

Maplewood Avenue & Adjacent Areas



Preliminary Design Presentation Parking & Traffic Safety Committee



November 3, 2016

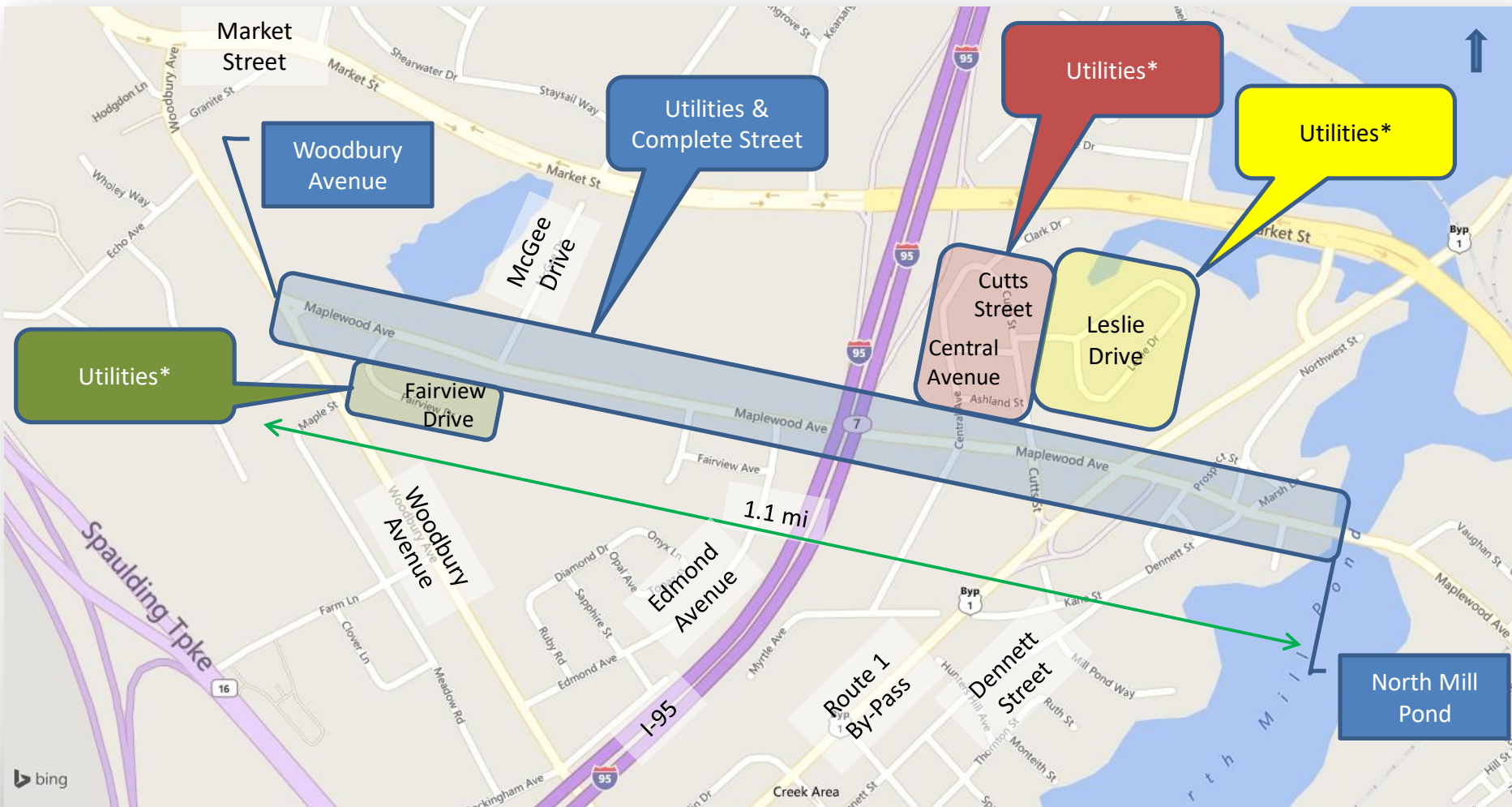


Project Need:

- Primary Need: Water Main Replacement on Maplewood Avenue
 - Recommended in 2013 Water Master Plan
- Identified Adjacent Areas in Need of Work
 - Added to Overall Project
- Full Roadway and Utility Reconstruction Where Appropriate
- Complete Street Type Design
 - City Council Policy
- Incorporate Elements of 2014 Bicycle & Pedestrian Plan



