

Ramsey County Board Workshop

4-3 Lane Conversion Study

**Economic Growth and Community Investment Service
Team**

Virtual

February 9, 2021 at 1:30 PM

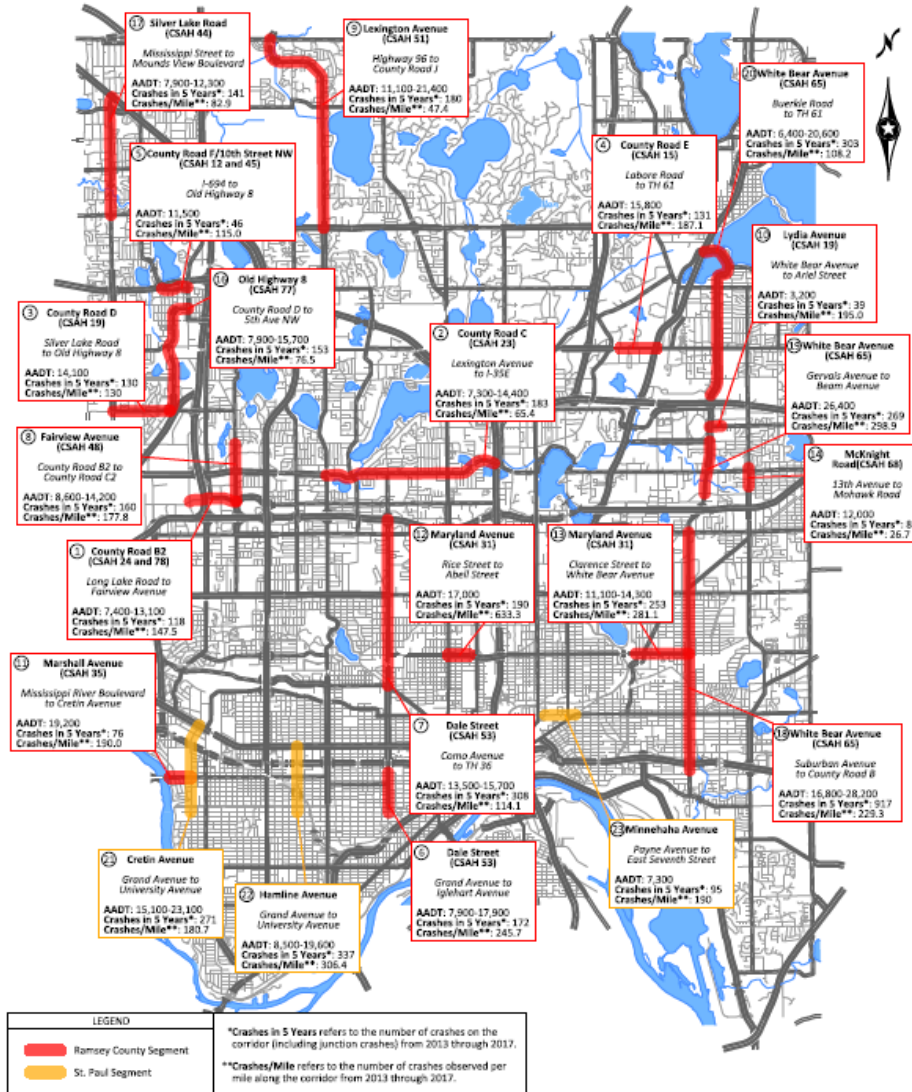
Agenda

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|-------------------------|---|
| 1. Introduction | Ted Schoenecker,
Public Works Director |
| 2. Presentation | Brad Estochen,
Traffic Engineer |
| 3. Discussion/Questions | County Board |
-

Presentation Topics

- Goals and Objectives
- Feasibility Screening
- Benefits Screen
- Results and leveraging study going forward

Roadways Included in Study



Four-Lane to Three-Lane Conversion Study

Figure 1
Project Overview

Goals and Objectives

- Investigate 4 lane undivided roads for alternative configurations
- Determine expected operational impacts
- Determine expected benefits
- Highlight issues for resolution in project development
- Contribute to overall safety improvements for all users

All Abilities Transportation Network Policy

- Methodology incorporates modal priorities into study
- 4 lane undivided roads pose significant risks to pedestrians, bicyclists, and transit users
- Alternative utilization of space offers potential for improvements to these users



