

St. Louis Avenue Reconstruction Ocean City, Maryland

Ideas Workshop
July 17, 2008



Ideas Workshop Agenda

- Goals
- Scope
- Project Location
- Project Team
- Traffic Count Analysis
- Conceptual Ideas
- Schedule
- Public Input – Questions and Comments

St. Louis Avenue Reconstruction

Project Goals

- Improve the pavement, aesthetics, key intersections (1st and 17th), and pedestrian safety.

Project Scope

- Repairs and replacement of water mains, sanitary sewer mains, and storm drains. New pavement restoration.
- Consideration for wider sidewalks, new street lighting, landscaping, utility under-grounding, bicycle lane modifications, and traffic calming

St. Louis Avenue Reconstruction

Project Location – see aerial

- St. Louis Avenue from North Division Street to 17th Street with the exception of the block between 3rd and 4th Streets
- Side streets generally go to the west to the Bay, with the exception of 14th and 15th Streets which go to the west side of Jacqueline Avenue
- Side streets generally extend to the east approximately to the length necessary to make a smooth transition, with the exception of 17th Street which extends to Philadelphia Avenue

Project Team - Consultants

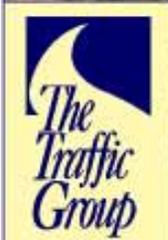
- Bayside Park (3rd to 4th Streets) – Slater & Associates
- Utilities – Whitman, Requardt & Associates
- Street and Sidewalks – George, Miles & Buhr
- Traffic – The Traffic Group

St. Louis Avenue Reconstruction

Traffic Count Analysis

Friday Evening Peak Hour		
	Time	Volume
Vehicles	7:30–8:30 PM	277
Peds	7:15–8:15 PM	57
Bicycles	6:30–7:30 PM	29

Saturday Mid-Day		
	Time	Volume
Vehicles	4:45–5:45 PM	323
Peds	3:30–4:30 PM	104
Bicycles	4:30–5:30 PM	36

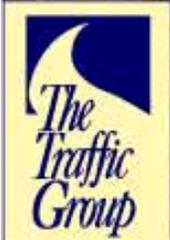


St. Louis Avenue Reconstruction

Traffic Count Analysis

Friday Evening Peak Hour		
	Time	Volume
Vehicles	6:00–7:00 PM	309
Peds	7:30–8:30 PM	69
Bicycles	6:30–7:30 PM	26

Saturday Mid-Day		
	Time	Volume
Vehicles	4:45–5:45 PM	383
Peds	6:00–7:00 PM	69
Bicycles	5:00–6:00 PM	29

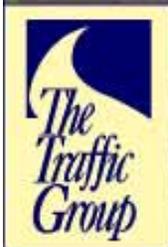


St. Louis Avenue Reconstruction

Traffic Count Analysis

Friday Evening Peak Hour		
	Time	Volume
Vehicles	7:15–8:15 PM	340
Peds	7:00–8:00 PM	62
Bicycles	7:00–8:00 PM	26

Saturday Mid-Day		
	Time	Volume
Vehicles	5:30–6:30 PM	360
Peds	6:00–7:00 PM	79
Bicycles	5:00–6:00 PM	22



St. Louis Avenue Reconstruction

Traffic Count Analysis

Friday Evening Peak Hour		
	Time	Volume
Vehicles	6:45–7:45 PM	293
Peds	7:30–8:30 PM	38
Bicycles	7:30–8:30 PM	32

Saturday Mid-Day		
	Time	Volume
Vehicles	4:45–5:45 PM	369
Peds	5:15–6:15 PM	83
Bicycles	5:45–6:45 PM	80

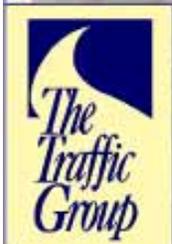


St. Louis Avenue Reconstruction

Traffic Count Analysis

Friday Evening Peak Hour		
	Time	Volume
Vehicles	7:30–8:30 PM	353
Peds	7:30–8:30 PM	32
Bicycles	6:00–7:00 PM	21

Saturday Mid-Day		
	Time	Volume
Vehicles	6:00–7:00 PM	361
Peds	5:30–6:30 PM	40
Bicycles	5:45–6:45 PM	21



St. Louis Avenue Reconstruction

Traffic Count Analysis

Friday Evening Peak Hour		
	Time	Volume
Vehicles	7:15–8:15 PM	338
Peds	6:15–7:15 PM	42
Bicycles	6:30–7:30 PM	25

Saturday Mid-Day		
	Time	Volume
Vehicles	4:15–5:15 PM	344
Peds	3:30–4:30 PM	121
Bicycles	3:30–4:30 PM	38

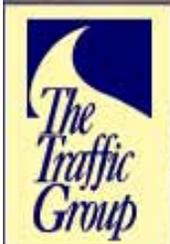


St. Louis Avenue Reconstruction

Traffic Count Analysis

Friday Evening Peak Hour		
	Time	Volume
Vehicles	7:15–8:15 PM	342
Peds	7:30–8:30 PM	79
Bicycles	7:15–8:15 PM	37