Project Limits for Design

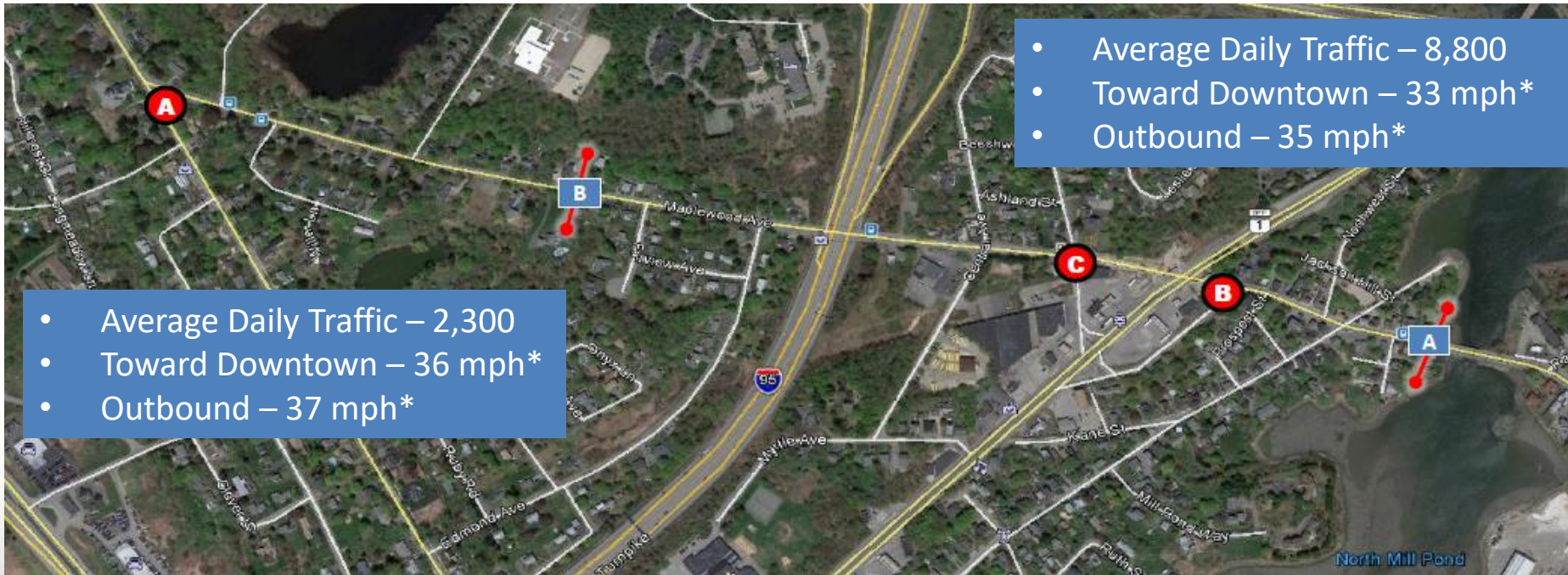


*Construction limits and phasing to be based on available funding.



Data Collection – Speed and Traffic Volumes:

- Posted Speed Limit – 25 mph



*85th Percentile Speeds

Data Collection – Parking Observations:

January 27, 2016

- Wednesday 6am-8am
- Wednesday 11am-1pm
- Wednesday 6pm-8pm

January 30, 2016

- Saturday 6am-8am
- Saturday 11am-1pm
- Saturday 6pm-8pm



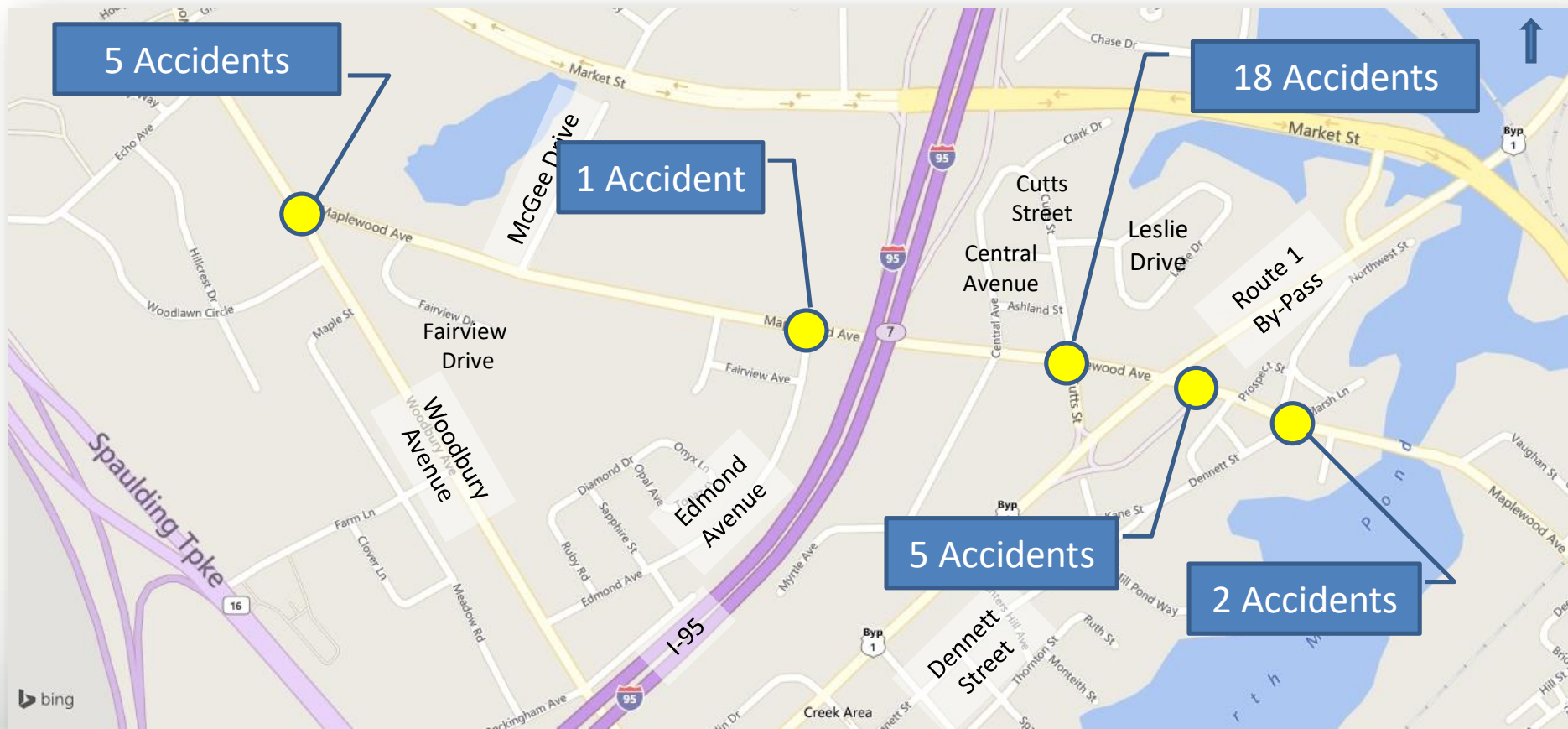
Data Collection – Parking Observations:

