

Maryland Avenue 4-to-3-Lane Conversion Trial

Arkwright Street to Payne Avenue

WELCOME

4-to-3-lane conversions in Ramsey County

Ramsey County supports 4-to-3-lane reductions through its All Abilities Transportation Network policy, as the road design prioritizes the most vulnerable users of a transportation system.

- A full evaluation of all undivided four-lane roads in the county road system is expected to be complete in 2020
- The study will look at each road to determine whether a lane reduction would have a positive impact
- The evaluation will offer long-term planning guidance for maintenance, funding and reconstruction

Three-lane conversion projects in Ramsey County

CURRENT PROJECTS

- Rice Street
- Larpenteur Avenue
- Mcknight Road

RECENT PROJECTS

- Maryland Avenue between Payne Avenue and Johnson Parkway
 - The County's first three-lane conversion
 - Permanently converted to three lanes in 2018
 - Median pedestrian refuges and marked crosswalks were added at Greenbrier Street and Duluth Street



Current condition on Rice Street. Currently under evaluation for potential 4-to-3-lane reduction



Maryland Avenue 4-to-3 permanent lane conversion between Payne Avenue and Johnson Parkway: enhanced pedestrian crossing at Duluth Street

What is the Maryland Avenue 4-to-3-Lane Conversion Trial?

1

In 2018, Maryland Avenue between Payne Avenue and Johnson Parkway was permanently striped as a three-lane road following a 4-to-3 conversion trial in 2017

2

To continue the effort to convert Maryland Avenue to a three-lane road, Ramsey County is studying the possibility of converting Maryland Avenue between Arkwright Street and Payne Avenue from a four-lane to three-lane road

3

In August 2019, Ramsey County changed Maryland Avenue between Arkwright Street and Payne Avenue from a four-lane to three-lane road. Vehicle and pedestrian changes on the trial corridor will continue to be observed through November 2019.

Project area map



What are the benefits and trade-offs of a 4-to-3-lane conversion?

Benefits

A 4-to-3-lane conversion improves the safety for all users by:

- Creating safer and easier crossings for pedestrians
- Reducing vehicle speed
- Separating left-turns from through traffic
- Reducing the severity of crashes

