

# FALCON ESTATES FILING No. 3 Neighborhood Traffic Calming Meeting



June 20, 2024  
21<sup>st</sup> Century Library

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[Free Wi-Fi connection using PPLD-W]

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# WELCOME & OVERVIEW



- **Introduction**
- Previous Meeting Overview
- More Analysis
- More Options
- Question & Answer
- Online Feedback

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# PREVIOUS MEETING



## What is Traffic Calming? –

Implementation of traffic control treatments on roadways to reduce the negative effects of traffic in relation to vehicle speed and neighborhood cut through traffic.

Two roadways in the Falcon Estates neighborhood Filing 3 meet Colorado Springs thresholds for intervention-Shrider Road and Fuller Road.

### TRAFFIC CALMING GOALS:

- Increase the quality of life;
- Incorporate preferences of people who reside in a neighborhood;
- Creating safe and attractive neighborhoods;
- Promoting neighborhood safety for people who walk, bike, scooter and drive.

# PREVIOUS MEETING

## Process

1. **Screening:** Submitted through GoCOS! App or phone call
2. **Qualify:** Does the road qualify for traffic calming
3. **Diagnosis:** Confirmation with data
4. **Support & Selection**
  - **Quick Fix Projects:** proceed internally, without public meeting
  - **Capital Projects:** support from neighborhood is necessary
5. **Evaluation:** implementation and evaluate effectiveness over time

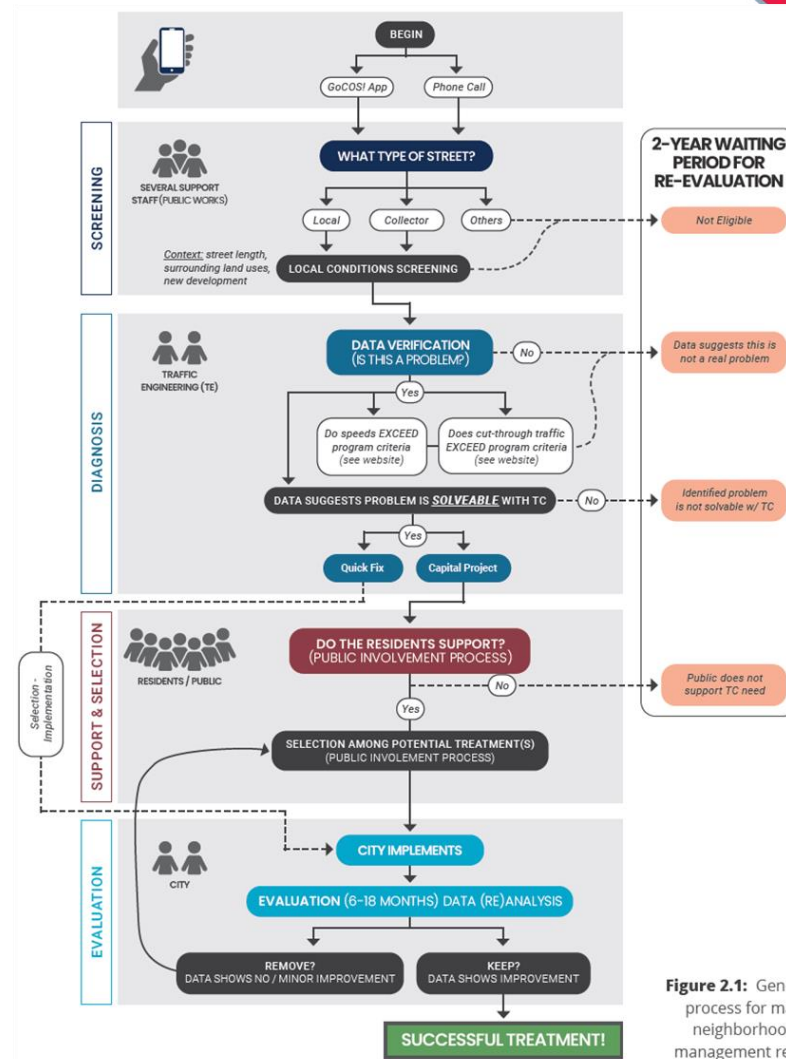


Figure 2.1: Generalized process for managing neighborhood traffic management requests.

