates southbound Airport Road and northbound Appleby Road free flow right-turns onto SR 273
- Does not address backups on southbound Airport Road right-turn lane

Alternative 2

- Construct single westbound left-turn lane at Appleby Road/SR 273 intersection
- Extend the southbound Airport Road right-turn lane
- Signalize the southbound Airport Road right-turn and the northbound Appleby Road right-turn to prohibit right-turns on red
- Add a third westbound SR 273 through lane within the study area
- Add a southbound Appleby Road left-turn lane into the shopping center
- Convert left-turn signal phasing at Appleby Road/SR 273 and Airport Road/SR 273 from turning anytime on green, to turning only on a green arrow. (Common to all alternatives)

■ Cost: \$3.5 M

■ Pros

- Improves the westbound and eastbound left-turn traffic flow and safety along SR 273
- Provides additional through movement capacity along westbound SR 273
- Reduces westbound backups along SR 273
- A single westbound left-turn lane at Appleby Road/SR 273 intersection is sufficient

■ Cons

- Most expensive alternative
- Most property impacts of all alternatives
- Potential utility conflicts from SR 273 widening to add third westbound through lane
- Eliminates southbound Airport Road and northbound Appleby Road free flow right-turns onto SR 273

Alternative 3

- Construct single westbound left-turn lane at Appleby Road/SR 273 intersection
- Signalize northbound Appleby Road right-turn to prohibit right-turns on red
- Convert the southbound Airport Road right-turn lane to an acceleration lane by introducing a third westbound SR 273 through lane
- Add a southbound Appleby Road left-turn lane into the shopping center
- Convert left-turn signal phasing at Appleby Road/SR 273 and Airport Road/SR 273 from turning anytime on green, to turning only on a green arrow. (Common to all alternatives)
- Cost: \$3.3 M

■ Pros

- Improves the westbound and eastbound left-turn traffic flow and safety along SR 273
- Provides additional through movement capacity along westbound SR 273
- Reduces southbound Airport Road right-turn backups
- Minimizes lengthening of southbound Airport Road right-turn lane
- A single westbound left-turn lane at Appleby Road/SR 273 intersection is sufficient

■ Cons

- Potential weaving situation from southbound Airport Road to westbound SR 273 left-turn movement
- Potential utility conflicts from SR 273 widening to add third westbound through lane
- Eliminates northbound Appleby Road free flow right-turns onto SR 273
- Potential bike and vehicle conflicts on westbound SR 273 between Appleby Road and Airport Road