Saturday Mid-Day		
	Time	Volume
Vehicles	5:15–6:15 PM	456
Peds	4:30–5:30 PM	88
Bicycles	5:00–6:00 PM	44

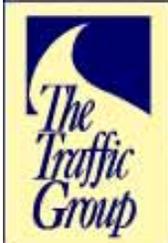


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Traffic Count Analysis

Friday Evening Peak Hour		
	Time	Volume
Vehicles	7:30–8:30 PM	324
Peds	No Count	" "
Bicycles	6:00–7:00 PM	9

Saturday Mid-Day		
	Time	Volume
Vehicles	5:15–6:15 PM	369
Peds	No Count	" "
Bicycles	5:15–6:15 PM	14

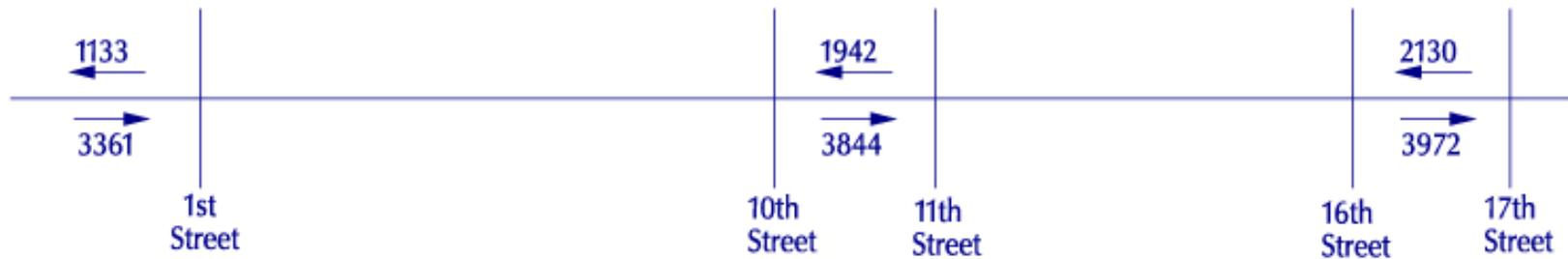


St. Louis Avenue Reconstruction

Traffic Count Analysis



St. Louis Avenue
Saturday June 20, 2008