[www.coloradosprings.gov/public-works/page/neighborhood-traffic-calming](http://www.coloradosprings.gov/public-works/page/neighborhood-traffic-calming)

# PREVIOUS MEETING

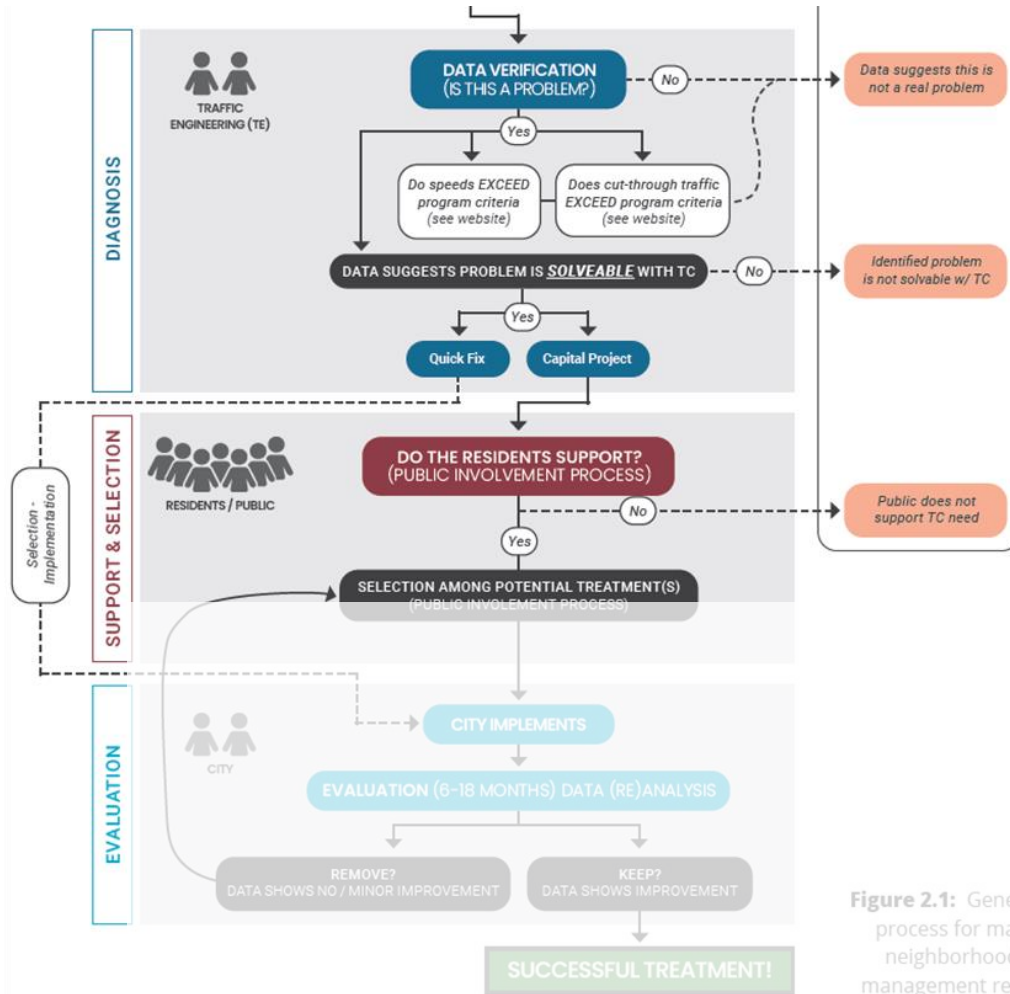


Figure 2.1: Generalized process for managing neighborhood traffic management requests.

