

Signal & Geometric Improvement Recommendations

St. John's Lane Option 0

Signal Timing Optimization (detection)



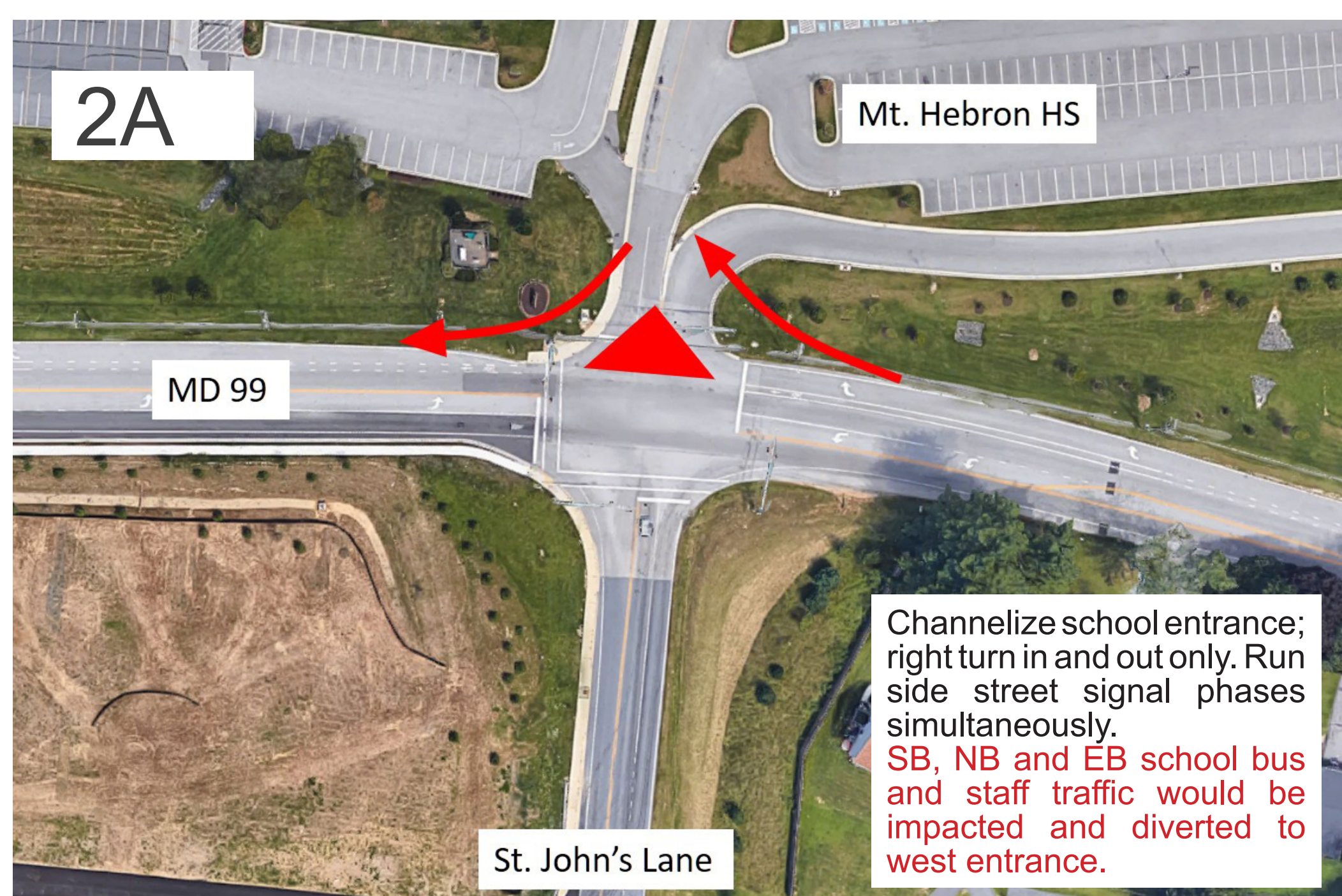
- Minor or No improvement expected to LOS or queuing