24 Hour Vehicular Count



St. Louis Avenue Reconstruction

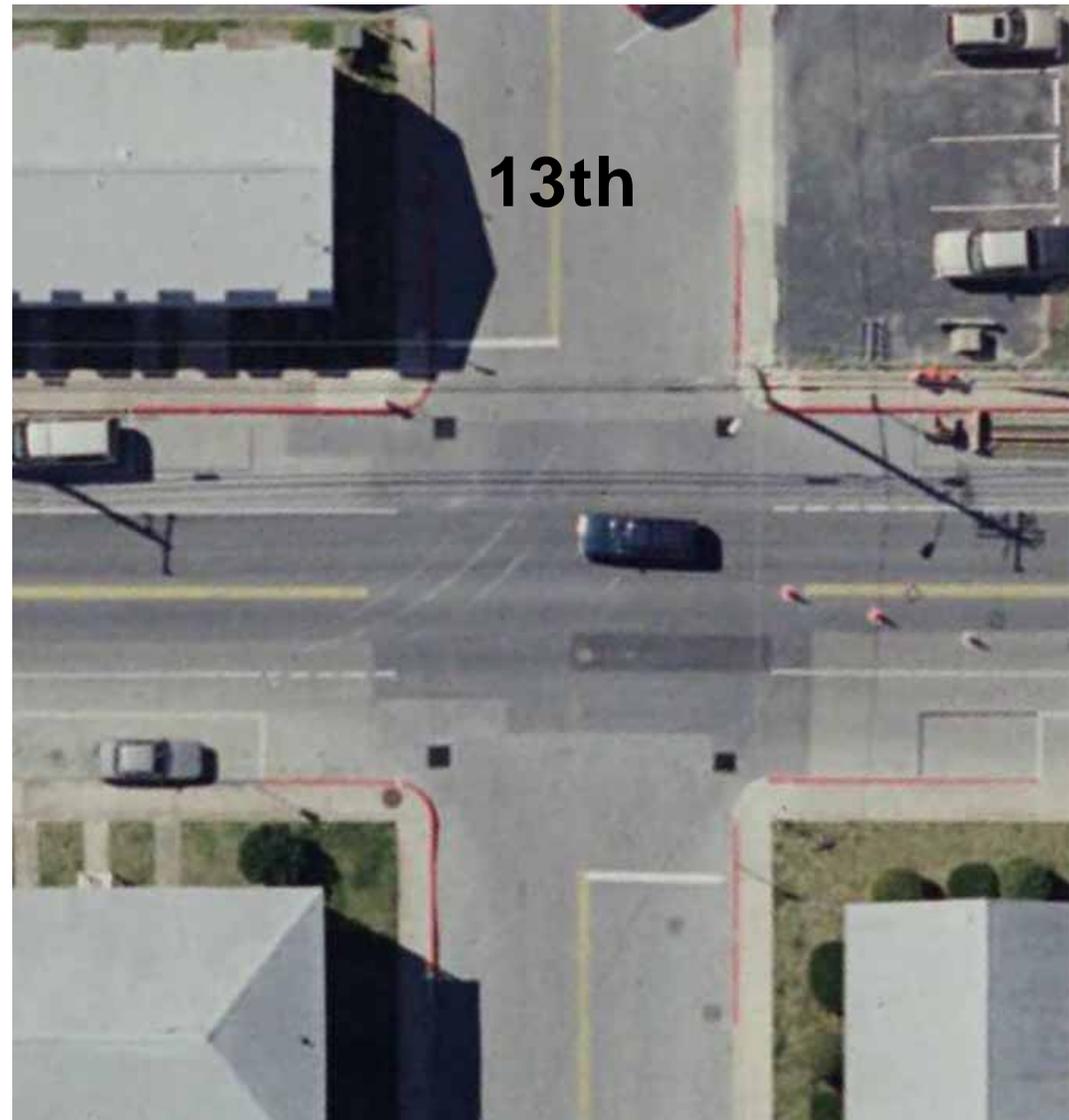
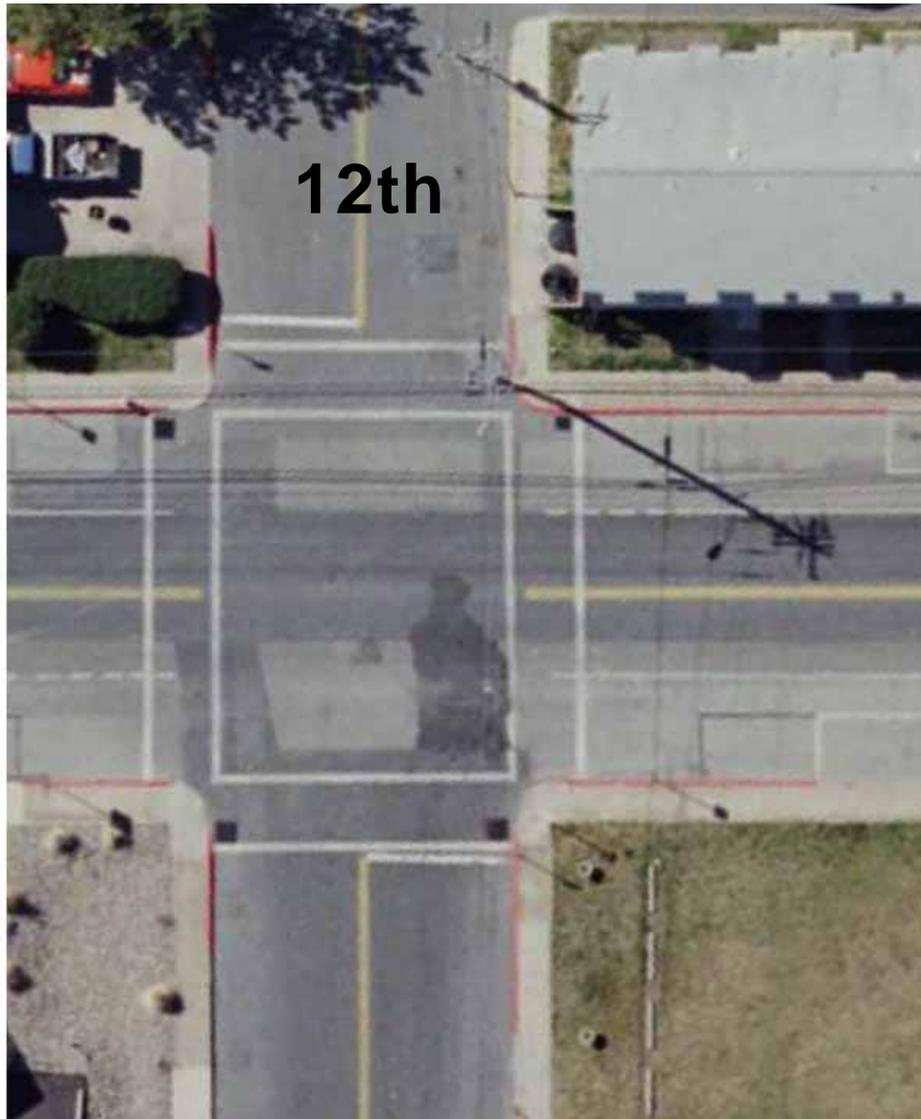
Conceptual Design Ideas

- Traffic Calming using visual features
 - Bump outs
 - Crosswalks
 - Traffic Circles
- Shared Bicycle Lanes (hybrid lanes)
- Direct Pedestrian flow by having different intersection configurations for intersections that connect to traffic signals on Philadelphia Ave versus ones that do not
 - Signals on Philadelphia Ave include 1st, 2nd, 5th, 8th, 12th, 15th, and 17th Streets.
- 1st Street Intersection layouts