## Diagnosis Phase

Data Verification of the problem

- A. Excessive speed
- B. Excessive cut-through traffic

Initiate Neighborhood Feedback



# NOVEMBER 2023 PROPOSAL COLLINS ROAD CLOSURE



# MORE ANALYSIS



## Roadways Of Concern (December 2023 data)

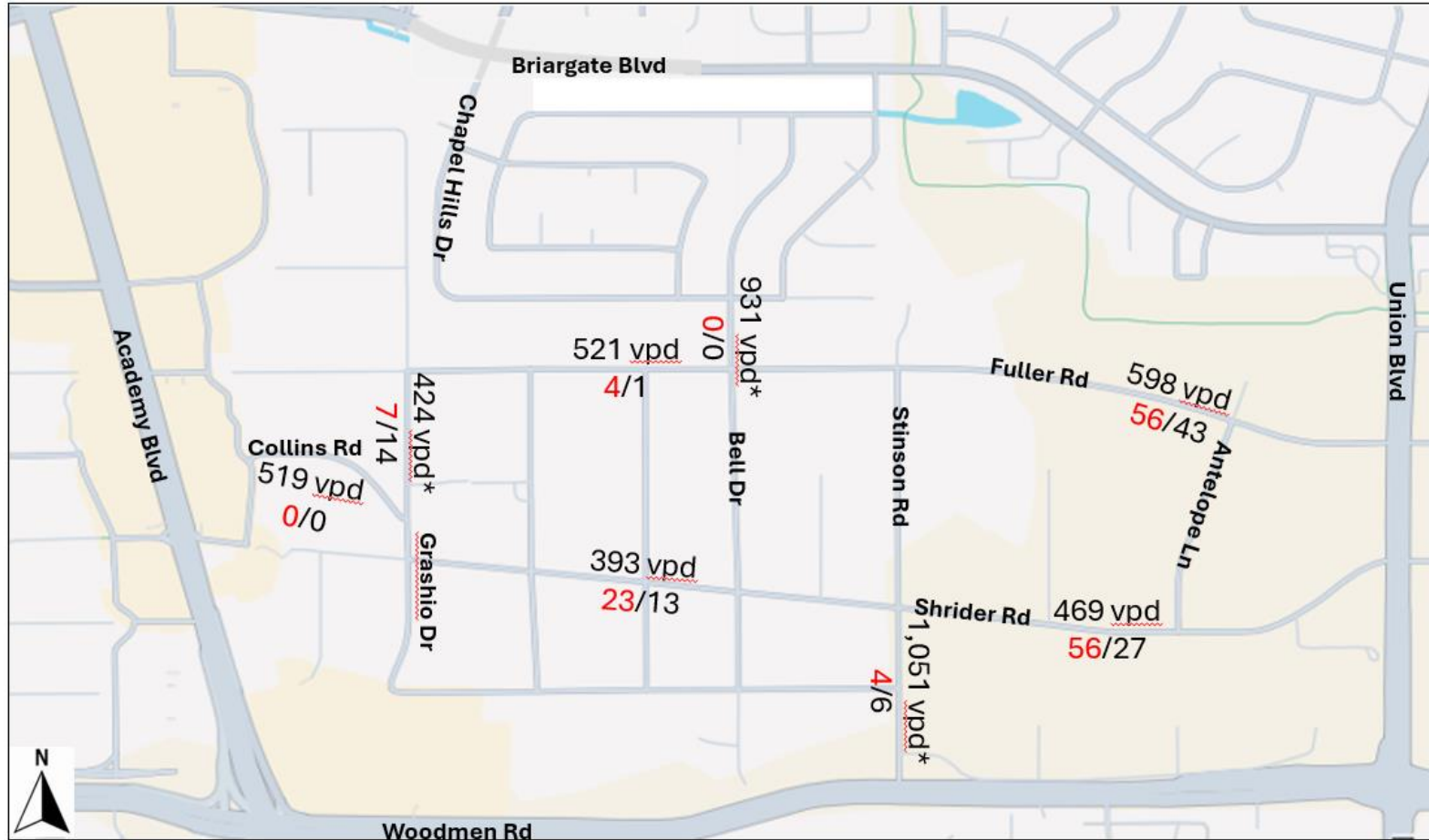
Roadway	From	To	Daily Traffic Volume (Direction)		50 <sup>th</sup> % Travel Speed (Direction)		% 10+ mph over Limit (Direction)	
Bell Dr	Chapel Hills Dr	Fuller Rd	399 (nb)	532 (sb)	20 (nb)	22 (sb)	0 (nb)	0 (sb)
Fuller Rd	Grashio Dr	Stinson Rd	295 (eb)	226 (wb)	29 (eb)	28 (wb)	4 (eb)	1 (wb)
Grashio Dr	Collins Rd	Fuller Rd	227 (nb)	197 (sb)	28 (nb)	28 (sb)	7 (nb)	140 (sb)
Shrider Rd	Grashio Dr	Bell Dr	230(eb)	163 (wb)	31 (eb)	29 (wb)	23(eb)	13 (wb)
Stinson Rd	Woodmen Rd	Shrider Rd	632 (nb)	419 (sb)	27 (nb)	28 (sb)	4 (nb)	60 (sb)
Collins Rd*	Falcon Landing	Grashio Dr	274(eb)	245 (wb)	18 (eb)	23 (wb)	0 (eb)	0 (wb)
<b>Shrider Rd*</b>	<b>Stinson Rd</b>	<b>Union Blvd</b>	<b>322(eb)</b>	<b>147(wb)</b>	<b>36 (eb)</b>	<b>30 (wb)</b>	<b>56 (eb)</b>	<b>27 (wb)</b>
<b>Fuller Rd*</b>	<b>Stinson Rd</b>	<b>Union Blvd</b>	<b>323(eb)</b>	<b>275(wb)</b>	<b>35 (eb)</b>	<b>32 (wb)</b>	<b>56 (eb)</b>	<b>43 (wb)</b>

