

London Road Transportation Study

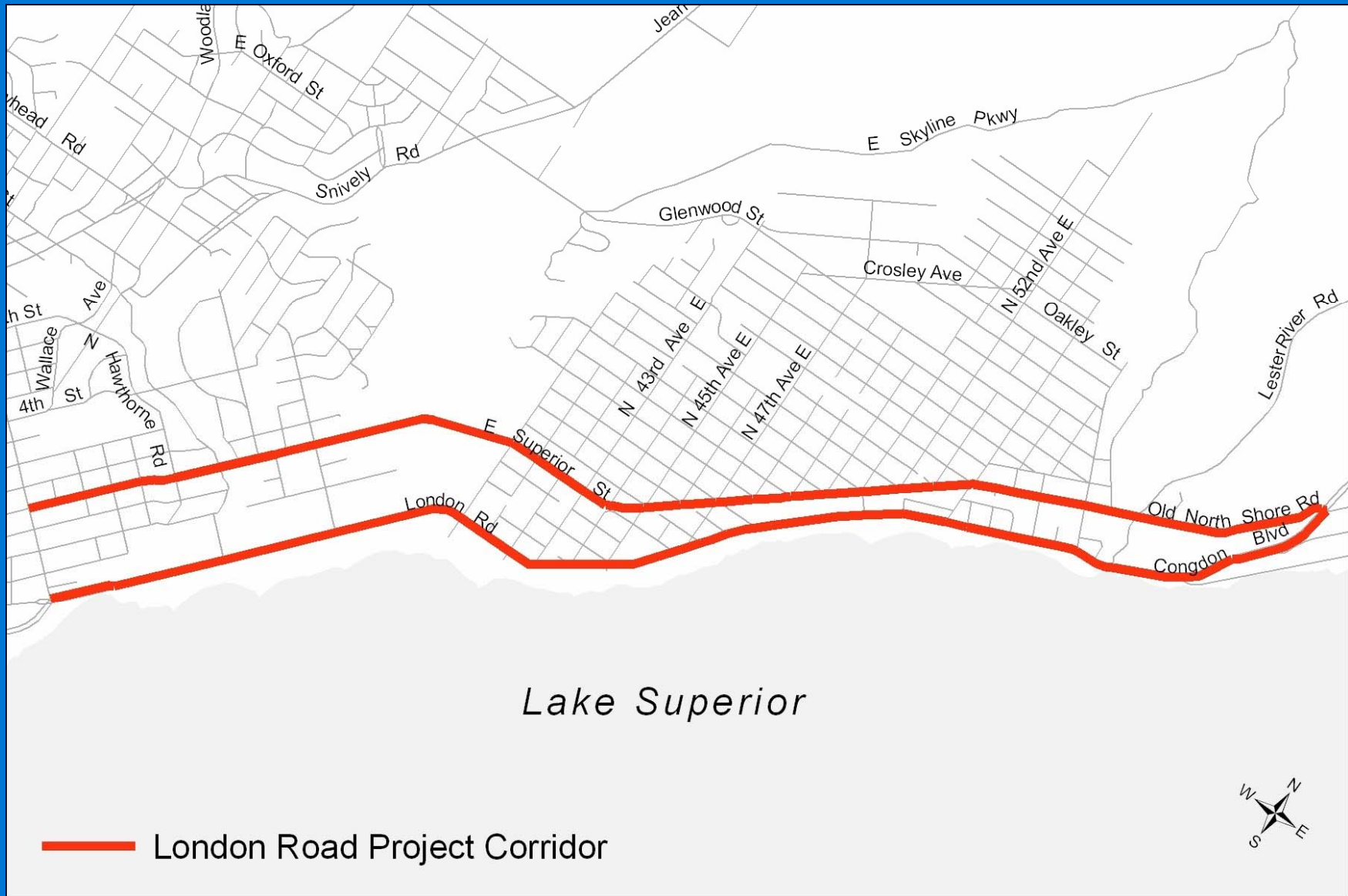
Finding a Balance



Study Objective

Determine what short and long term changes should be made to London Road and Superior Street to relieve congestion through East Duluth