Feasibility Screen



Road Width

- 32' minimum
- 48' desirable



Curbside use

- On street parking
- Transit Stops
- Loading zones



Traffic Levels

- Daily
- Hourly
- Directional

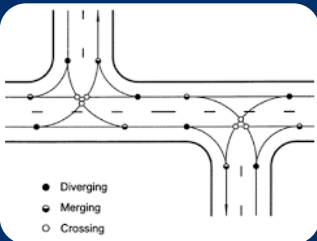


Benefits Screen



Speed Reduction

- Operating speeds relative to posted speed limits
- County Road F/10th Street



Access Density

- Number of driveways/intersections/mile
- Maryland from Phalen to White Bear Ave



Crash Reduction

- Crashes/mile
- Maryland from Rice to Abell

Benefits Screen



Pedestrian Use

- Streetlight data derived pedestrian activity
- Hamline from Grand to University (St. Paul)
- Maryland from Rice to Abell



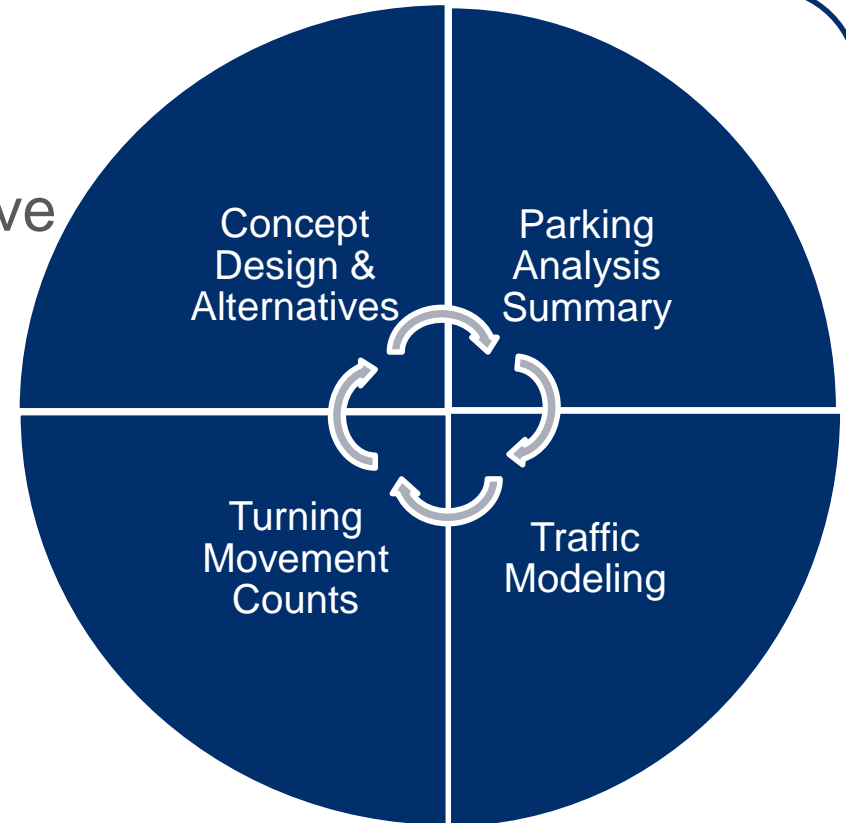
Bicycle Use

- Streetlight data derived bicycle activity
- Marshall Ave from Miss. River Road to Cretin

Detailed Analysis

Selected Roadways

1. Old Highway 8 - CR D to 5th Ave
2. Dale - Como to 36
3. CR C - Lexington to 35E
4. White Bear Ave
 - CR B to Frost
 - Beam to Gervais