\* November 2023 Meeting Roads of Concern



# MORE ANALYSIS

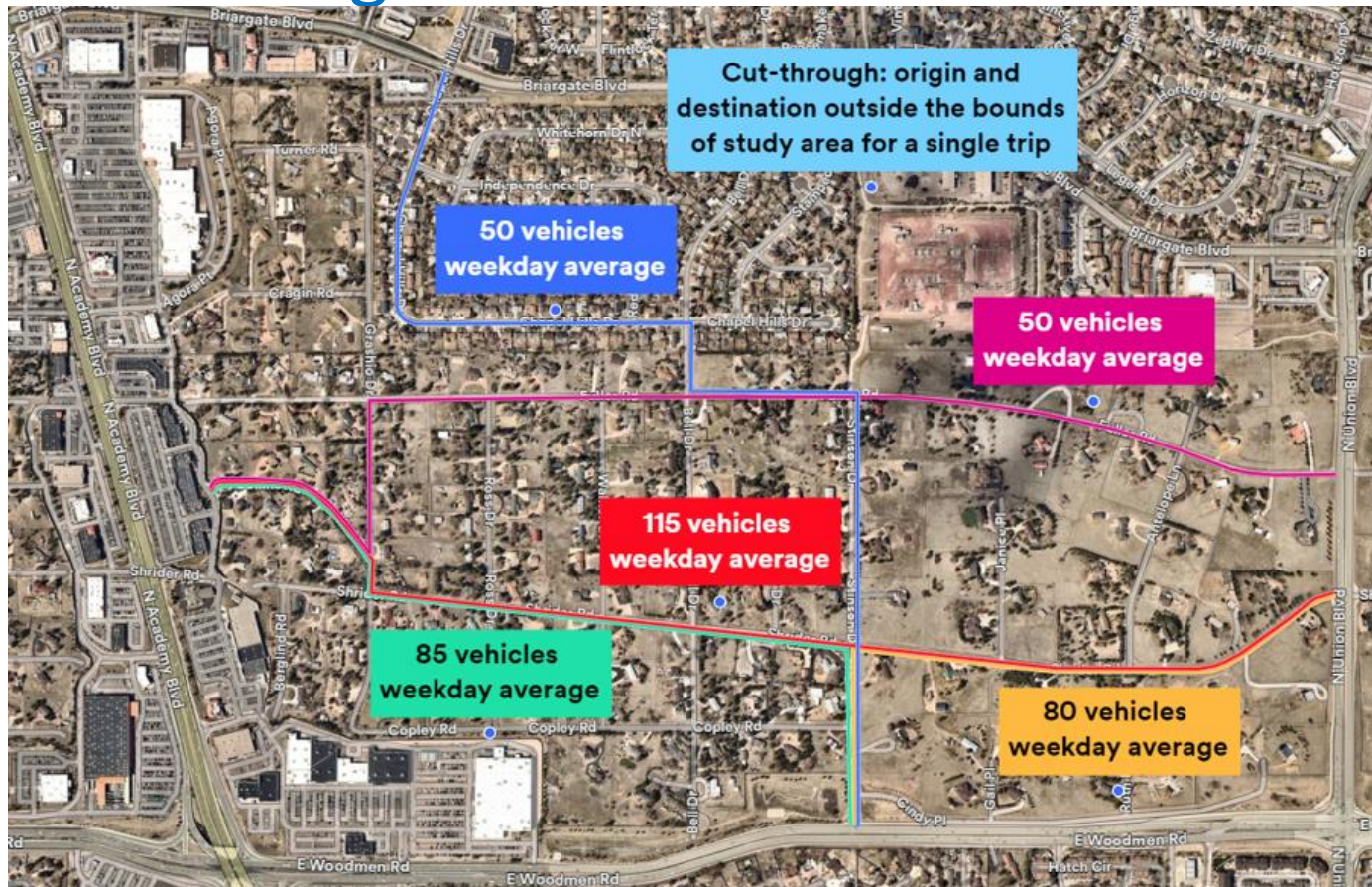
Traffic Volumes and Percent 10+ mph over speed limit (eb-nb/wb-sb)