Option 1

Signal Phasing Revisions and Turn Restrictions



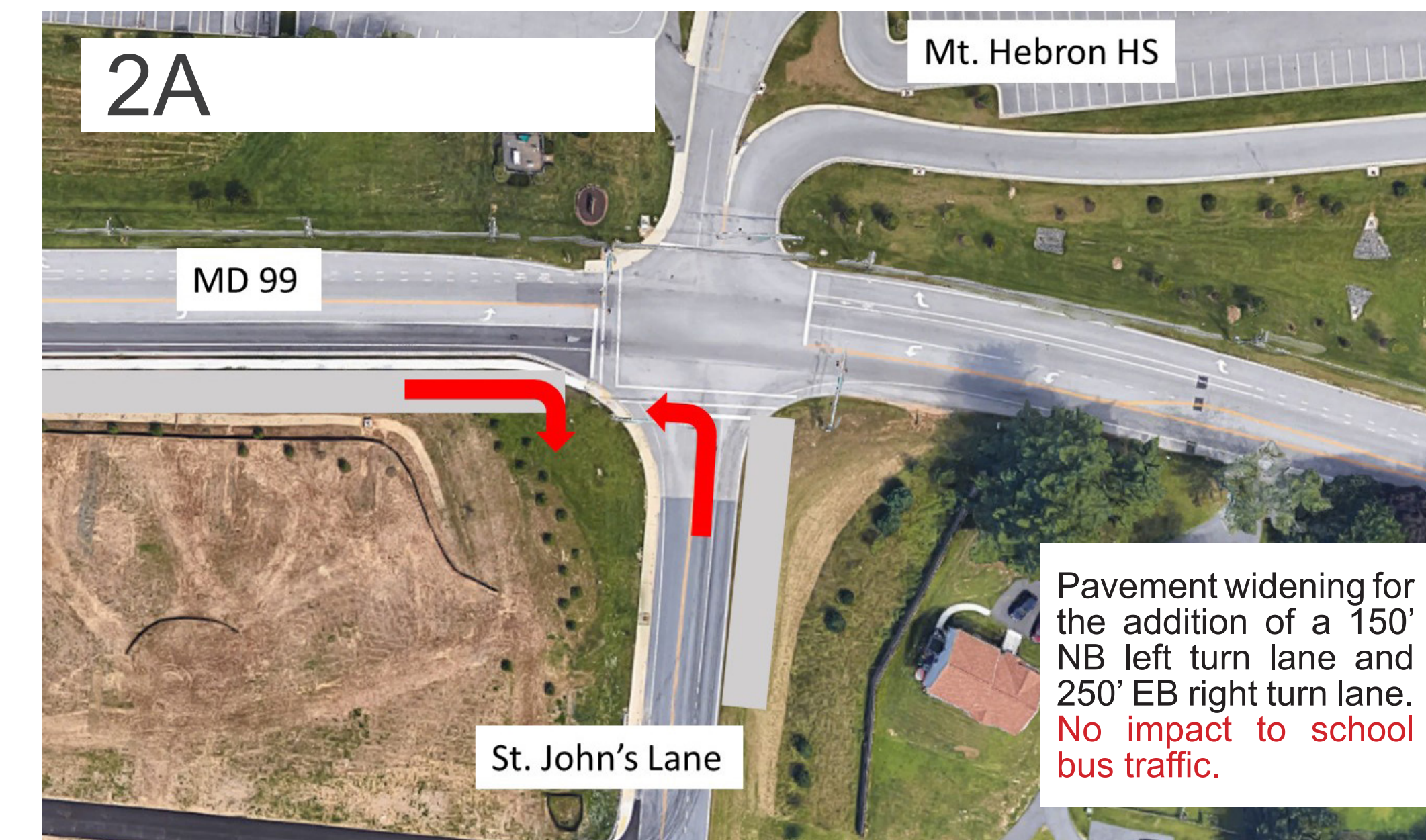
- Passive – restrict NB and SB through movements except school buses
- Improves from LOS F to D, reduces EB max queue from 1/2 mile to a 1/4 mile