St. Louis Avenue Reconstruction

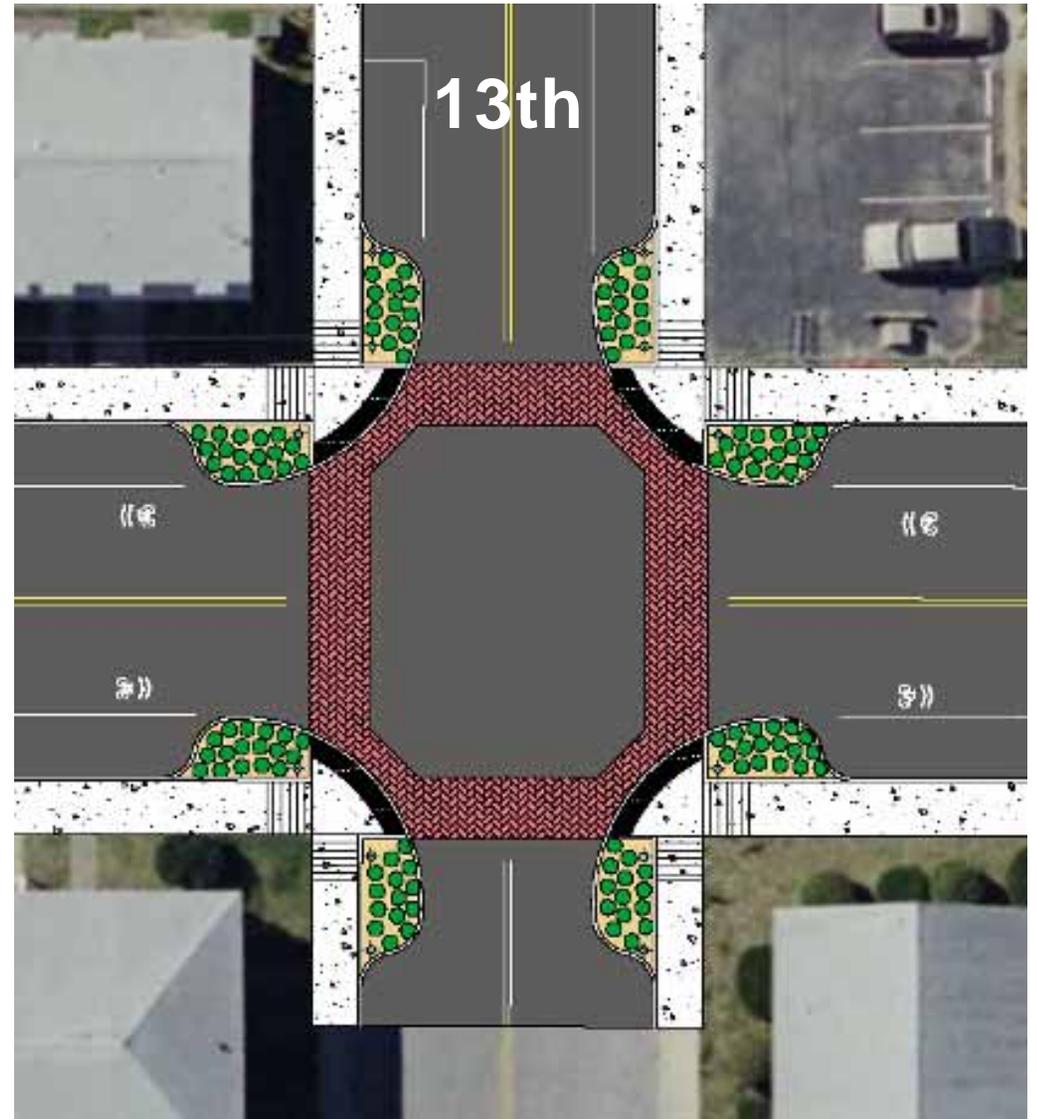
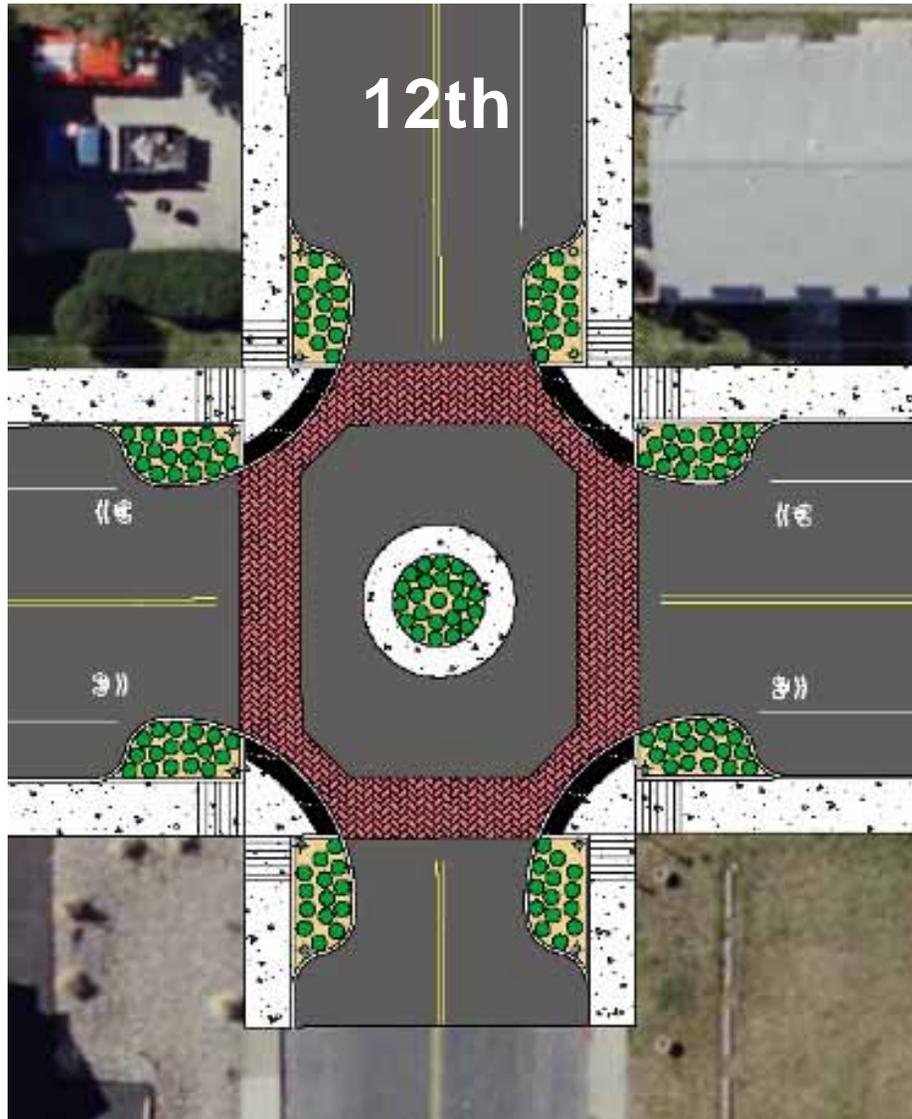
Existing Conditions



