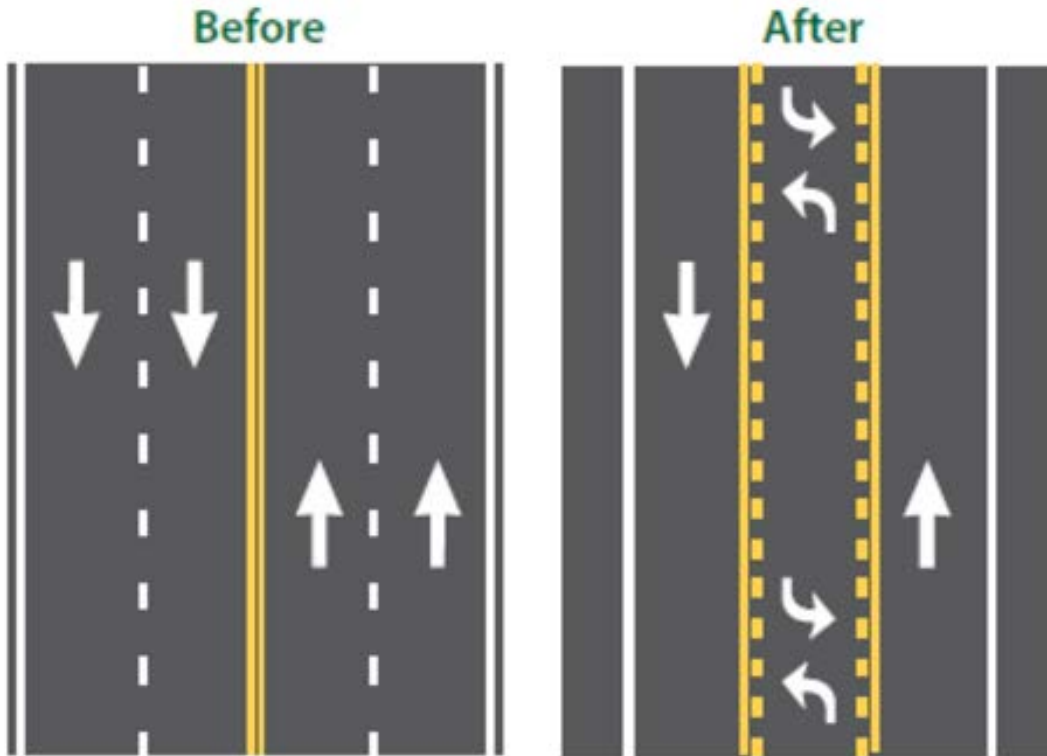


# MARYLAND AVE 4 TO 3 LANE CONVERSION