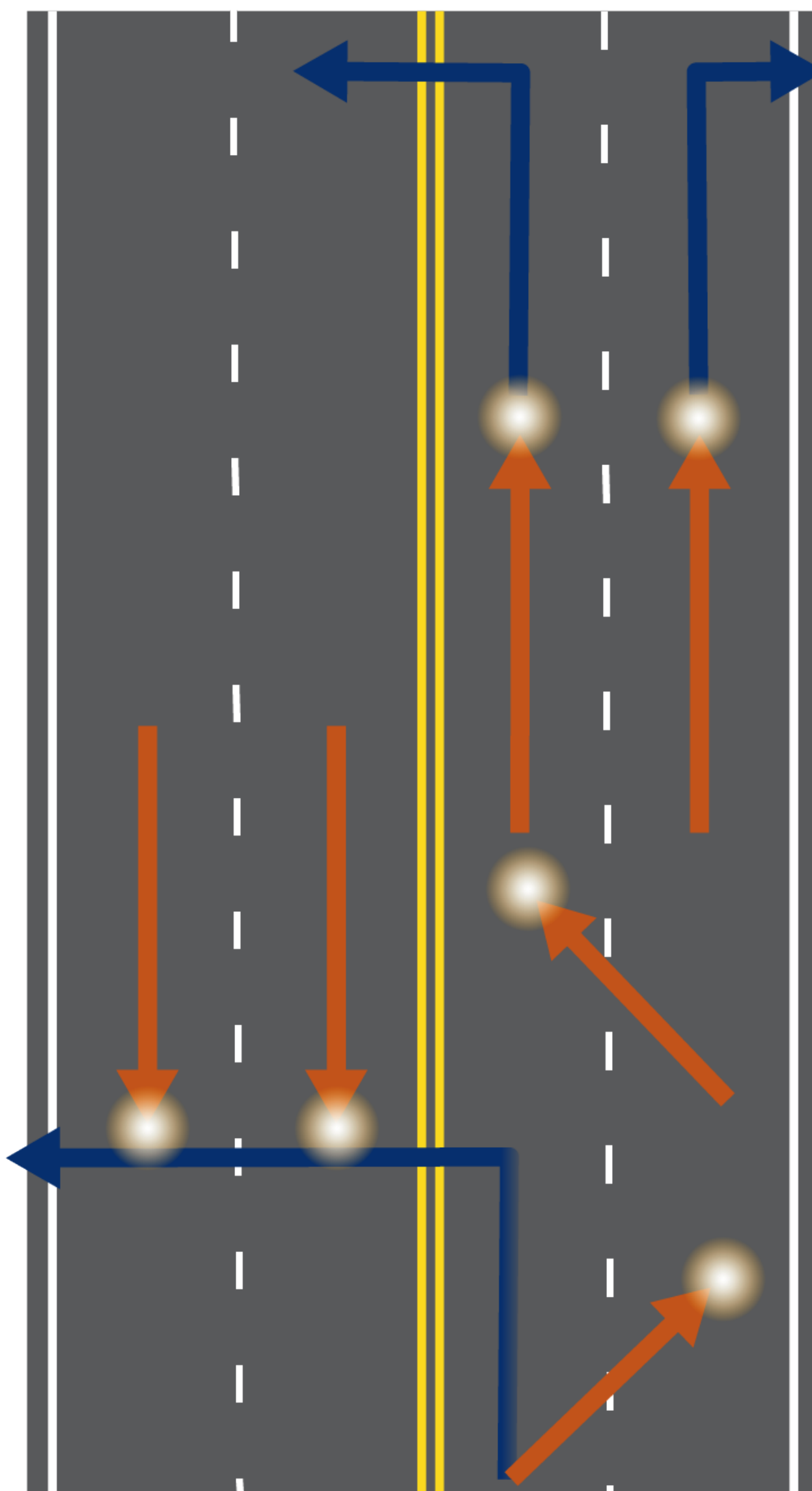
Trade-offs

In exchange for increased safety, there may be trade-offs for a 4-to-3-lane conversion especially during rush hour:

- Increase in travel time
- Longer lines of vehicles at traffic lights
- Fewer gaps between vehicles making it difficult for vehicles to cross or make left turns at intersections