Implementation Plan

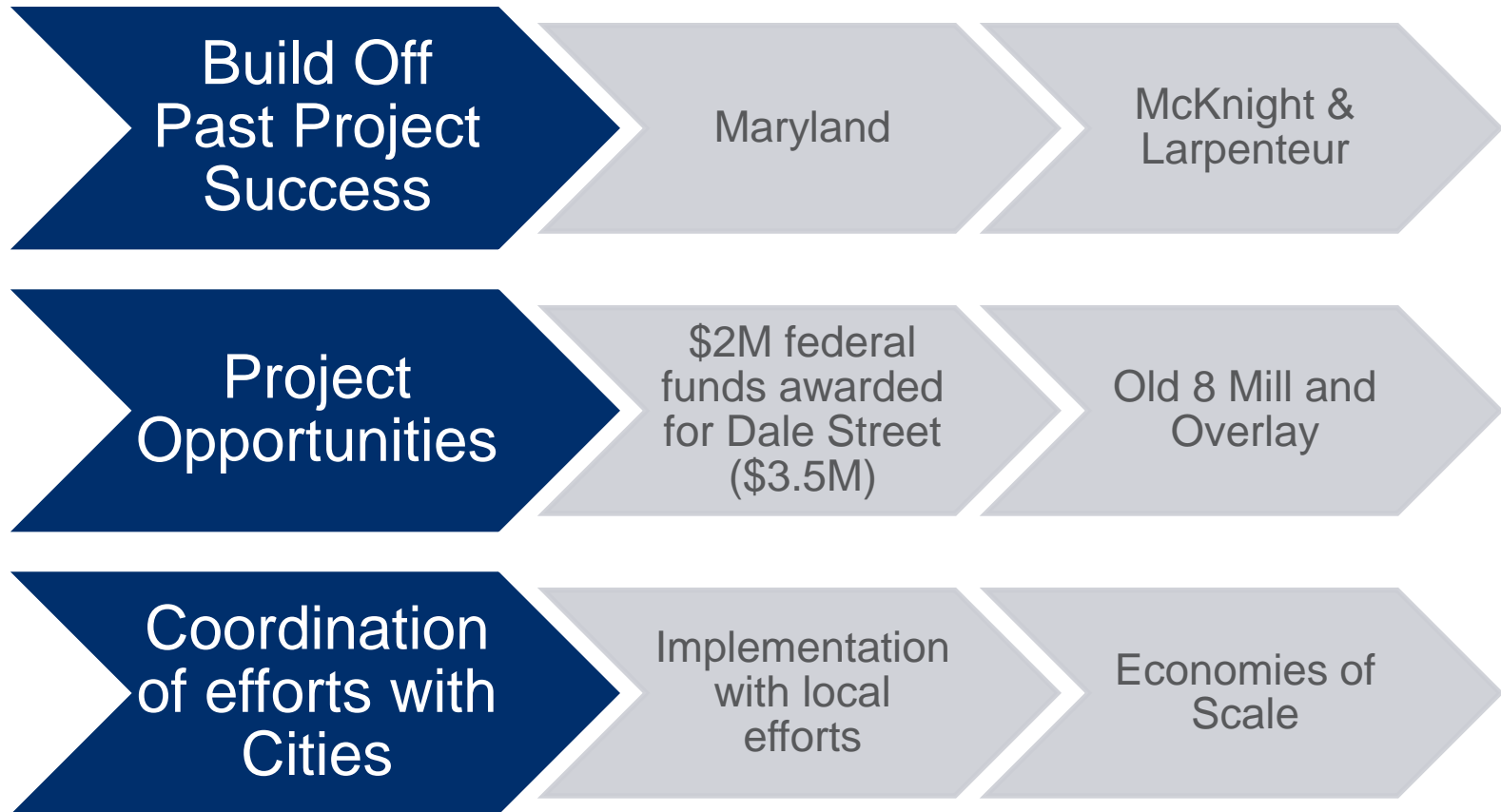
- Minor, major, or reconstruction grouping
- Based on feasibility and benefits
- Input from Technical Advisory Committee
- Racial Equity Consideration through TIP development



Implementation Ranking

Implementation Priority Ranking	Segment Number	Road Segment
Scope: Restripe		
1	10	Lydia Avenue - White Bear Avenue to Ariel Street
2	13	Maryland Avenue - Clarence St to White Bear Ave
3	12	Maryland Avenue - Rice Street to Abell Street
4	18	White Bear Avenue - Suburban Ave to County Road B
5	5	County Road F/10th Street NW - I-694 to Old Highway 8
6	8	Fairview Avenue - Country Road B2 to County Road C2
7	11	Marshall Avenue - Mississippi River Blvd to Cretin Ave
8	14	McKnight Road - 13th Avenue to Mohawk Road
9	3	County Road D - Silver Lake Road to Old Highway 8
10	1	County Road B2 - Long Lake Road to Fairview Ave
11	16	Old Highway 8 - County Road D to 5th Ave
12	4	County Road E - Labore Road to Highway 61
13	17	Silver Lake Road - Mississippi St to Mounds View Blvd
14	2	County Road C - Lexington Ave to I-35E
15	9	Lexington Avenue - Highway 96 to County Road J
Scope: Mill and Overlay		
16	6	Dale Street - Grand Ave to Iglehart Ave
17	7	Dale Street - Como to Highway 36
Scope: Reconstruct		
18	19	White Bear Avenue - Gervais Avenue to Beam Avenue
19	20	White Bear Avenue - Buerkle Road to County Road E

Incorporation into Transportation Improvement Program



Conclusions

- Study identified feasible candidates
- Leverage funding and programming opportunities
- Engagement of communities is essential to success
- These projects will have a positive impact for pedestrians, bicycles, and motor vehicles
- Study was awarded 2021 Highway Safety Achievement Award from MCEA