# MORE ANALYSIS

## Cut Through





# NEIGHBORHOOD TRAFFIC PATTERNS





# NEIGHBORHOOD TRAFFIC PATTERNS





## Fuller Road

## Shrider Road

# MORE OPTIONS

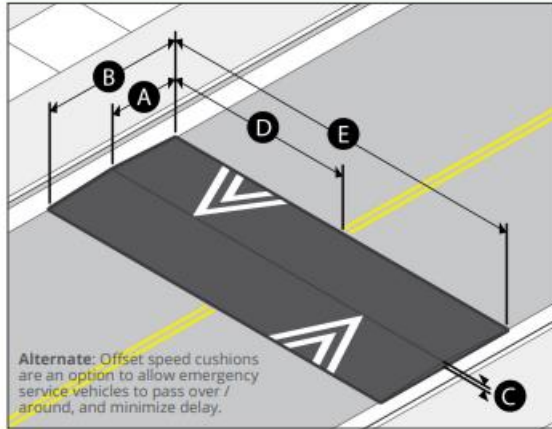


Matrix of traffic calming treatments by street	Bell Drive	Fuller Road	Shrider Road	Collins Road	Stinson Road
Speed Hump	●	●	●	●	●
Drainage Dip	○	○	○	○	○
Intersection Curb Extension	○	○	○	●	○
Choke Point (Curb Narrowing)	○	○	○	○	○
Chicane (Offset Choke Point)	○	●	●	○	○
Raised Crosswalk	○	○	○	○	○
Raised Intersection	○	○	○	○	○
Neighborhood Traffic Circle (mini)	○	●	●	●	●
Pedestrian Refuge Island	○	○	○	○	○
Median Island	○	○	○	○	○
Semi-diverter/Partial Closure	●	●	●	●	●
Closure	○	○	○	●	○
On-street parking	●	●	●	●	●
Re-striping/Lane Narrowing	●	●		●	●
Speed Feedback Signage	○	○	○	○	○
Streetscaping/Entry Treatments	●	●	●	●	●

# MORE OPTIONS

## Speed Hump

**SPEED REDUCTION:** -6 TO -8 MPH  
**REDUCTION FACTOR:** HIGH



### AKA: SPEED CUSHION

Elongated mound in roadway, perpendicular to traffic flow, that uses vertical deflection to slow motorists. Typically 12' to 14' in depth depending upon speed and volume. Typical spacing of 300' to 500'.

### TYPICAL DIMENSION RANGE

- A 6' - 7'
  - B 12' - 14'
  - C 3" - 4"
  - D Lane Width
  - E Pavement width
- NOT speed bumps!



### SPEED

45/ mph Posted Speeds up to 45 MPH

### TRAFFIC & VOLUME

(Low - Moderate)

### ROUTE TYPES (ADDITIONAL CONSIDERATIONS)

Truck X Transit X Steep Grades X

### COST

(Low)

### ADVANTAGES

- No impact to bike safety
- Volume reductions up to 20%
- Cushion variation accommodates emergency, transit

### DISADVANTAGES

- Noise levels (acceleration after passing over)
- Damage from snow plows (winter)
- Little effect as singular treatment

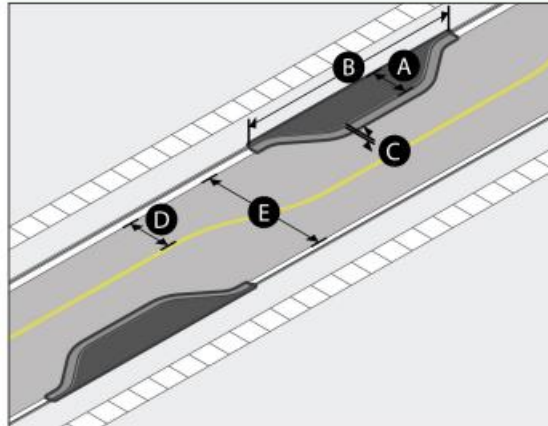
Matrix of traffic calming treatments by street typology	Bell Drive	Fuller Road	Shrider Road	Collins Road	Stinson Road
Speed Hump	●	●	●	●	●
Drainage Dip	○	○	○	○	○
Intersection Curb Extension	○	○	○	●	○
Choke Point (Curb Narrowing)	○	○	○	○	○
Chicane (Offset Choke Point)	○	●	●	○	○
Raised Crosswalk	○	○	○	○	○
Raised Intersection	○	○	○	○	○
Neighborhood Traffic Circle (mini)	○	●	●	●	●
Pedestrian Refuge Island	○	○	○	○	○
Median Island	○	○	○	○	○
Semi-diverter/Partial Closure	●	●	●	●	●
Closure	○	○	○	●	○
On-street parking	●	●	●	●	●
Striping/Lane Narrowing	●	●		●	●
Speed Feedback Signage	○	○	○	○	○
Streetscaping/Entry Treatments	●	●	●	●	●



# MORE OPTIONS

## Chicane (off-set choker)

**SPEED REDUCTION:** -6 TO -9 MPH  
**REDUCTION FACTOR:** HIGH



### AKA: LATERAL SHIFT

Alternating curves or lane shifts that force a motorist to steer back and forth. Created with alternating curb extensions; can also be achieved by alternating on-street parking.