Maplewood Avenue:

- Very little demand
 - Residential driveways
- Ideal roadway for bicycle lanes



Data Collection: Accident Reports (2009-June 2013)



Public Input Summary:

Maplewood Avenue:

- Vehicles driving too fast
 - Speed humps
- Bicycle accommodation
- Accommodate school children
 - Crosswalks
- Sidewalk Improvements
- Drainage issues
- Pavement conditions (neighborhoods)
- Neighborhood feel

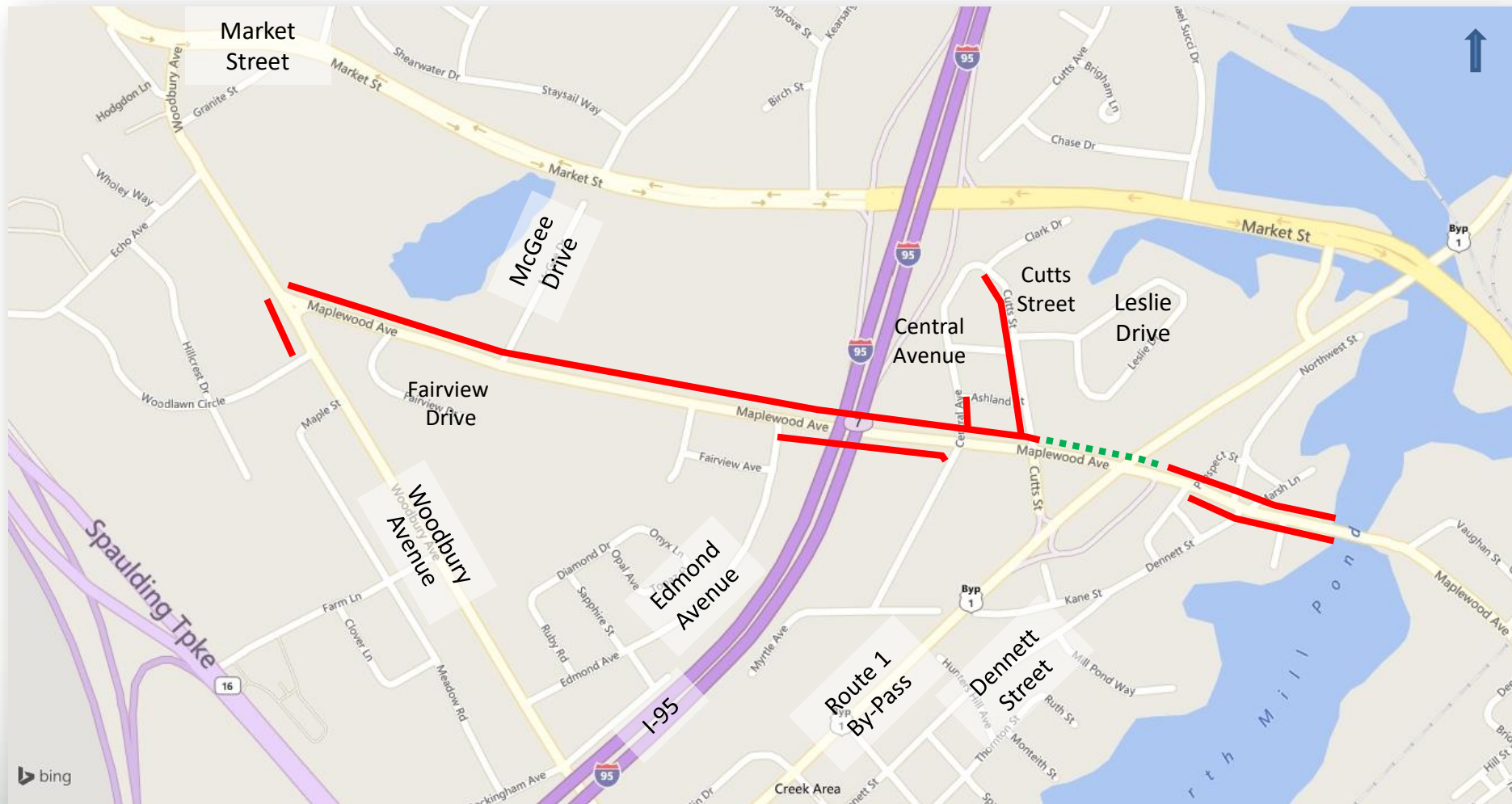


Maplewood Avenue Road Design Goals:

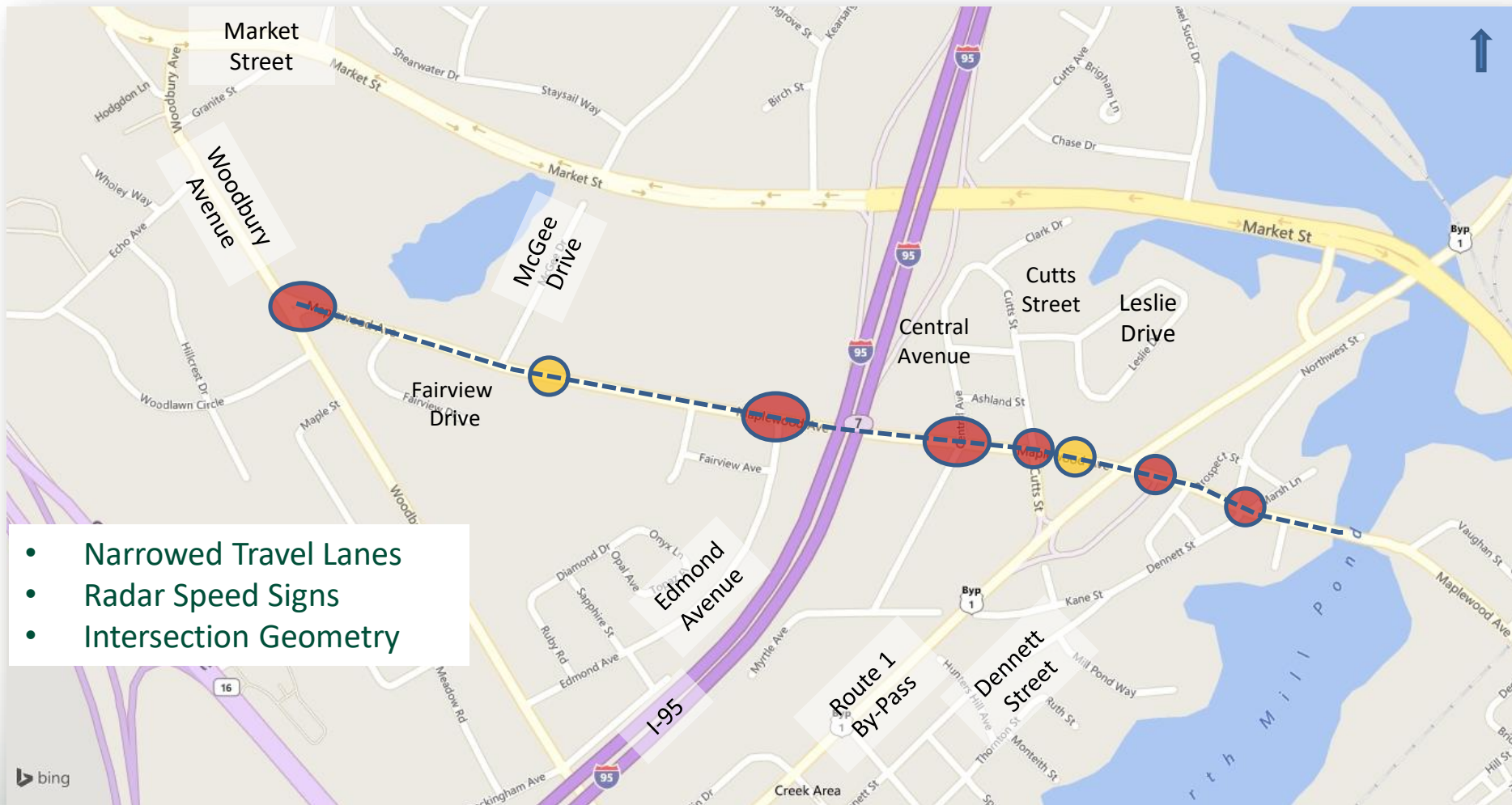
- Safety
 - Traffic Calming
 - Accessible Sidewalk
 - Grass Buffer (where possible)
 - Bicycle Accommodation
 - Curbing/Drainage
 - Utility Coordination