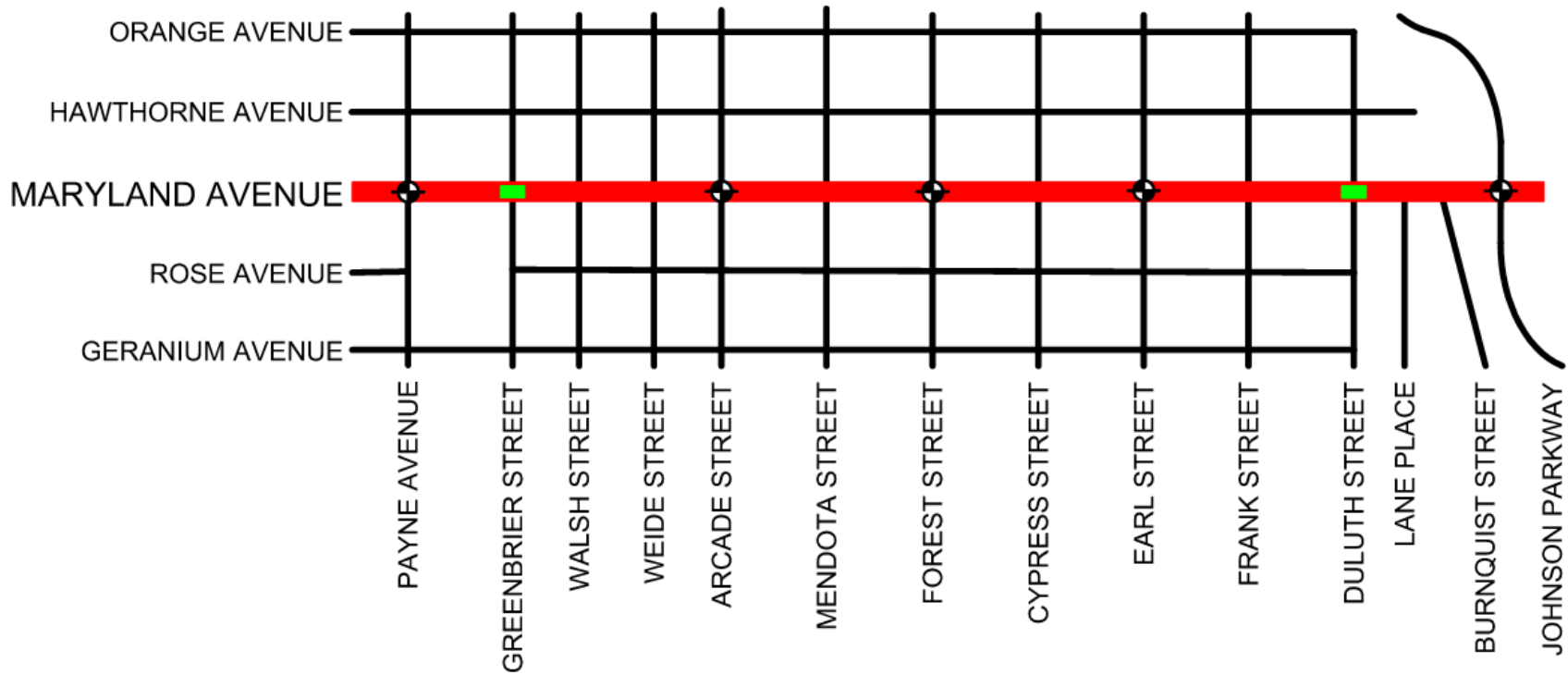
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# Project Overview