### TYPICAL DIMENSION RANGE

- A** 8' - 10'
- B** 20'+
- C** 3" - 6"
- D** 10' - 12'
- E** 28' - 36'



### SPEED

35 mph Posted Speeds up to 35 MPH

### TRAFFIC & VOLUME



### ROUTE TYPES (ADDITIONAL CONSIDERATIONS)



### COST



### ADVANTAGES

- Urban and suburban-appropriate
- Landscaping creates green space
- Horizontal shift slows traffic

### DISADVANTAGES

- Bikes and vehicles must share lane
- Drivers can cut straight paths with poor design

Matrix of traffic calming treatments by street typology	Bell Drive	Fuller Road	Shrider Road	Collins Road	Stinson Road
Speed Hump	●	●	●	●	●
Drainage Dip	○	○	○	○	○
Intersection Curb Extension	○	○	○	●	○
Choke Point (Curb Narrowing)	○	○	○	○	○
Chicane (Offset Choke Point)	○	●	●	○	○
Raised Crosswalk	○	○	○	○	○
Raised Intersection	○	○	○	○	○
Neighborhood Traffic Circle (mini)	○	●	●	●	●
Pedestrian Refuge Island	○	○	○	○	○
Median Island	○	○	○	○	○
Semi-diverter/Partial Closure	●	●	●	●	●
Closure	○	○	○	●	○
On-street parking	●	●	●	●	●
Re-striping/Lane Narrowing	●	●	○	●	●
Speed Feedback Signage	○	○	○	○	○
Streetscaping/Entry Treatments	●	●	●	●	●

# MORE OPTIONS

## Rural Chicane Example

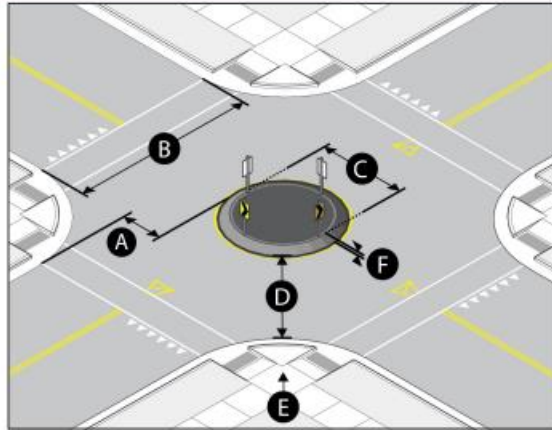


- Edge of asphalt-no curbing
- Falcon Estates would have wider travelway
- Better signage with advanced warning
- In character with neighborhood

# MORE OPTIONS

## Neighborhood Traffic Circle (mini)

**SPEED REDUCTION:** -2 TO -4 MPH  
**REDUCTION FACTOR:** LOW



### AKA: MINI ROUNDABOUT

Raised circular island within an unsignalized intersection around which traffic passes. Unlike roundabouts, there is no horizontal deflection on approach; may use Stop or Yield signs instead.

### TYPICAL DIMENSION RANGE

- A** 5.5' maximum
- B** 20' - 40'
- C** 9' minimum
- D** 16' - 20'
- E** 10' - 25' radius
- F** 3' - 6'



### SPEED

 Posted Speeds up to 30 MPH

### TRAFFIC & VOLUME

 (Low)

### ROUTE TYPES (ADDITIONAL CONSIDERATIONS)

 Truck  Transit  Steep Grades

### COST

 (Moderate)

### ADVANTAGES

- Urban and suburban-appropriate
- Landscaping creates green space
- Horizontal shift slows traffic

### DISADVANTAGES

- Drainage, utilities relocation considerations
- Potential for higher costs
- Large, left-turning vehicles may cut intersection