St. Louis Avenue Reconstruction

B1

Conceptual Ideas



St. Louis Avenue Reconstruction

B2

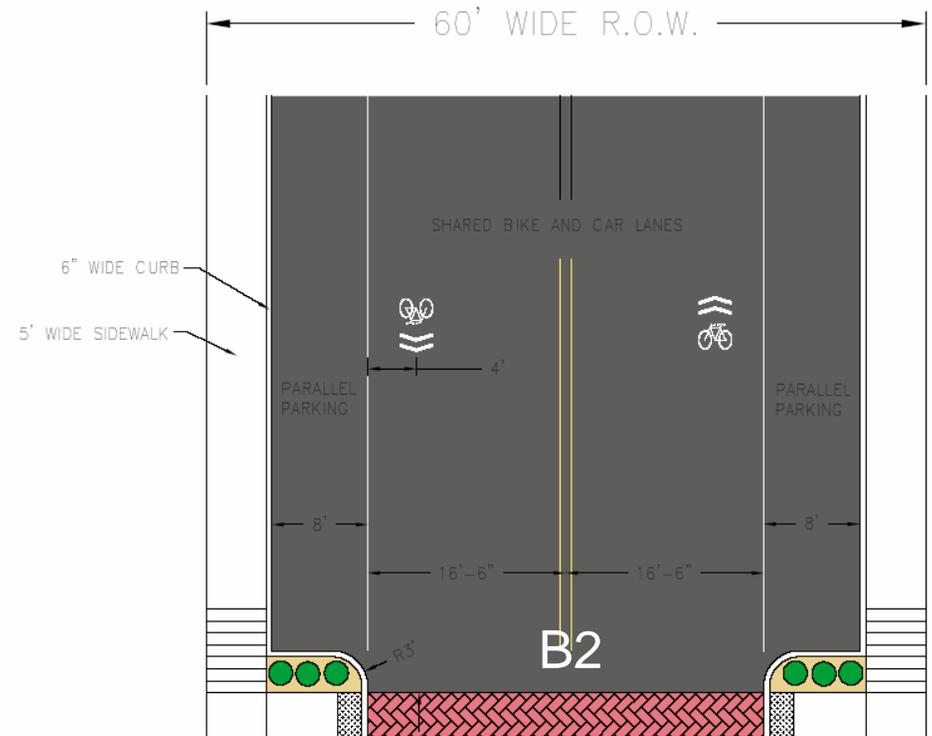
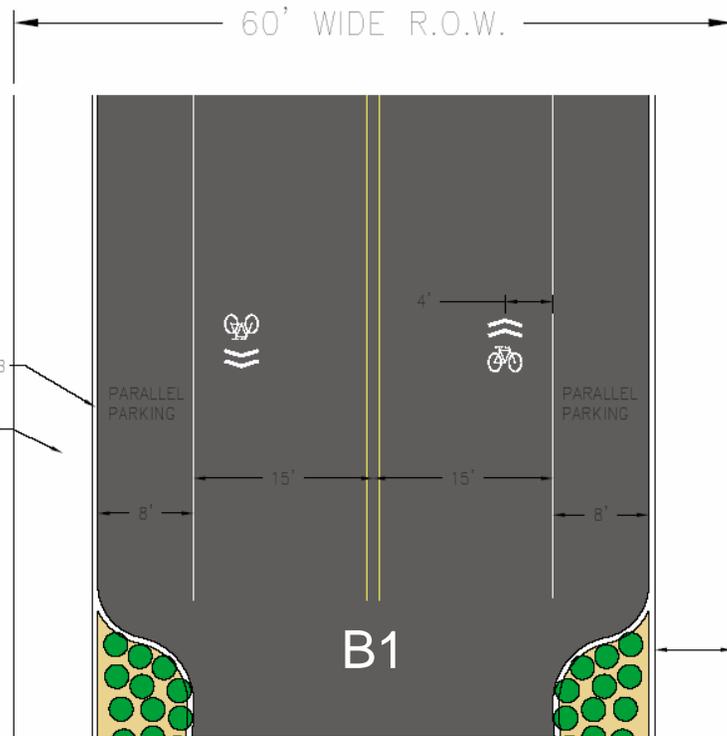
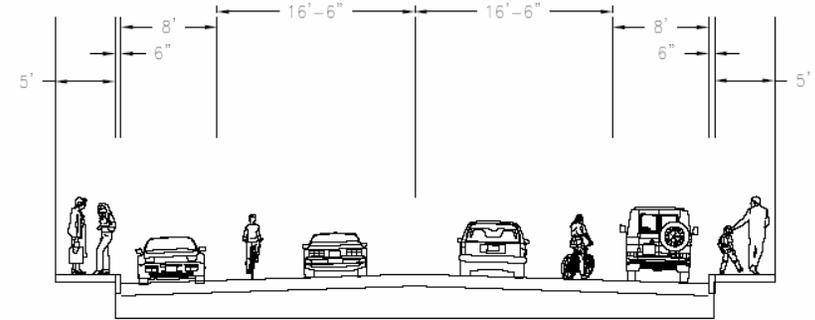
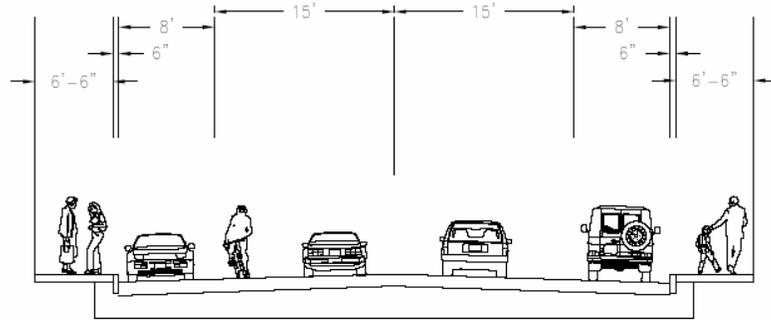
Conceptual Ideas