- Temporary 3 lane conversion

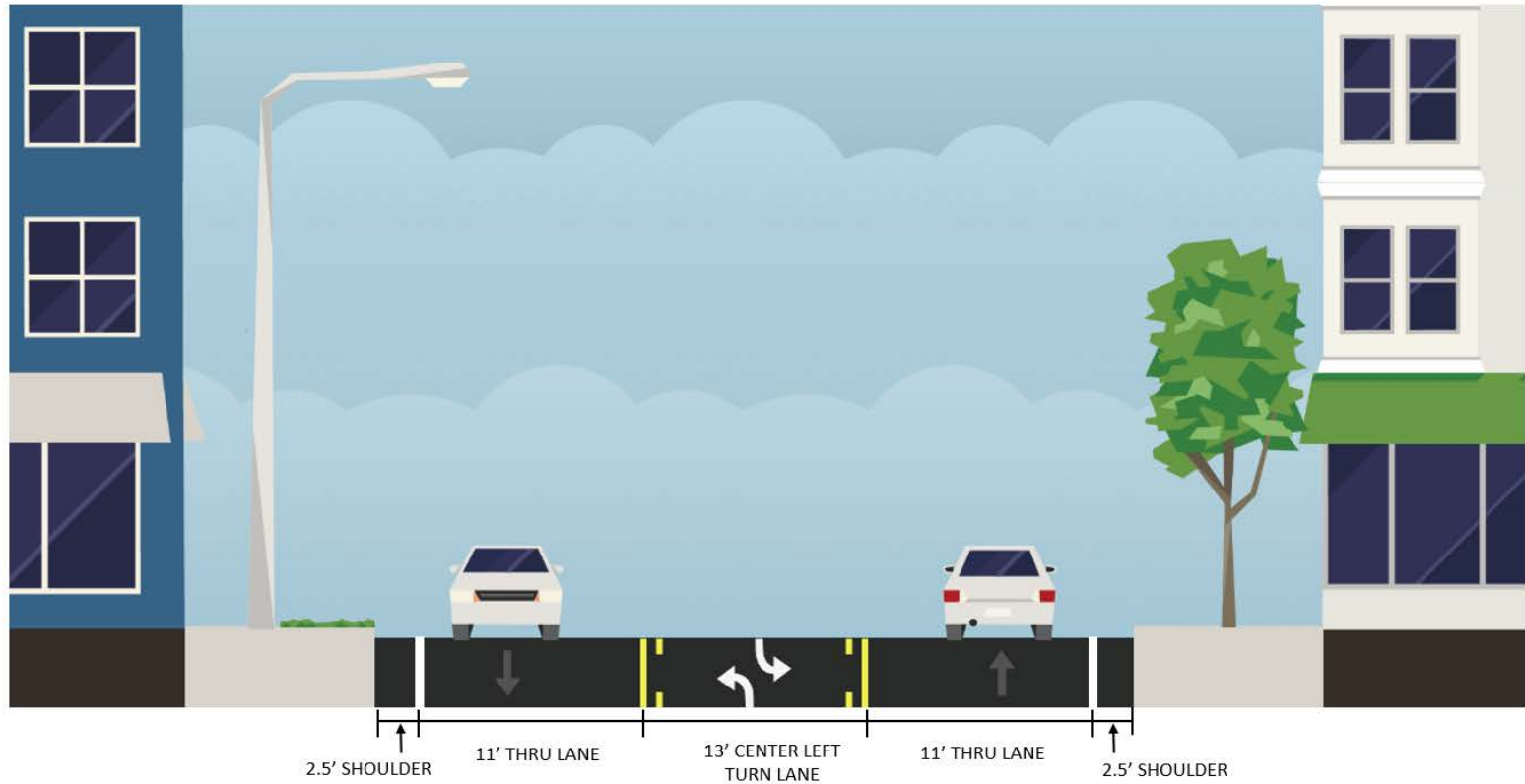


# Project Limits



# 3 Lane Cross Section

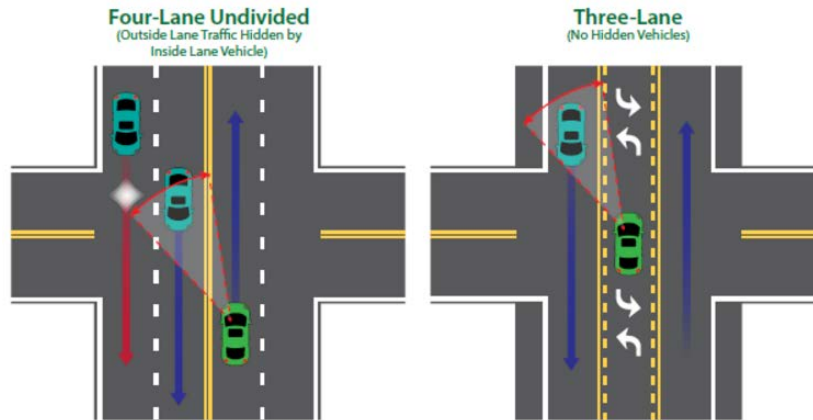
MARYLAND AVENUE  
PROPOSED 3 LANE WITH CENTER LEFT TURN LANE



# 4 to 3 Lane Conversion

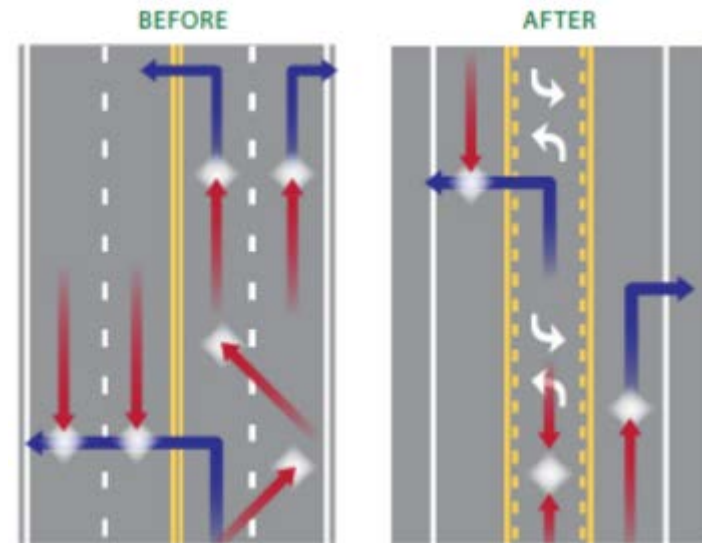
## ADVANTAGES

- Crash reduction
- Reduced speed
- Improved ped crossing