Study Limits



Study Process Overview

1. Public Information/Participation Process

- Public Advisory Committee – Monthly Meetings
- Public Opinion Survey
- Three Public Open Houses
- Three Study Newsletters
- Website

www.dot.state.mn.us/d1/projects/londonroad/index.html

Study Process Overview

2. Technical Process

- Research Crashes and Historical Trends
- Traffic Counts and Analysis
- Traffic Forecasting and Modeling
- Develop and Evaluate Potential Solutions
- Assess Impacts and Prepare Cost Estimates

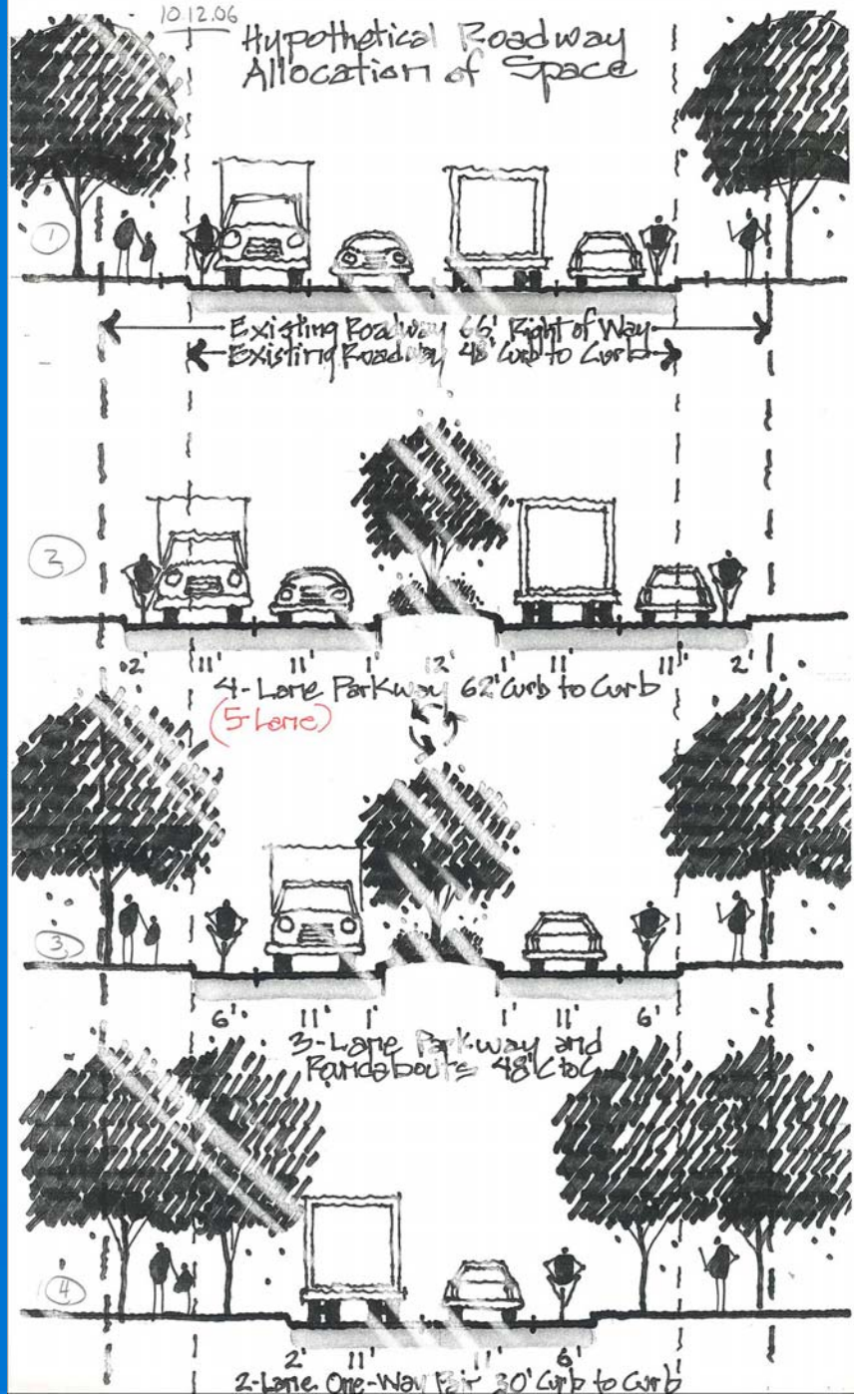
Context Sensitive Design (CSD)

Six Key Principles

1. Balance safety, mobility, community, and environmental goals.
2. Involve the public and affected agencies early and continuously.
3. Address all modes of travel.
4. Use an interdisciplinary team tailored to project needs.
5. Apply flexibility inherent in design standards.
6. Incorporate aesthetics as an integral part of good design.