Proposed Sidewalk Locations



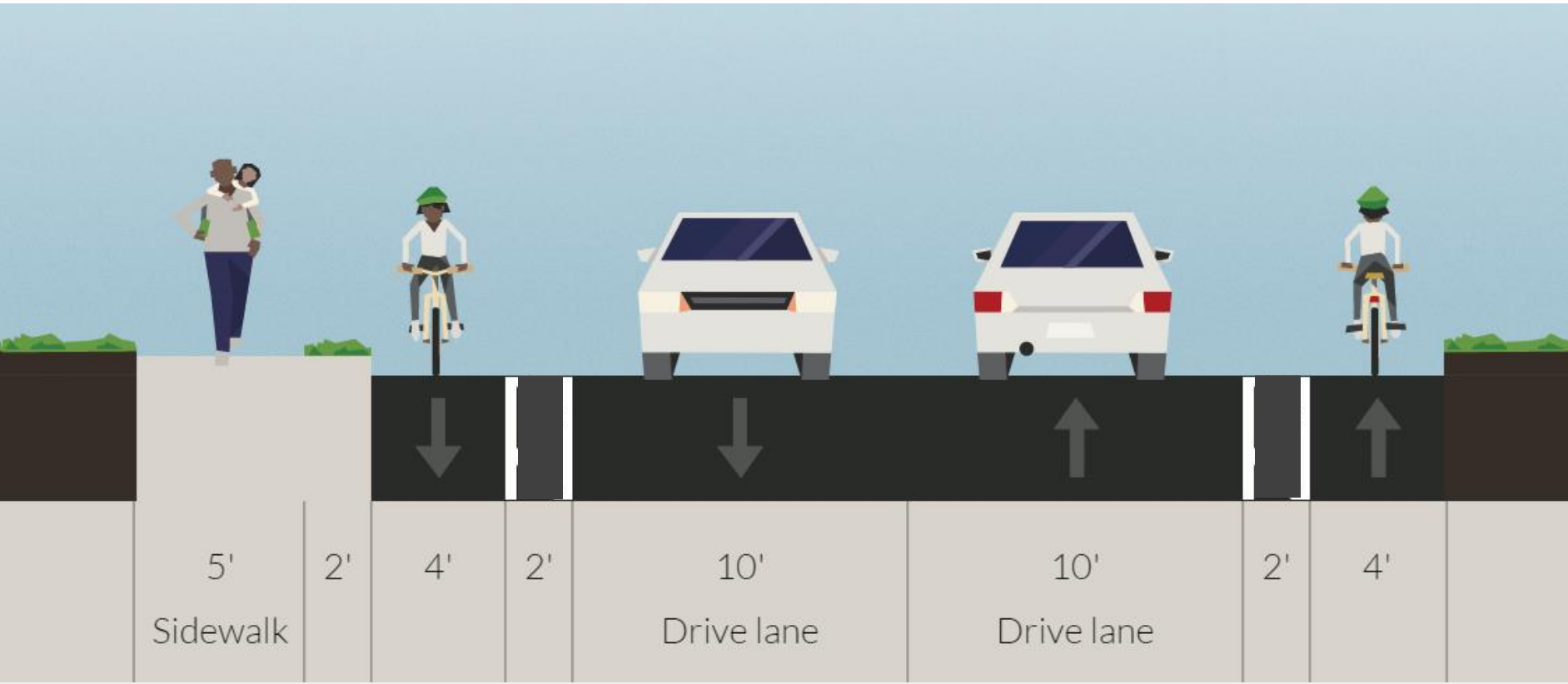
Proposed Traffic Calming



- Narrowed Travel Lanes
- Radar Speed Signs
- Intersection Geometry



Maplewood Avenue Typical Section:

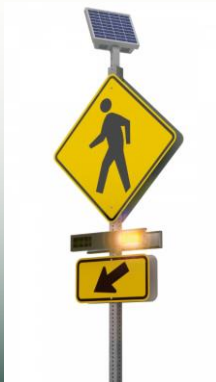
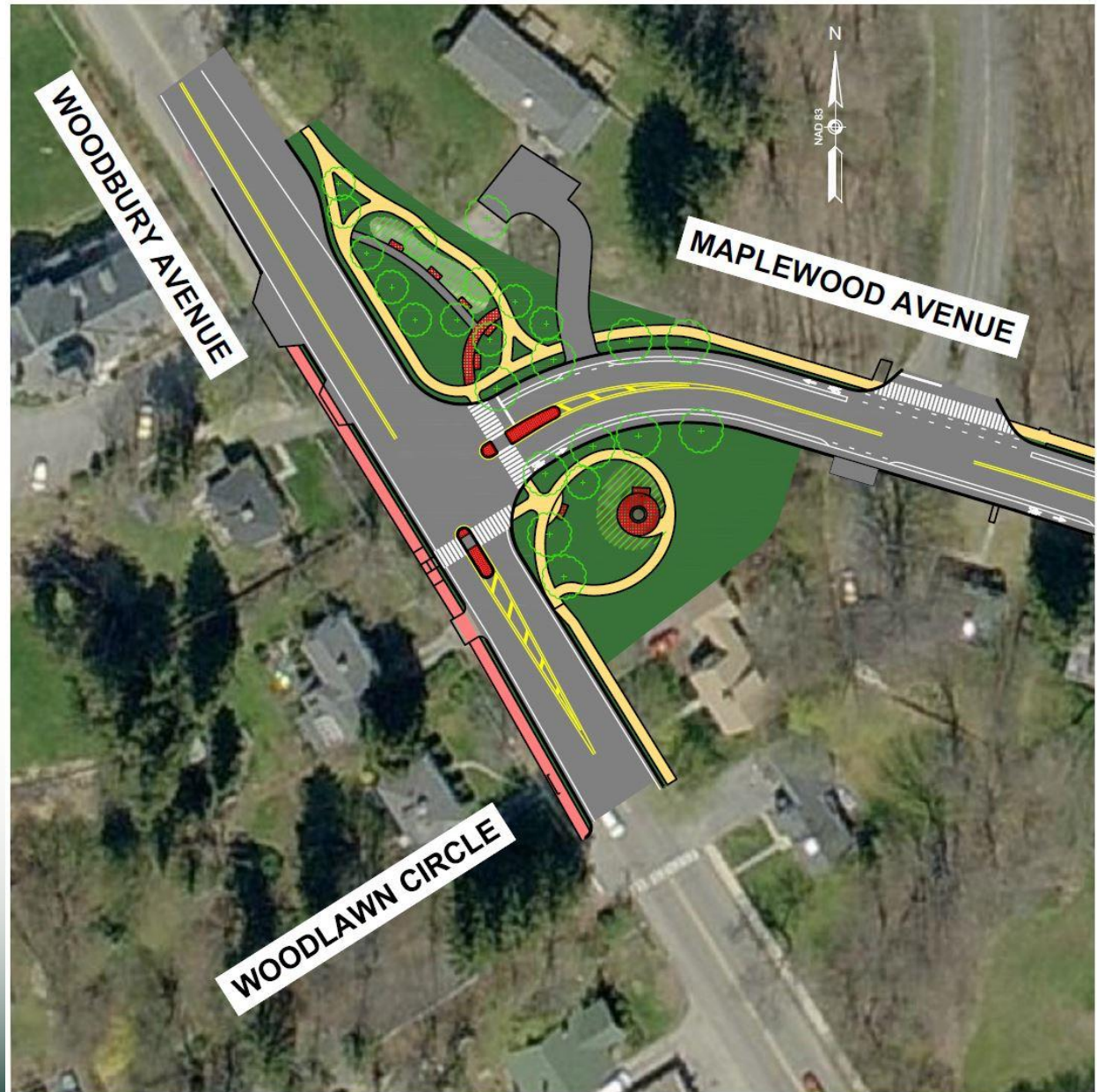