## DISADVANTAGES

- Reduced capacity
- Less gaps in traffic
- Busses stop through lane
- Traffic may move to side streets

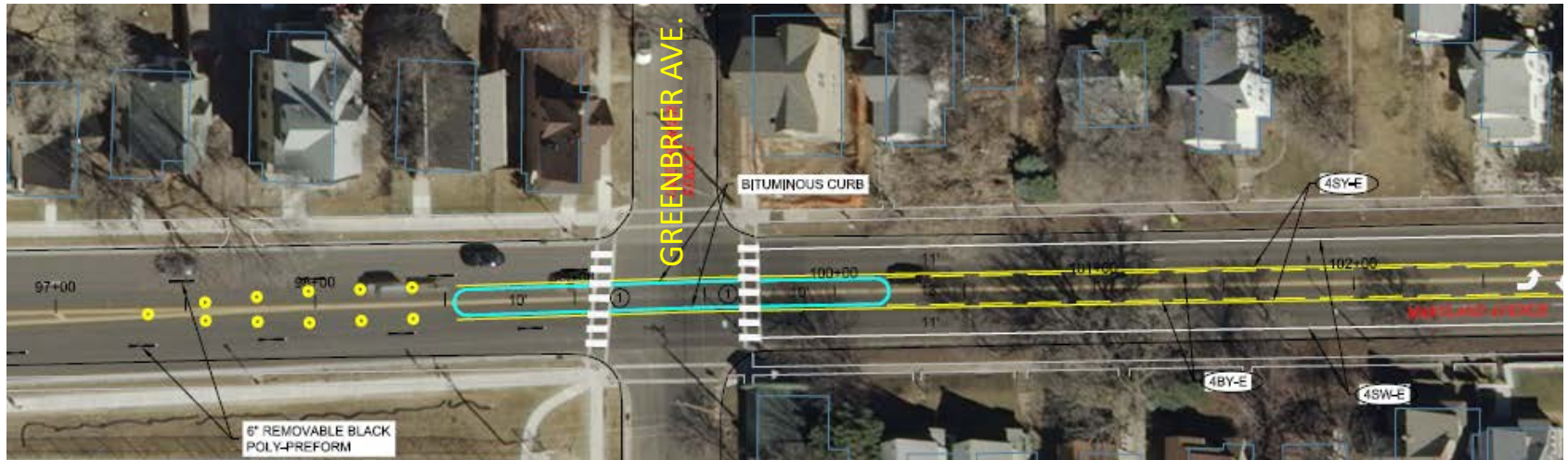


# Project Layout – Payne Ave.



- East bound traffic reduced to one lane at Payne Ave.

# Project Layout – Greenbrier Ave.



- Median added at Greenbrier to allow safer pedestrian crossing
- Left turns prohibited