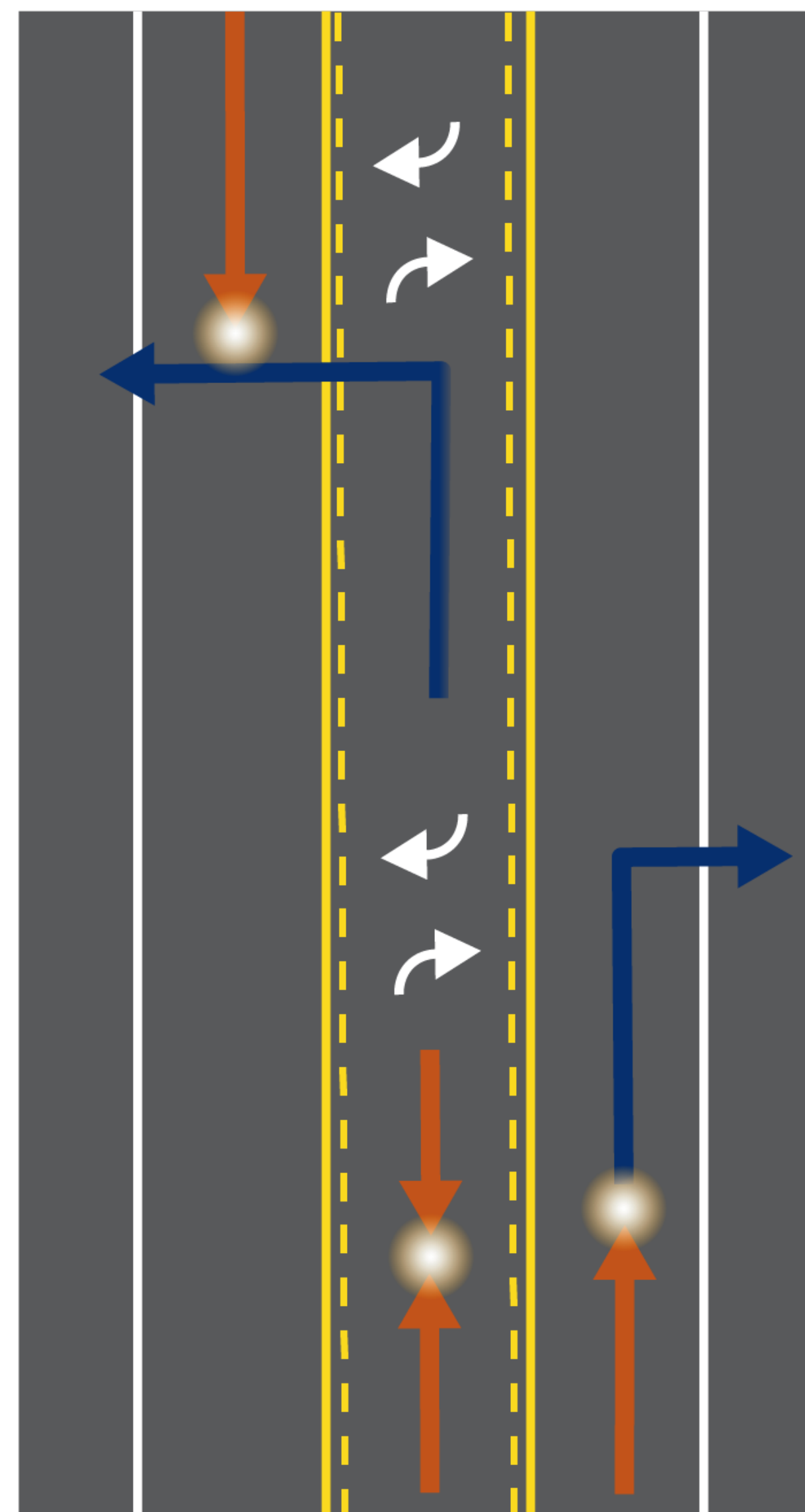
BEFORE

Four-lane undivided road



AFTER