Intersection Improvements: Woodbury Avenue



Intersection Improvements: Woodbury Avenue

- Calm Travel Speeds
 - Realign Maplewood
- Reduce Pavement
 - Green Space
- Gateway Treatment
- Pedestrian Crosswalks/Refuge
 - RRFB
- Bicycle Accommodation
- Connect to Woodlawn Cr
- Retain Existing Tree



Raised Intersections:



- Vertical Deflection
- Reinforces Slow Speeds
- Encourages Yielding
- Emergency Vehicles

Source: National Association of City Transportation Officials, "Urban Street Design Guide"



Intersection Improvements: Edmond Avenue

- Calm Travel Speeds
 - Raised Intersection
 - Dynamic Striping
- Pedestrian Crosswalk/Refuge
- Bicycle Accommodation



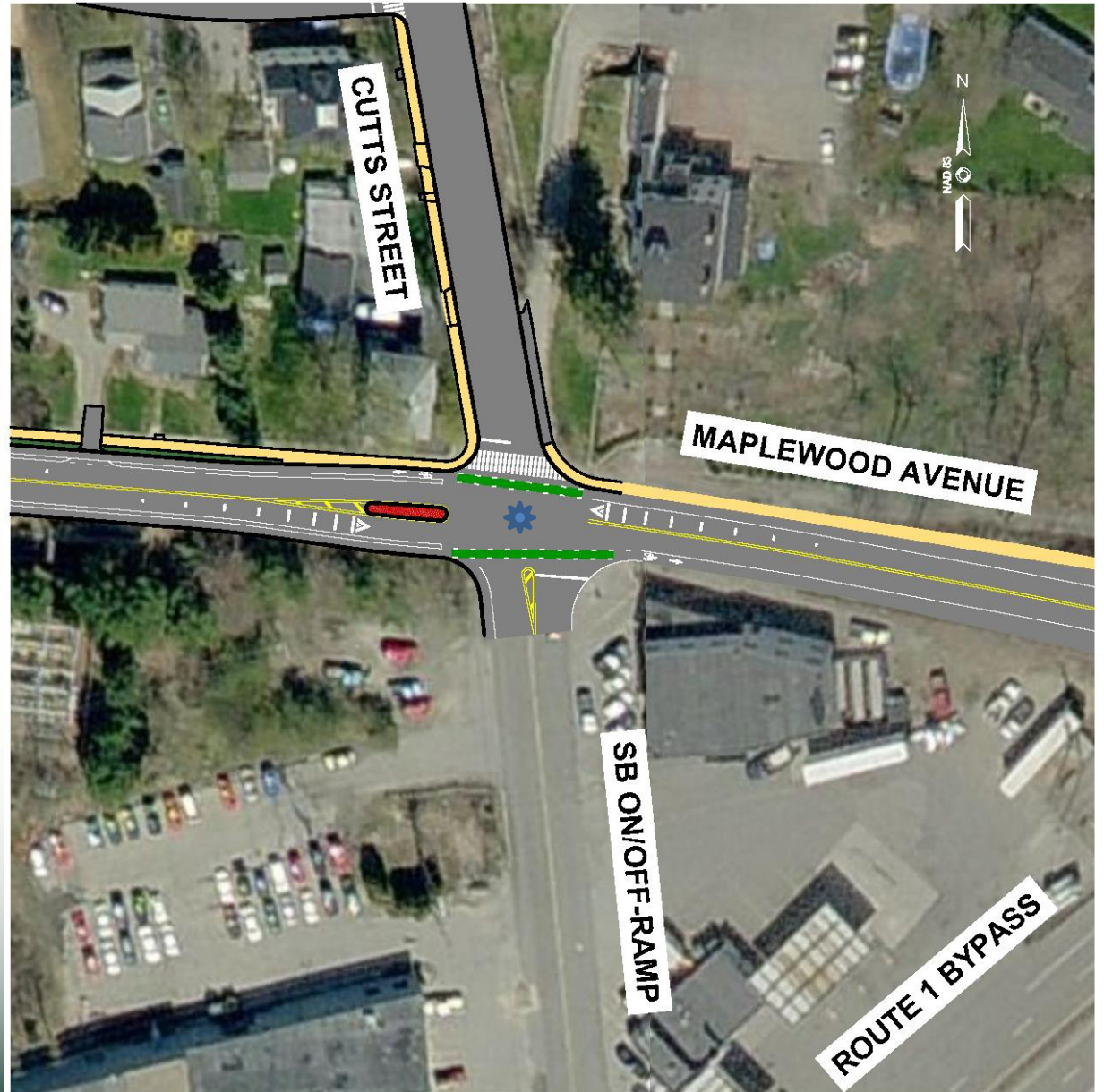
Intersection Improvements: Central/Emery