# Project Layout – Walsh to Weide St.



- Standard 3 lanes with center left turn lane



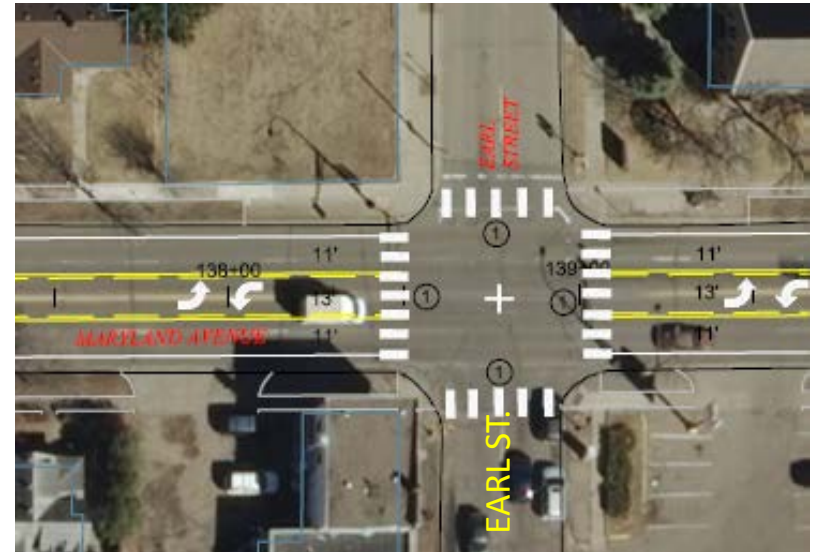
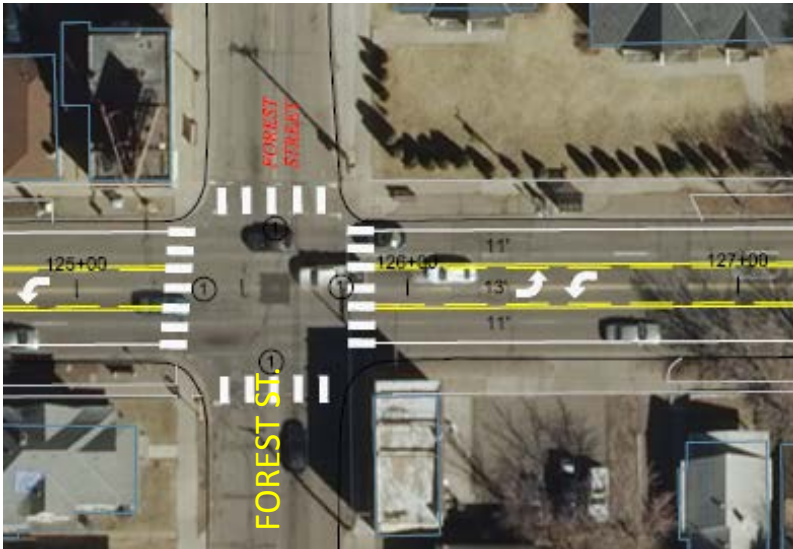
# Project Layout – Arcade St.



## Maryland Ave. at Arcade Street

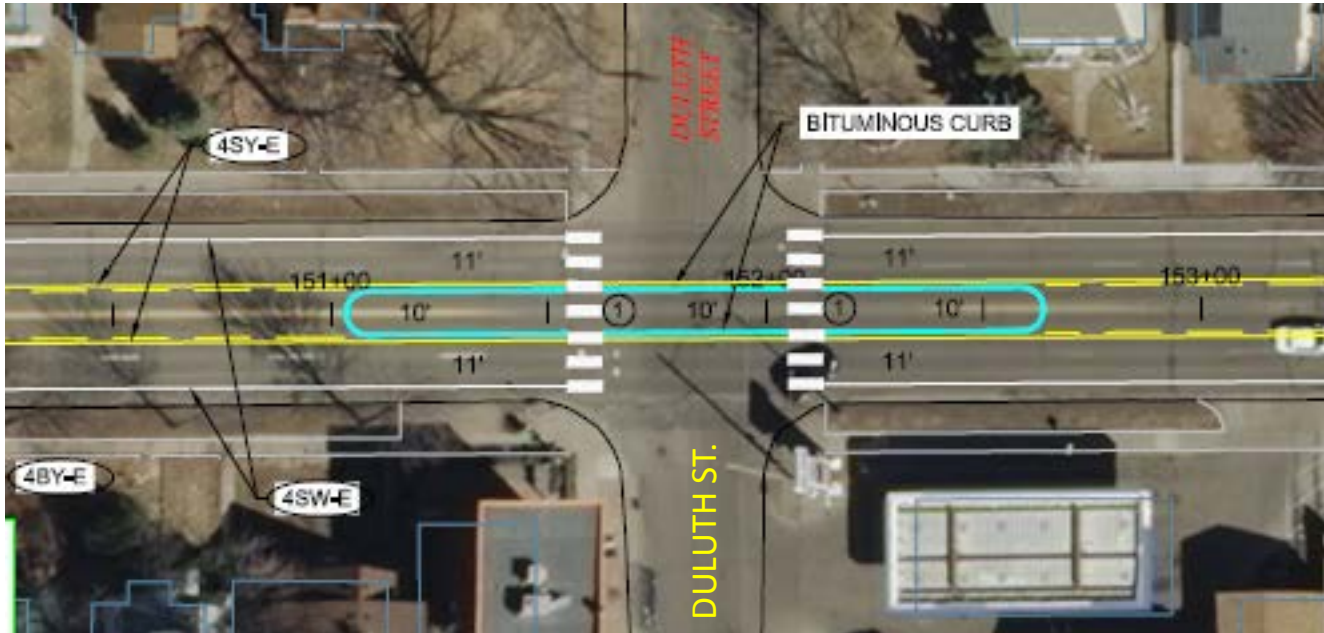
- Left turn lane
- Through lane
- Right turn lane