10.12.06

Hypothetical Roadway Allocation of Space



Past Studies of London Road

- Interstate 35 Extension Studies
- 1991 Engineering Feasibility Study for a Limited Access Roadway
- 1999 Traffic Study (led to 40th Ave signal)
- 2002 Gateway Design for the North Shore Scenic Drive
- 2005 ARDC Study of Martin Road/East Arterial

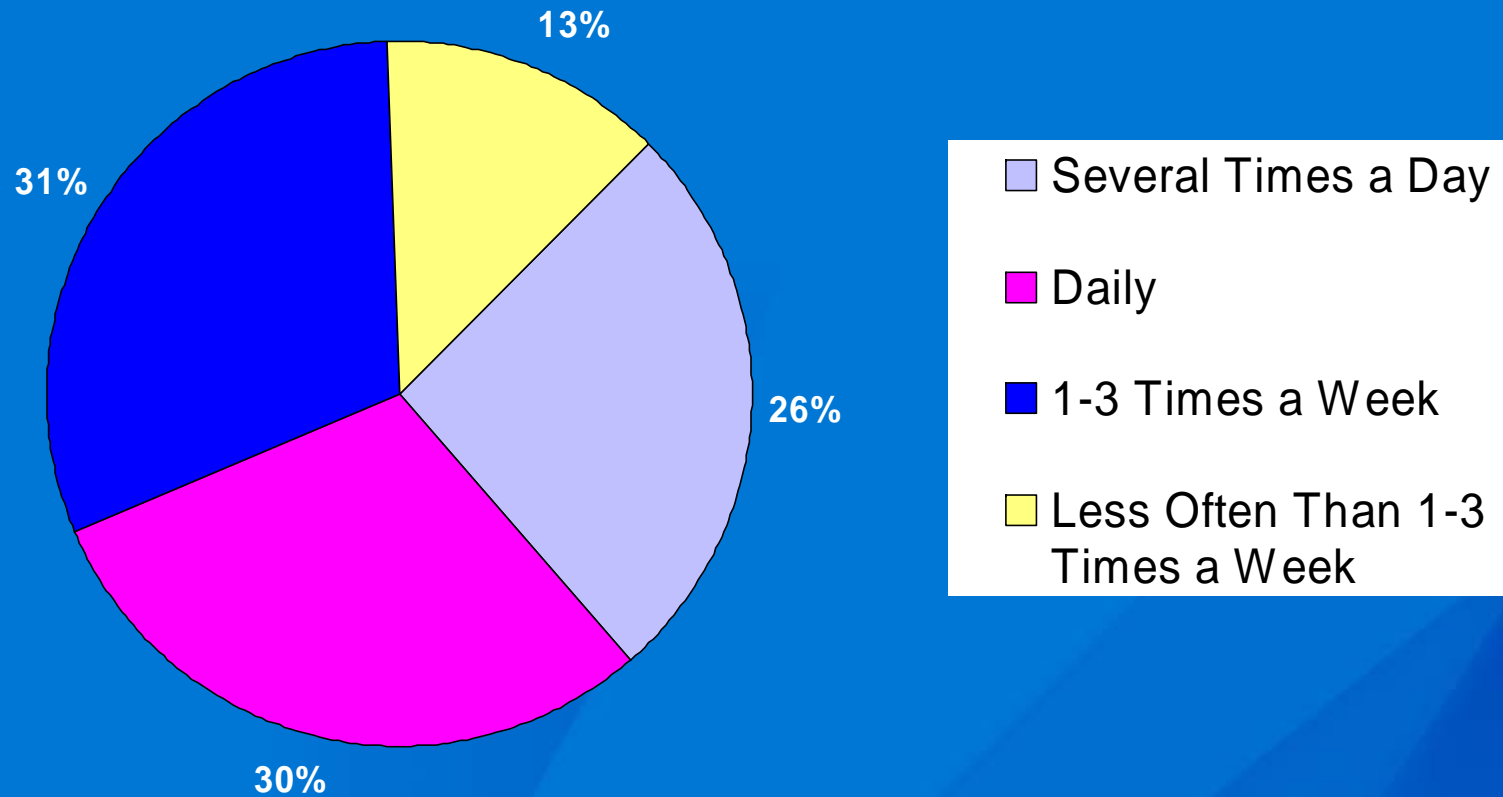
Progress

- Public Survey
- Two Public Open Houses (June, November)