- Calm Travel Speeds
 - Raised Intersection
 - Dynamic Striping
- Pedestrian Crosswalks/Refuge
- Bicycle Accommodation
- Sidewalk Connections



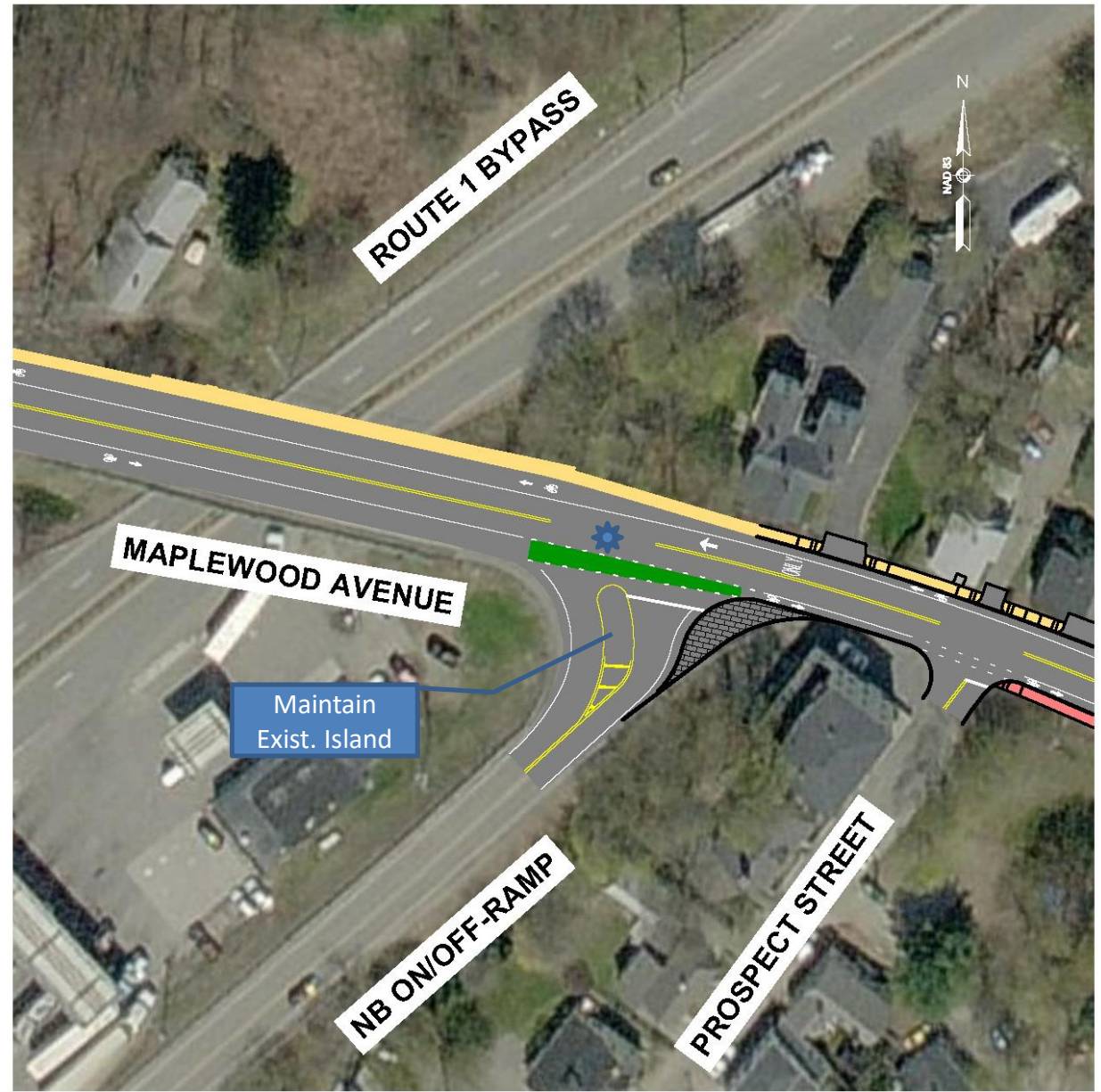
Intersection Improvements: Cutts Street

- Calm Travel Speeds
 - Median Island
 - Dynamic Striping
- Pedestrian Crosswalk
- Bicycle Accommodation
- Sidewalk Connections
- Radar Speed Signs
- Supplemental STOP signs