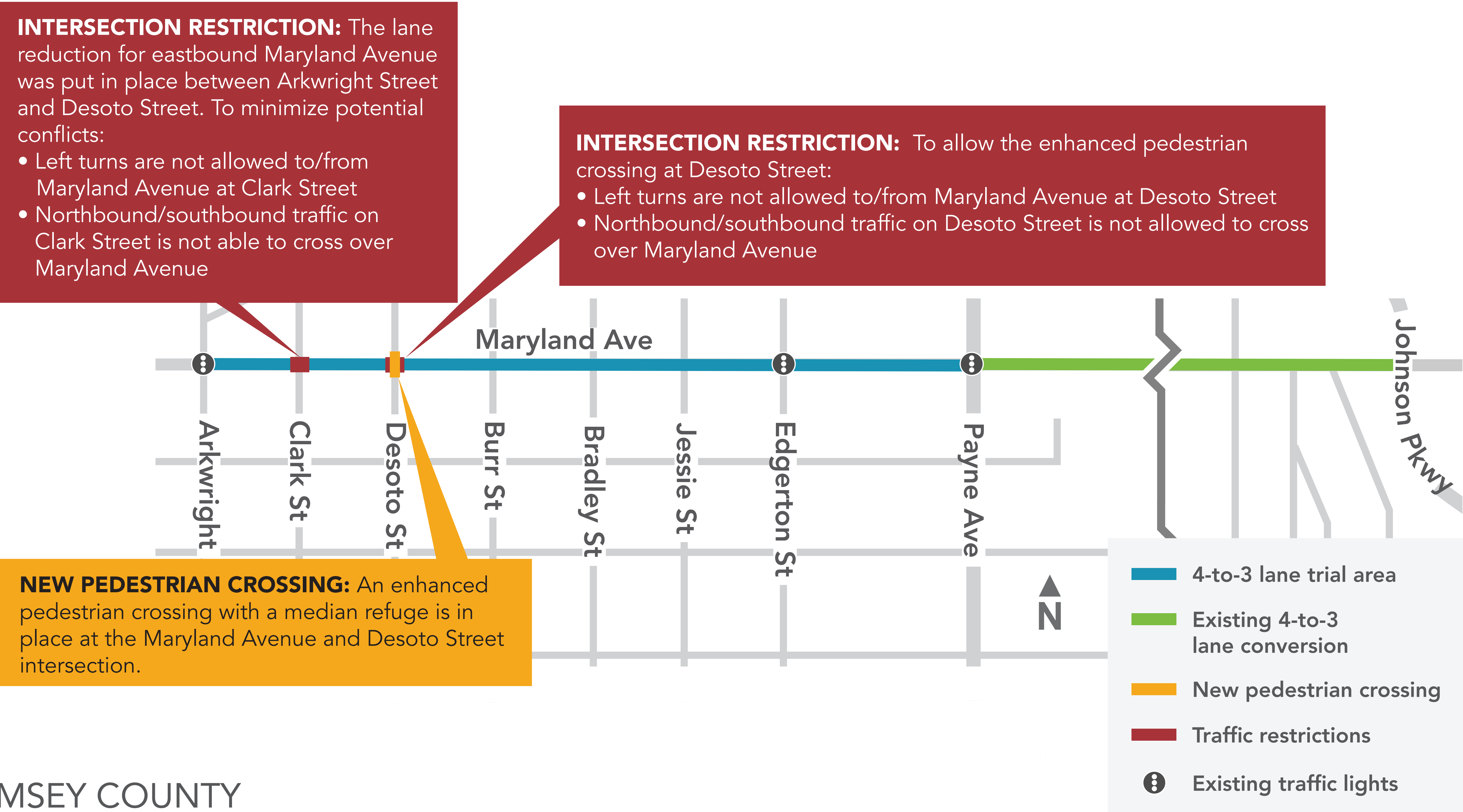
Three-lane road with a two-way left-turn lane in the center