St. Louis Avenue Reconstruction

S1

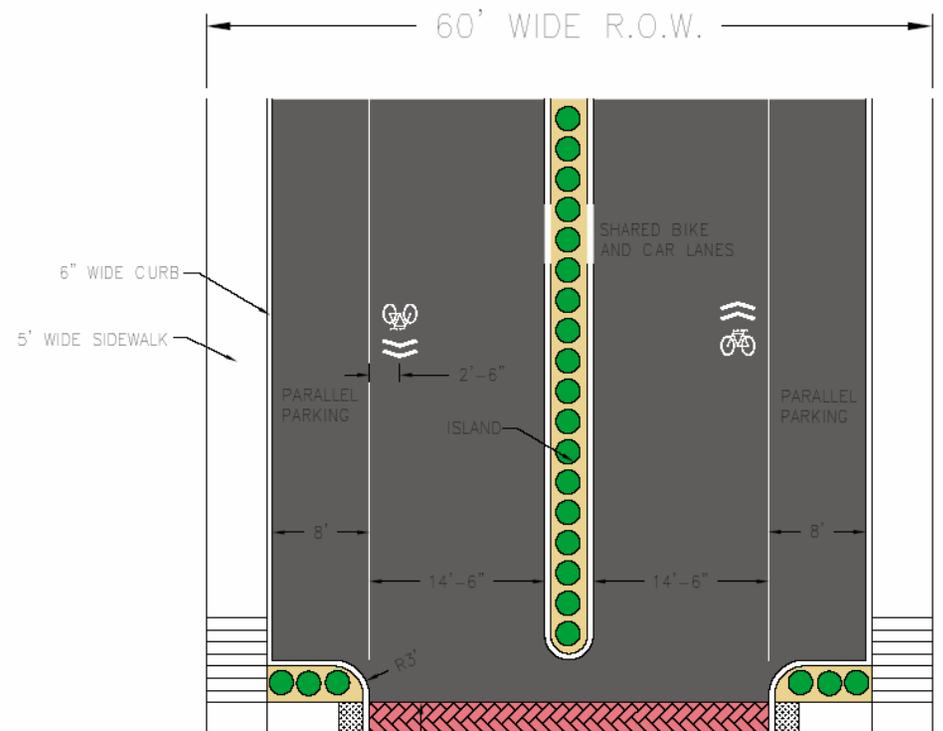
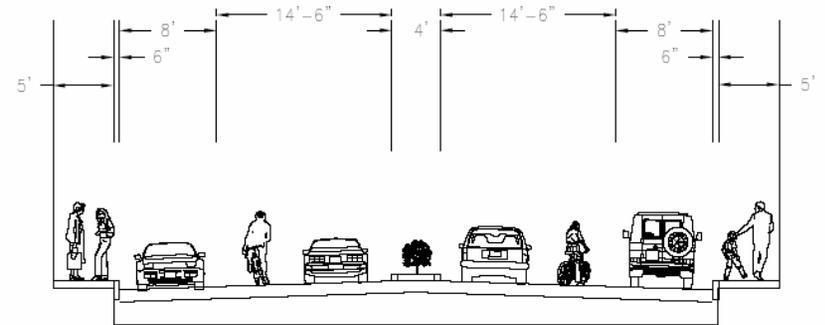
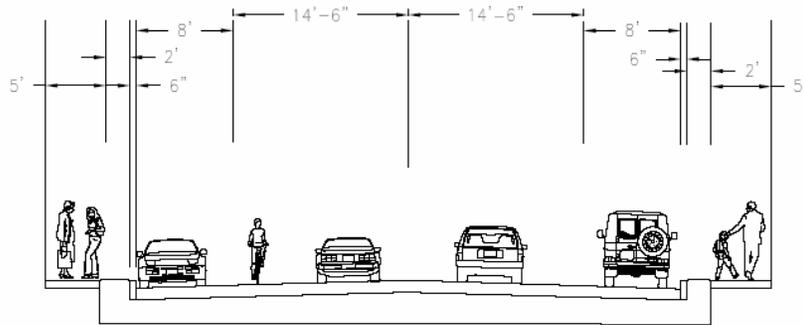
Conceptual Ideas