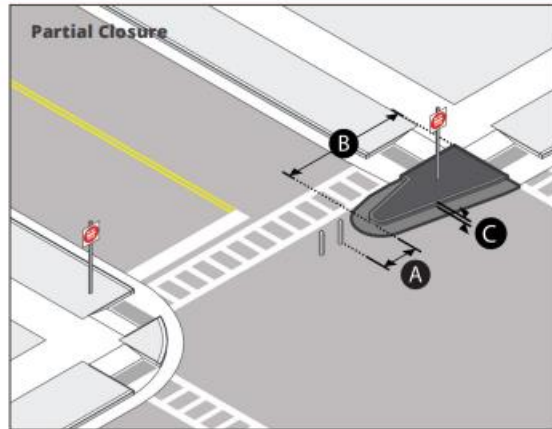
Matrix of traffic calming treatments by street typology	Bell Drive	Fuller Road	Shrider Road	Collins Road	Stinson Road
Speed Hump	●	●	●	●	●
Drainage Dip	○	○	○	○	○
Intersection Curb Extension	○	○	○	●	○
Choke Point (Curb Narrowing)	○	○	○	○	○
Chicane (Offset Choke Point)	○	●	●	○	○
Raised Crosswalk	○	○	○	○	○
Raised Intersection	○	○	○	○	○
Neighborhood Traffic Circle (mini)	○	●	●	●	●
Pedestrian Refuge Island	○	○	○	○	○
Median Island	○	○	○	○	○
Semi-diverter/Partial Closure	●	●	●	●	●
Closure	○	○	○	●	○
On-street parking	●	●	●	●	●
Re-striping/Lane Narrowing	●	●	○	●	●
Speed Feedback Signage	○	○	○	○	○
Streetscaping/Entry Treatments	●	●	●	●	●



# MORE OPTIONS

## Semi-Diverter / Partial Closure

**SPEED REDUCTION:** -4 TO -6 MPH  
**REDUCTION FACTOR:** MEDIUM



### AKA: DIAGONAL DIVERTER

Physical barrier blocking vehicle travel in one direction for a short distance on an otherwise two-way street. May block entering or exiting depending on its placement.

### TYPICAL DIMENSION RANGE

- A** 4' - 6'
- B** Up to 12'
- C** 3" - 6"



### SPEED

 Posted Speeds up to 35 MPH

### TRAFFIC & VOLUME

 (Low)

### ROUTE TYPES (ADDITIONAL CONSIDERATIONS)

 Truck  Transit  Steep Grades

### COST

 (Low)

### ADVANTAGES

- Improves bike and pedestrian safety
- Lowers volumes for the closed travel lane
- Landscaping creates green space

### DISADVANTAGES

- Traffic may shift to adjacent streets
- Impacts property accessibility
- Reduces overall vehicular traffic, while retaining bike & pedestrian access

Matrix of traffic calming treatments by street typology	Bell Drive	Fuller Road	Shrider Road	Collins Road	Stinson Road
Speed Hump	●	●	●	●	●
Drainage Dip	○	○	○	○	○
Intersection Curb Extension	○	○	○	●	○
Choke Point (Curb Narrowing)	○	○	○	○	○
Chicane (Offset Choke Point)	○	●	●	○	○
Raised Crosswalk	○	○	○	○	○
Raised Intersection	○	○	○	○	○
Neighborhood Traffic Circle (mini)	○	●	●	●	●
Pedestrian Refuge Island	○	○	○	○	○
Median Island	○	○	○	○	○
<b>Semi-diverter/Partial Closure</b>	●	●	●	●	●
Closure	○	○	○	●	○
On-street parking	●	●	●	●	●
Re-stripping/Lane Narrowing	●	●	○	●	●
Speed Feedback Signage	○	○	○	○	○
Streetscaping/Entry Treatments	●	●	●	●	●

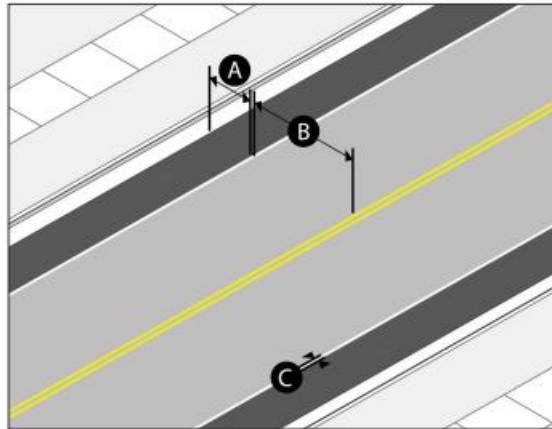
# MORE OPTIONS



# MORE OPTIONS

## Restriping

**SPEED REDUCTION:** -1 TO -2 MPH  
**REDUCTION FACTOR:** LOW



Reducing the width of a travel lane for use by bicyclists, or parked cars, through pavement markings and/or signage.