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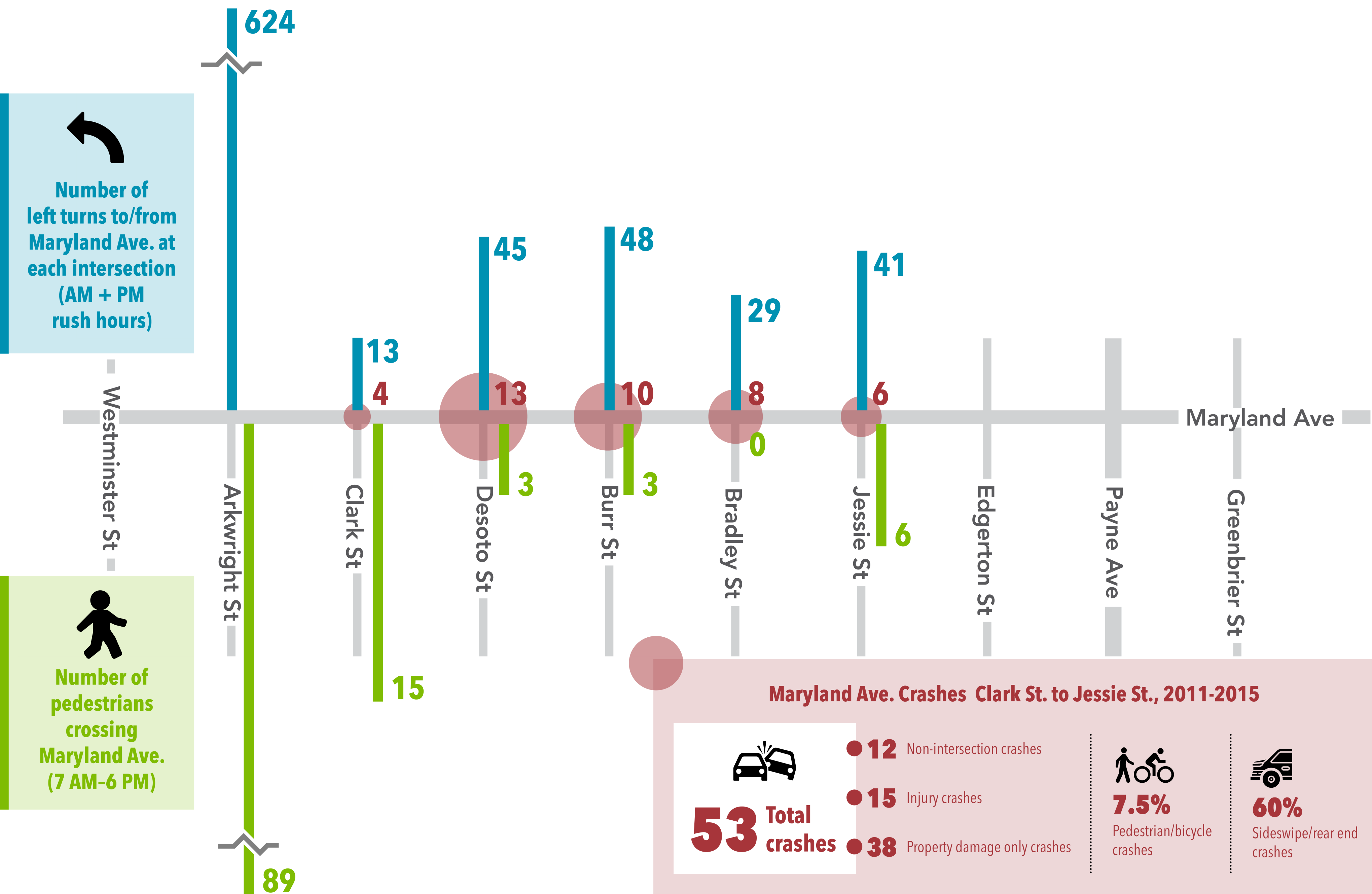
What was changed on Maryland Avenue during the three-lane conversion trial?



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Maryland Avenue between Arkwright Street and Payne Avenue before the three-lane conversion trial



Maryland Ave. Daily Traffic

22,400 vehicles

Vehicle Speed on Maryland Ave. Between Bradley St. and Jessie St.

POSTED SPEED LIMIT 30

37 mph Average vehicle speed

44 mph Speed at or below which 85% of all vehicles travel

37.8% Vehicles traveling at least 40 mph

12.1% Vehicles traveling at least 45 mph

Travel Time for Afternoon Rush Hour Westminster St. to Greenbrier St.