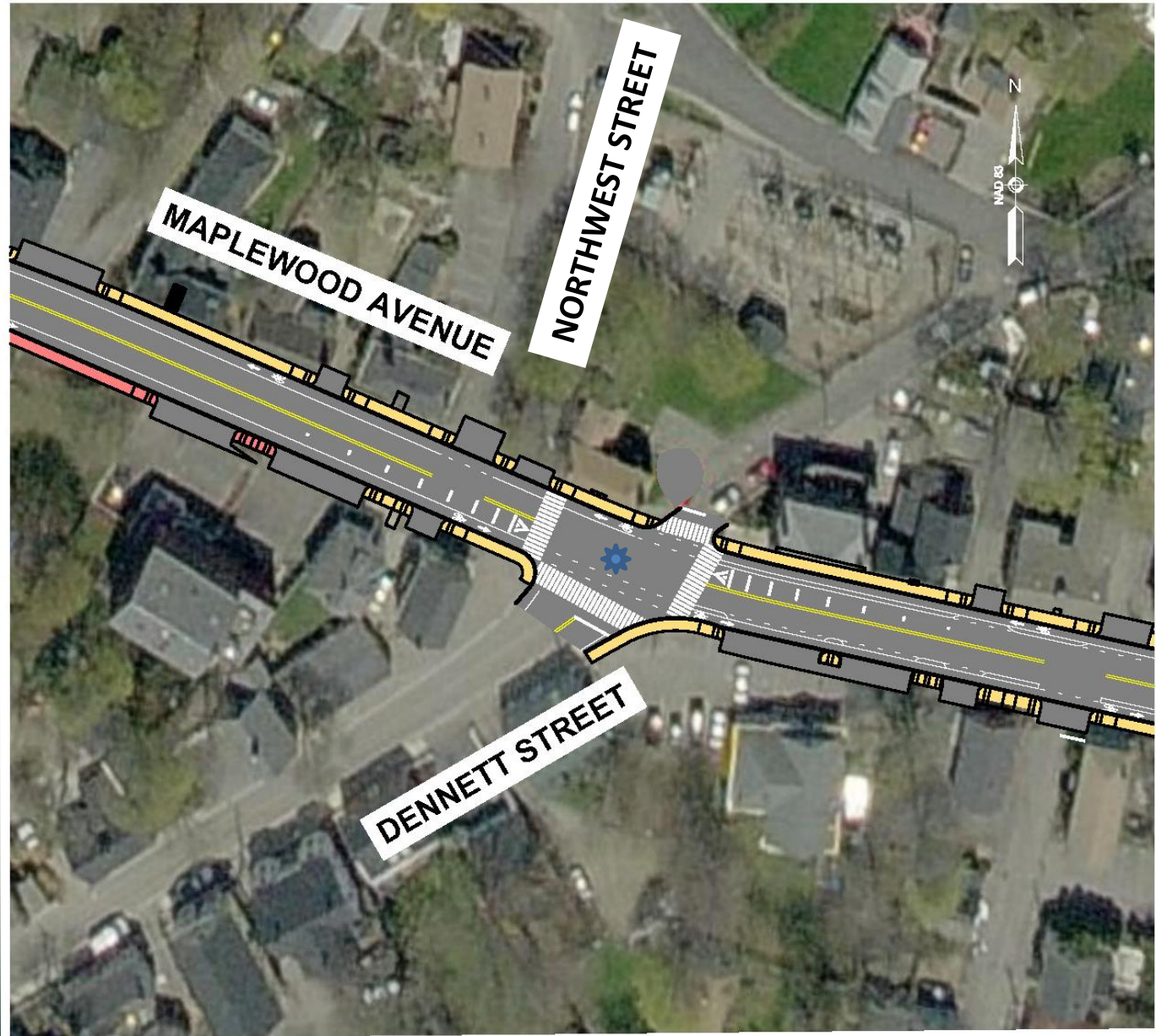
Intersection Improvements: NB Bypass Ramps

- Tighten Geometry
 - Mountable Apron
- Bicycle Accommodation



Intersection Improvements: Dennett Street

- Calm Travel Speeds
 - Dynamic Striping
- Pedestrian Crosswalks
- Bicycle Accommodation



Next Steps:

- Define Project Limits and Phasing.....Fall 2016
- Coordinate Temp. Const. Access w/Abutters....Fall/Winter 2016
- Complete Final Design.....Winter 2016/2017
- Advertise for Bids.....Spring 2017
- Receive Bids/Award Contract.....Spring 2017
- Public Pre-Construction Meeting.....Summer 2017
- Begin Construction.....Summer/Fall 2017