### TYPICAL DIMENSION RANGE

- A** 5' - 8'
- B** Lane width
- C** 6" stripe



### SPEED

 Posted Speeds up to 35 MPH

### TRAFFIC & VOLUME



### ROUTE TYPES (ADDITIONAL CONSIDERATIONS)



### COST



### ADVANTAGES

- Reduces pedestrian crossing distance and vehicle speeds
- Reduces conflicts in roadway
- Offsets vehicles from curb

### DISADVANTAGES

- Use engineer's judgment on truck routes
- Increased bike-vehicle conflict at intersections
- Congestion impacts from road diet

Matrix of traffic calming treatments by street typology	Bell Drive	Fuller Road	Shrider Road	Collins Road	Stinson Road
Speed Hump	●	●	●	●	●
Drainage Dip	○	○	○	○	○
Intersection Curb Extension	○	○	○	●	○
Choke Point (Curb Narrowing)	○	○	○	○	○
Chicane (Offset Choke Point)	○	●	●	○	○
Raised Crosswalk	○	○	○	○	○
Raised Intersection	○	○	○	○	○
Neighborhood Traffic Circle (mini)	○	●	●	●	●
Pedestrian Refuge Island	○	○	○	○	○
Median Island	○	○	○	○	○
Semi-diverter/Partial Closure	●	●	●	●	●
Closure	○	○	○	●	○
On-street parking	●	●	●	●	●
Re-striping/Lane Narrowing	●	●	●	●	●
Speed Feedback Signage	○	○	○	○	○
Streetscaping/Entry Treatments	●	●	●	●	●



# MORE OPTIONS



# MORE OPTIONS

## Unique Signage



**SPEED REDUCTION:** LOW  
**REDUCTION FACTOR:** LOW

Non-regulatory signage that offer a unique branding or public art opportunity, and shifts driver behavior. Generally used as a gateway treatment. Requires City permitting and approval.

### TYPICAL DIMENSION RANGE

Varies - see Manual on Uniform Traffic Control Devices (MUTCD).



### SPEED

35 mph  
Posted Speeds up to 35 MPH

### TRAFFIC & VOLUME

n/a

### ROUTE TYPES (ADDITIONAL CONSIDERATIONS)

Truck ✓ Transit ✓ Steep Grades ✓

### COST

(Variable - Low Cost)

### ADVANTAGES

- Creative opportunity for neighborhood residents
- Sense of place / ownership
- Opportunity for public art

### DISADVANTAGES

- Non-standard signage within ROW
- Potential for distracted driving
- Maintenance costs / vandalism

Matrix of traffic calming treatments by street typology	Bell Drive	Fuller Road	Shrider Road	Collins Road	Stinson Road
Speed Hump	●	●	●	●	●
Drainage Dip	○	○	○	○	○
Intersection Curb Extension	○	○	○	●	○
Choke Point (Curb Narrowing)	○	○	○	○	○
Chicane (Offset Choke Point)	○	●	●	○	○
Raised Crosswalk	○	○	○	○	○
Raised Intersection	○	○	○	○	○
Neighborhood Traffic Circle (mini)	○	●	●	●	●
Pedestrian Refuge Island	○	○	○	○	○
Median Island	○	○	○	○	○
Semi-diverter/Partial Closure	●	●	●	●	●
Closure	○	○	○	●	○
On-street parking	●	●	●	●	●
Re-stripping/Lane Narrowing	●	●	○	●	●
Speed Feedback Signage	○	○	○	○	○
Streetscaping/Entry Treatments	●	●	●	●	●

# ACTION PLAN



## Action Plan Input

- Answer questions regarding data, traffic calming measures, process or anything other concerns
- Conduct a Mentimeter Survey to document input from participants
- Mentimeter questions will allow City to assess neighborhood sentiment in developing an Action Plan
- The City will present a proposed Action Plan to the neighborhood for feedback/finalization





# QUESTIONS

# Mentimeter Survey

- Go to [www.menti.com](http://www.menti.com)
- Enter Code: 4429 8170
- Wait for first question

I live on planet earth, yes or no?



Do you feel there is a need for the City to implement traffic calming measures in the Falcon Estates Filing 3 neighborhood?

Do you support the application of speed humps on Fuller Road?

Do you support the application of Speed  
Humps on Shrider Road?



Do you support the application of chicanes on Fuller Road?

Do you support the application of chicanes on  
Shrider Road?

Do you support the application of mini traffic circles on Fuller Road?



Do you support the application of mini traffic circles on Shnyder Road?

Do you support the application of intersection diverters on Fuller Road?

Do you support the application of intersection diverters on Shnyder Road?



Do you support the application of narrowing the travel way on Fuller Road with restriping?

Do you support the closure of Collins Road to Falcon Landing commercial center from vehicles only?

# NEXT STEPS



- Screening
- Diagnosis
- Neighborhood Input
- Proposed Action Plan

*Tonight's Meeting*



THANK YOU!