- Crash Analysis
- Traffic Forecasting and Modeling
- Mapping and Right of Way
- Development of Alternatives
- Other Issues – HazMat, Use of Rail Corridor, Martin Road Bypass, Interstate History

Public Survey

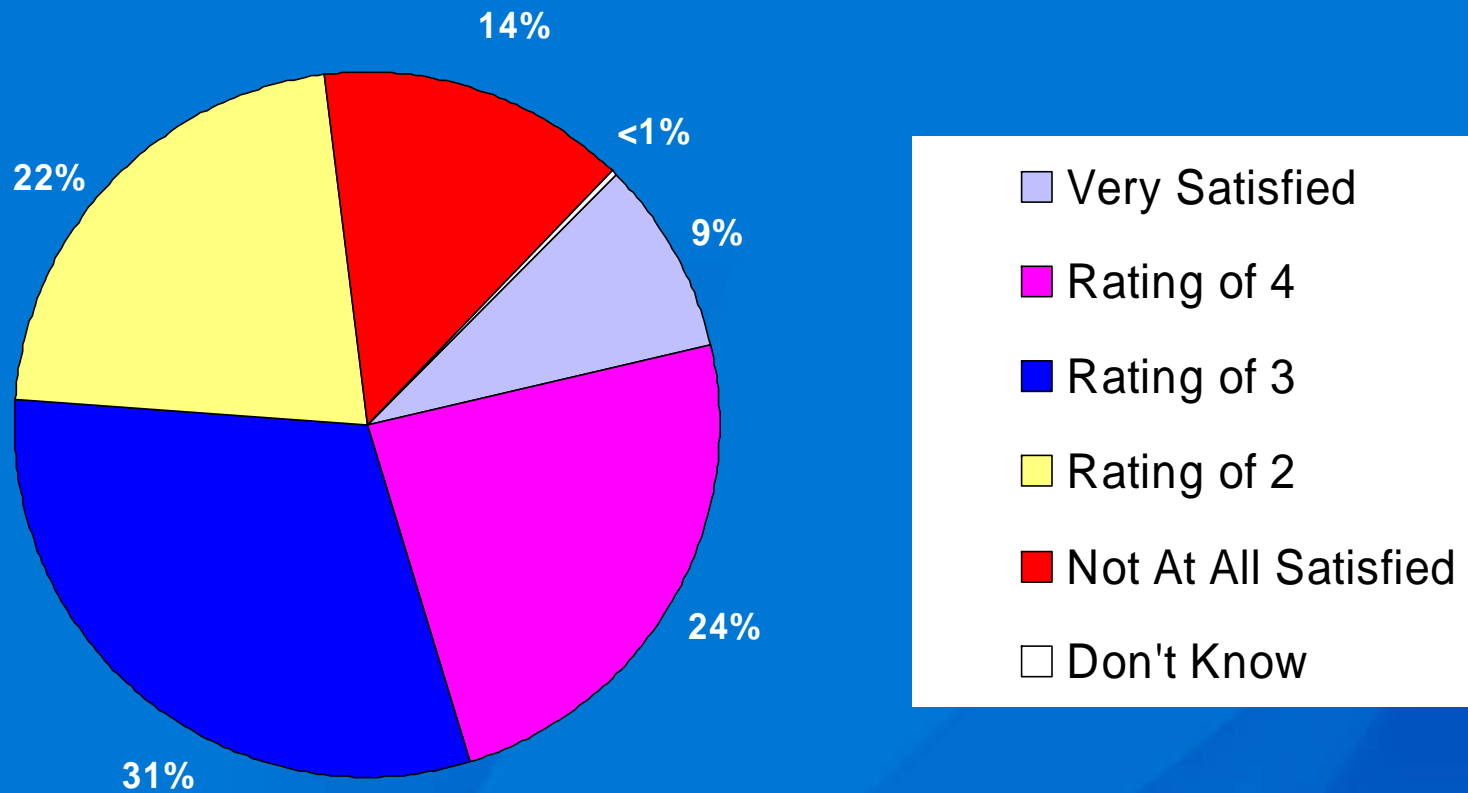
- 300 telephone interviews
- January 23-31, 2006
- Must have traveled on London Road within the past month
- Results used to gauge public support for proposed improvements

