



## *Engineering Department*

**DATE:** August 4, 2020

**FROM:** Gabe Schell, City Engineer

**ITEM:** 3 Lane Conversion Safety Project Recommended Decisions - HC 125

### **REQUEST**

Receive recommendations for Two-Lane to Three-Lane Conversion project and provide project decisions.

Please place this item on the 8/11/2020 City Commission meeting agenda.

### **BACKGROUND INFORMATION**

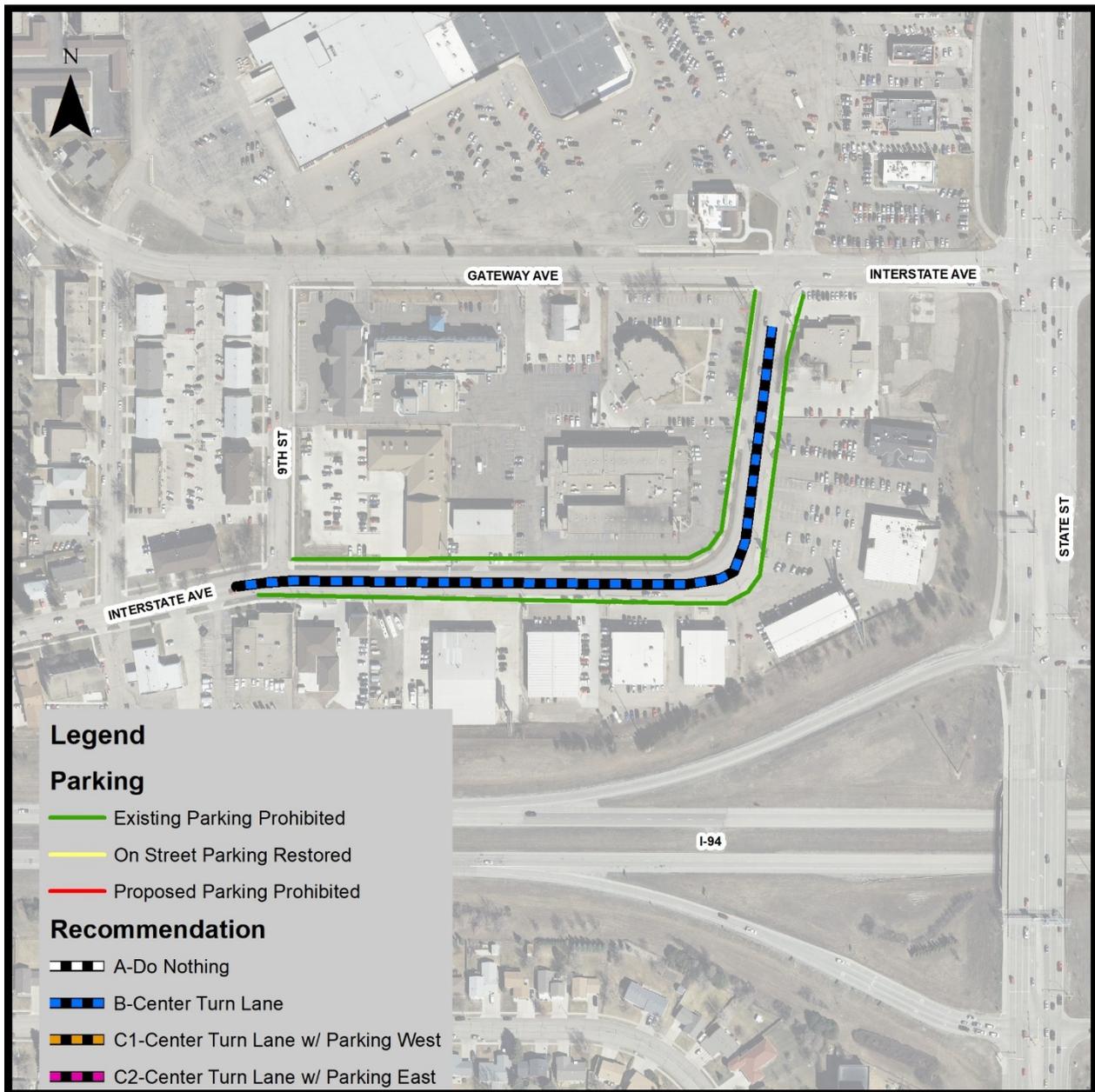
The City of Bismarck is developing a North Dakota Department of Transportation (NDDOT) Highway Safety Improvement Program (HSIP) project (HEU-1-981(115)) to restripe existing two-lane streets into three-lane streets with a center left turn lane. This is a continuation of the HSIP funding that previously converted segments of N 4<sup>th</sup> Street and N Washington St in 2019. This current project is planned for 2021 implementation. The proposed segments for conversion from existing two-lane roadways to a three-lane roadway section are Interstate Avenue from 9<sup>th</sup> Street to Gateway Avenue and 26<sup>th</sup> Street from Broadway Avenue to Boulevard Avenue. Three lane roadways are a proven safety improvement that lowers crash rates associated with rear end and angle type collisions caused in part by the conflict between left-turning vehicles and both the oncoming traffic in the opposite direction as well as trailing traffic behind the left-turning vehicle.