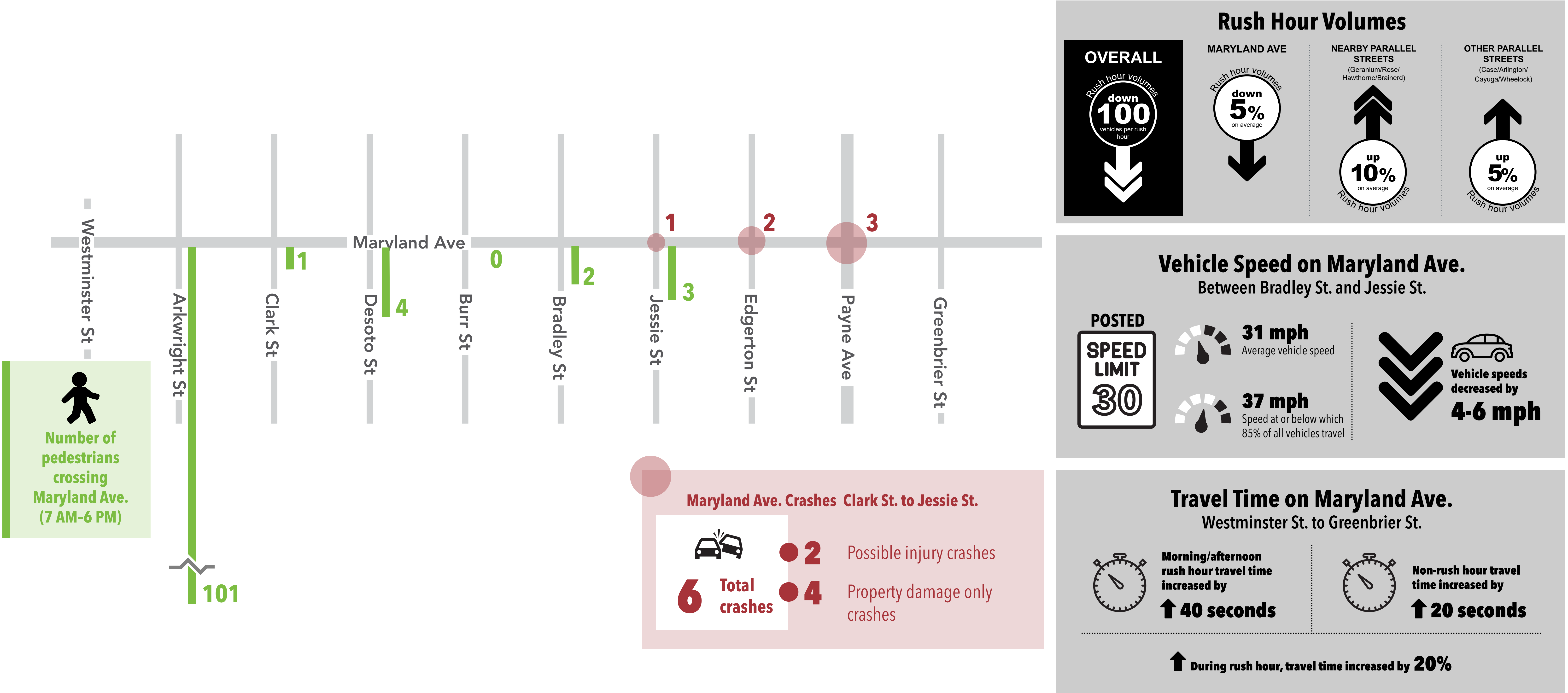
Direction	Travel Time
WESTBOUND	2 minutes Current travel time
EASTBOUND	3 minutes Current travel time