Frequency of Travel



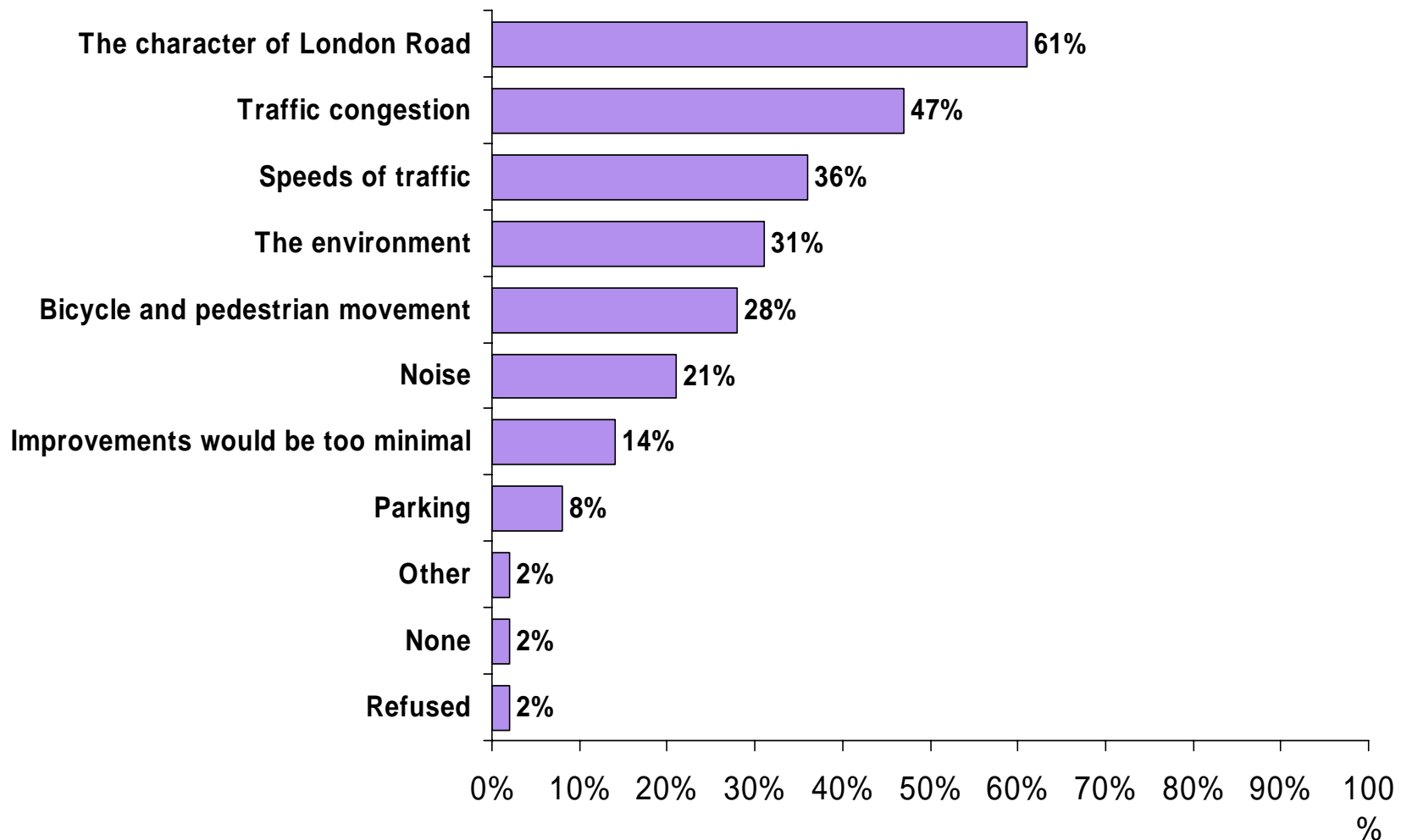
Question 1
Approximately how frequently do you travel on London Road?