Alternatives considered for this project were:

- A. Do nothing
- B. Three-lane section with center left turn lane and No Parking
- C. Three-lane section with center left turn lane – parking on one side (C1 West Side & C2 East Side)

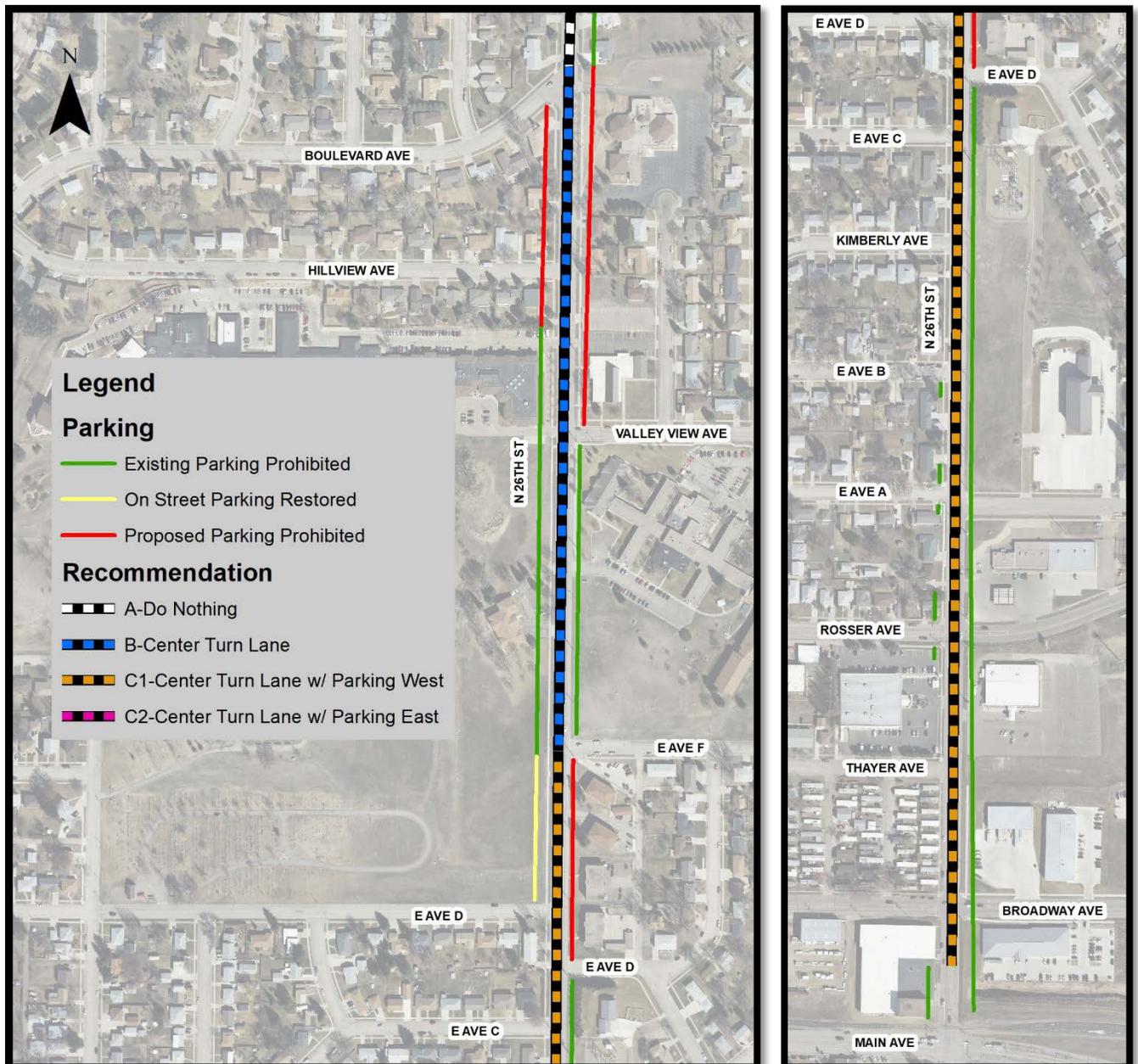
## Interstate Ave

Interstate Avenue currently does not have on-street parking between 9<sup>th</sup> Street and Gateway Avenue. A three-lane section is recommended for this segment. No changes to on-street parking is recommended. The conversion to a three-lane section would provide opportunity for a left-turning vehicle to slow down and complete its maneuver without impacting the through traffic behind them. It is likely that a trailing vehicle in this location currently overtakes the slower moving or stopped left-turning vehicle. While overtaking on the right is permitted when it can be accomplished in safety, this maneuver could contribute to higher crash rates. I would recommend providing a roadway environment where the maneuver that traffic wants to make, can be made safely and legally in all circumstances.



## N 26<sup>th</sup> Street

N 26<sup>th</sup> Street carries between 11,500 to 7,500 vehicles per day according to data recorded in 2019. The heavier utilized segments are closer to Main Avenue with traffic volumes decreasing further north closer to E Divide Avenue. There is a mix of on-street parking that is allowed and prohibited on the corridor. It is recommended to incorporate a three-lane section from Broadway Ave to E Avenue D and maintain the on-street parking where it is currently allowed on the west side of the roadway. North of E Ave D, it is recommended to continue the three-lane section to Boulevard Avenue. Members of the public have previously provided un-solicited input regarding the desire for a northbound to westbound left turn lane from 26th Street to Boulevard Avenue.



This recommendation would impact existing on-street parking. It is recommended to remove on-street parking on the east side of 26<sup>th</sup> Street between E Avenue D and E Avenue F but restore on-street parking on the west side in this same segment. North of Valley View Avenue, parking is recommended to be prohibited on both sides through an area of single-family residential housing and two church properties. Of the six single-family homes potentially affected by the change in on-street parking, three are corner lots with other on-street parking options available. Parking could be allowed on the east side of 26<sup>th</sup> Street north of Valley View Avenue during the weekends in order to accommodate church services during days of the week where traffic volumes are lower on 26<sup>th</sup> Street.

If it was the Commission's desire to minimize the removal of on-street parking, the left turn lane could be terminated at Hillview Avenue. It would still require on-street parking removal adjacent to one church property and one corner lot of a single-family house south of Hillview Avenue. However, it would be advisable to carry the left turn lane to Boulevard Avenue in order to provide the turning opportunity at the intersection where more of these movements are occurring.

### **RECOMMENDED CITY COMMISSION ACTION**

Receive project recommendations and approve project concepts as presented.

### **STAFF CONTACT INFORMATION**

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