St. Louis Avenue Reconstruction

S2

Conceptual Ideas



St. Louis Avenue Reconstruction

1st Street Intersection – Existing Conditions

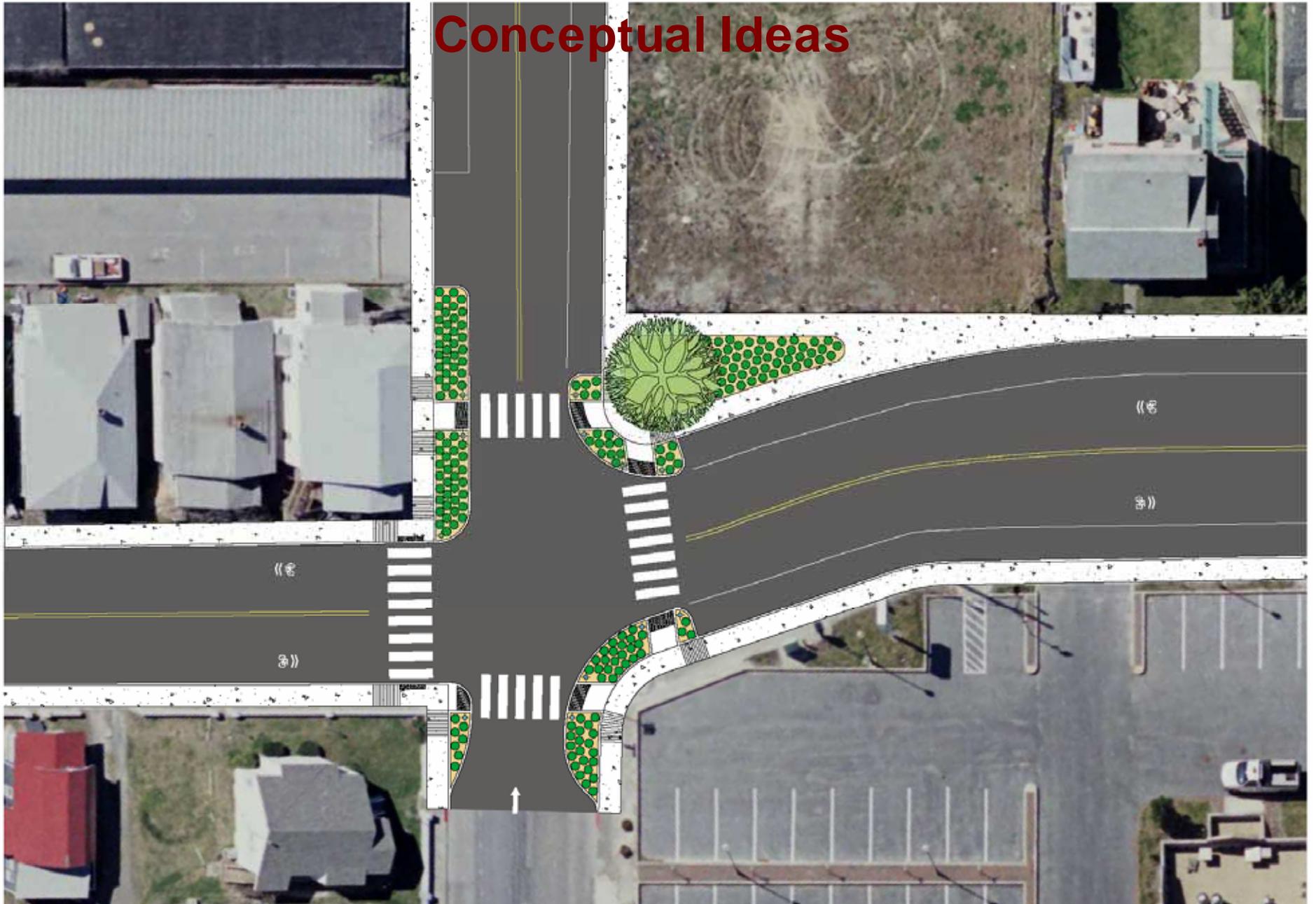


George, Miles & Buhr

St. Louis Avenue Reconstruction

A1

Conceptual Ideas

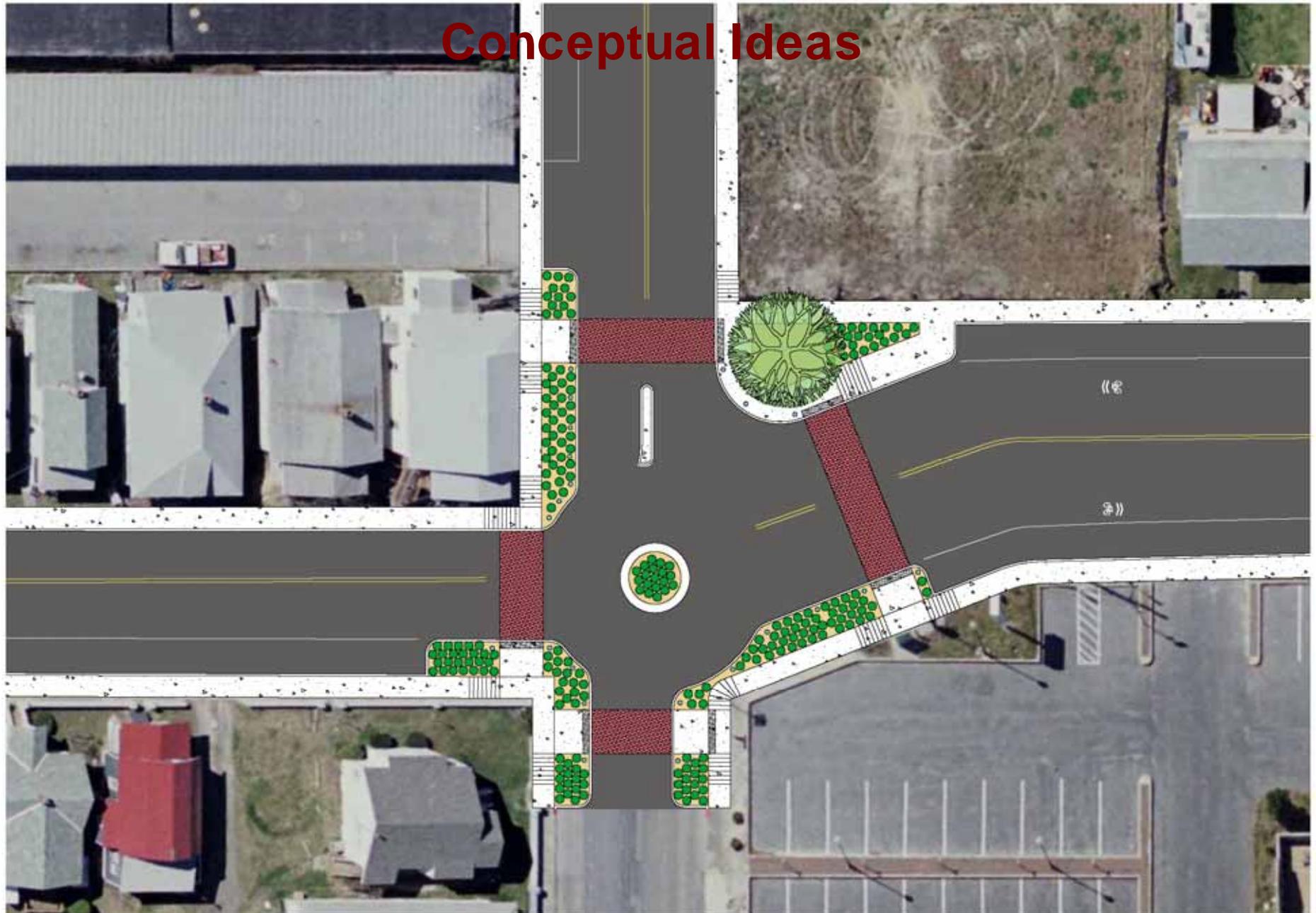


George, Miles & Buhr

St. Louis Avenue Reconstruction

A2

Conceptual Ideas



George, Miles & Buhr

St. Louis Avenue Reconstruction

A3

Conceptual Ideas



George, Miles & Buhr

St. Louis Avenue Reconstruction

Schedule

- Ideas Workshop – Thursday, July 17, 2008
- Conceptual Design – thru August 2008
- Present Conceptual Design at Public Workshop – September 2008
- Final Design – October 2008 thru May 2009
- Present Final Design at Public Workshop – May 2009
- Construction Bidding – Summer 2009
- Begin Construction – September 2009

Public Input – Questions & Comments

Items to consider:

- Improvements you would like to see
- Existing Problems
- Conceptual Design Ideas
- Traffic Calming
- Pedestrian and Bicycle Use
- Schedule

Thank you for participating.