Satisfaction with Movement of Traffic



Question 6
Please rate your level of satisfaction with the movement of traffic along London Road using a scale of 1 to 5.

Concerns About Solutions



Question 14

If any of the proposed solutions are implemented, which of the following issues would be of major concern to you?
Sum of percentages may be greater than 100% due to multiple responses.

Potential Solutions

- Alternative 1 (Expressway)
 - Alternative 2 (One-Way Pair)
 - Alternative 3 (Parkway)
 - Alternative 4 (Incremental/Parking Lane Conversion)
 - Other Solutions
-
- Alternatives 2, 3, 4 assume 26th Ave to 40th Ave is reconstructed as a 4-lane divided roadway

Alternative 1 (Expressway)

- **Traffic Operations** – Shifts traffic from London Road and Superior Street
- **Construction** – Most costly alternative
- **Right of Way** – Significant impacts along expressway corridor
- **Traffic Calming** – No special features along London Road or Superior Street
- **Traffic Circulation** – Limited number of north/south connectors
- **On-Street Parking** – No change
- **Pedestrian Impacts** – Limited connections across expressway
- **Amenities and Visual Impacts** – Significant visual impact



Alternative 2 (One-Way Pair)

- **Traffic Operations** – Shifts traffic to Superior Street at east end but decreases traffic on Superior Street at west end
- **Construction** – Costs less than Alternative 1 or 3
- **Right of Way** – Moderate impacts east of 40th Avenue
- **Traffic Calming** – Significant opportunities for traffic calming
- **Traffic Circulation** – Some increase in length for local trips
- **On-Street Parking** – Minimal impact
- **Pedestrian Impacts** – Safer and easier pedestrian crossings
- **Amenities and Visual Impacts** – Good potential for increasing amenities and improving visual impact



Alternative 3 (Parkway)

- **Traffic Operations** – Provides greatest amount of capacity
- **Construction** – Costs more than Alternative 2 or 4, but less than Alternative 1
- **Right of Way** – Significant impacts along London Road
- **Traffic Calming** – Provides opportunities along London Road
- **Traffic Circulation** – Access control impacts side streets
- **On-Street Parking** – Eliminates parking along London Road
- **Pedestrian Impacts** – Medians help pedestrian crossing
- **Amenities and Visual Impacts** – Significant impacts to existing boulevard areas, but some opportunity for replacement.



Alternative 4 (Incremental/Parking Lane Conversion)

- **Traffic Operations** – Provides least amount of capacity
- **Construction** – Least costly of the alternatives
- **Right of Way** – Minimal impacts to London Road east of 40th Avenue
- **Traffic Calming** – Some opportunities for traffic calming
- **Traffic Circulation** – No changes for east end but some impact to local trips along west end of London Road
- **On-Street Parking** – Reduces parking on London Road for certain time periods
- **Pedestrian Impacts** – Medians on west end help pedestrian crossing
- **Amenities and Visual Impacts** – Some opportunity for improvement along west end of London Road



Westbound thru lane 6AM-10AM, Mon-Fri. Otherwise it is a parking lane.
Eastbound thru lane 3PM-6PM, Mon-Fri. Otherwise it is a parking lane.

Other Solutions and Variations

- Roundabouts versus Signals
- Frontage Road Connecting the Chateau and Lakeshore
- Flyover for Westbound London Road at I-35

Evaluation Criteria

- Mix and Match
- Cost – construction and right of way
- Effectiveness
- Impacts
- Right of way
- Public input
- Bike/Pedestrian access

Next Steps

- Continue to evaluate impacts and benefits
- Work with PAC to develop a final solution
- Public Meeting #3 – late winter
- Final Recommendations – late spring