Expected increase in travel time during the three-lane trial: 20-30%

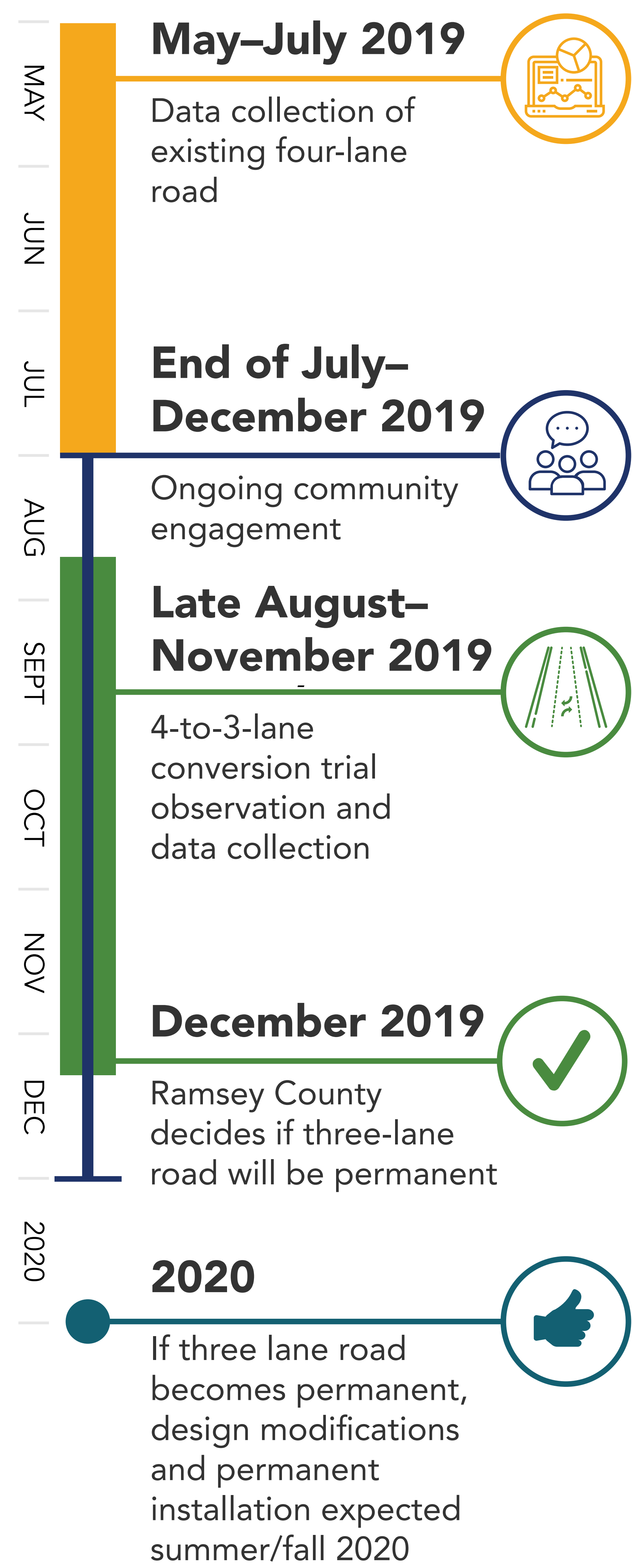
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Maryland Avenue between Arkwright Street and Payne Avenue during the three-lane conversion trial



What is the schedule for the 4-to-3-lane conversion trial?




How do I stay updated on the Maryland Avenue 4-to-3-lane conversion trial?

Visit the project website and sign up for email updates

 ramseycounty.us/marylandlaneconversion

Contact project staff:
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 651-266-7140

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What feedback did we hear from the community?

Community feedback was mostly positive. Many people indicated they feel safer driving and walking on/across Maryland Avenue during the three-lane conversion trial.



FREQUENTLY RECEIVED COMMENTS	PROJECT FOLLOW UP
<ul style="list-style-type: none">• Install eastbound merge before Arkwright Street• Install an eastbound right-turn lane at Arkwright Street	<ul style="list-style-type: none">• The eastbound merge area was reviewed• If the merge is installed before Arkwright Street, modeling indicates that there will likely be backups on the northbound I-35E exit ramp• Eastbound merge will remain in place after Arkwright Street
<ul style="list-style-type: none">• Add more signage and striping at the eastbound merge on Clark Street• Eastbound merge at Clark Street is too short and quick• Eastbound left lane traffic is failing to yield	<ul style="list-style-type: none">• During the trial, crews added more arrows on the pavement and installed more signage around the eastbound merge area
<ul style="list-style-type: none">• Drivers are using the center turn lane as a passing lane	<ul style="list-style-type: none">• Saint Paul Police will continue to enforce illegal use of the center two-way left-turn lane
<ul style="list-style-type: none">• Bike lanes are needed on Maryland Avenue	<ul style="list-style-type: none">• Due to the existing widths of the road, sidewalk and boulevard, there is not enough room for bike lanes