# Project Layout – Earl St. & Forest St.



- Standard 3 lanes with center left turn lane at signals

# Project Layout – Duluth St.



- Median added at Duluth to allow safer pedestrian crossing
- Left turns prohibited

# Project Layout – Lane Pl. to Johnson Pkwy.



- West bound traffic reduced to one lane west of Johnson Parkway intersection

## Potential Issues to Work Through

1. Signal Timing
2. Diversion to parallel routes
3. Increased speeding on local system
4. Bus stops and maintaining schedules
5. Cars passing in the middle lane
6. Gaps infrequent and or too short
7. Reduced capacity
8. Service degrade to gridlock



# Data Collection (before/after)

1. Traffic Volumes – Maryland/other streets
2. Turning movements
3. Vehicle Speeds
4. Congestion
5. Gaps
6. Crashes
7. Enforcement issues
8. Bike/ped counts
9. Survey/feedback from community

The screenshot shows an Excel spreadsheet titled "Volumes (Raw Data)". The data is organized into two main sections. The first section lists locations: Maryland, East of Walsh, East of Arcade, West of Cypress, and East of Frank. For each location, there are three columns: Date, E-Bound, W-Bound, and Total. The second section lists locations: West of Walsh, East of Arcade, West of Cypress, and West of Frank. For each location, there are four columns: Date, E-Bound, W-Bound, and Total.

Location	Date	E-Bound	W-Bound	Total
Maryland	4/4/2017	13,527	11,372	24,899
	5/1/2017			
	10/28/2002			
East of Walsh	4/17/2017	9,630	12,870	22,500
	7/15/2002			
	10/14/2002			
East of Arcade	4/4/2017	11,372	11,547	22,919
	7/24/2002			
	10/21/2002			
West of Cypress	4/17/2017	8,569	11,545	20,114
	7/24/2002			
	10/21/2002			
East of Frank	4/4/2017	197	395	592
	7/8/2002			
	10/9/2002			
West of Walsh	4/17/2017	345	301	646
	7/15/2002			
	10/9/2002			
East of Arcade	4/4/2017	198	278	476
	7/27/2002			
	7/22/2015			
West of Cypress	4/17/2017	130	274	404
	7/22/2015			
	7/22/2015			



# Schedule

- Week of May 15<sup>th</sup> restriping will occur
- Test runs for a minimum of 6 weeks
- Field data collection and public input received during test
- If successful, permanent striping will be done in conjunction with pavement replacement at end of summer



So how do we decide whether the field trial is a success.....or failure?

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1. Quantitative/Technical Data
2. Qualitative Information and Feedback
3. Community Input

Ultimately the decision may boil down to an issue of community vision and values.....

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# Thank you!

- Please fill out comment forms
  - Visit [www.ramseycounty.us/marylandave](http://www.ramseycounty.us/marylandave)
  - Project manager – Erin Laberee, P.E.
    - 651-266-7105
    - Erin.Laberee@co.ramsey.mn.us
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