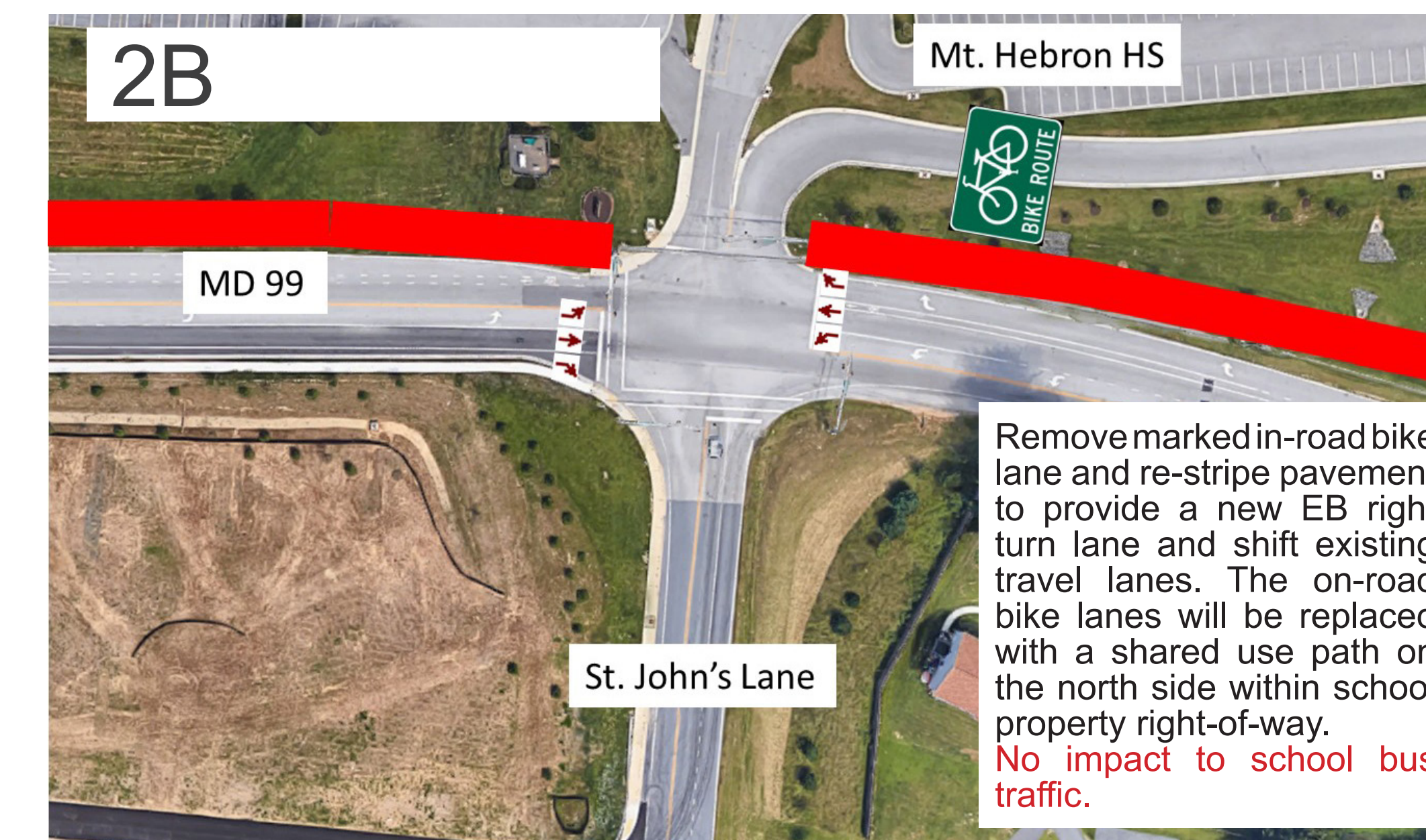
- Active – channelize school entrance as right-in and right-out only
- Improves from LOS F to D, reduces EB max queue from 1/2 mile to a 1/4 mile

Option 2

Add turn lanes (150' NB Left and 250' EB Right Turn Lane)



- Pavement widening
- Improves from LOS F to LOS D, reduces EB max queue from 1/2 mile to 1/4 mile



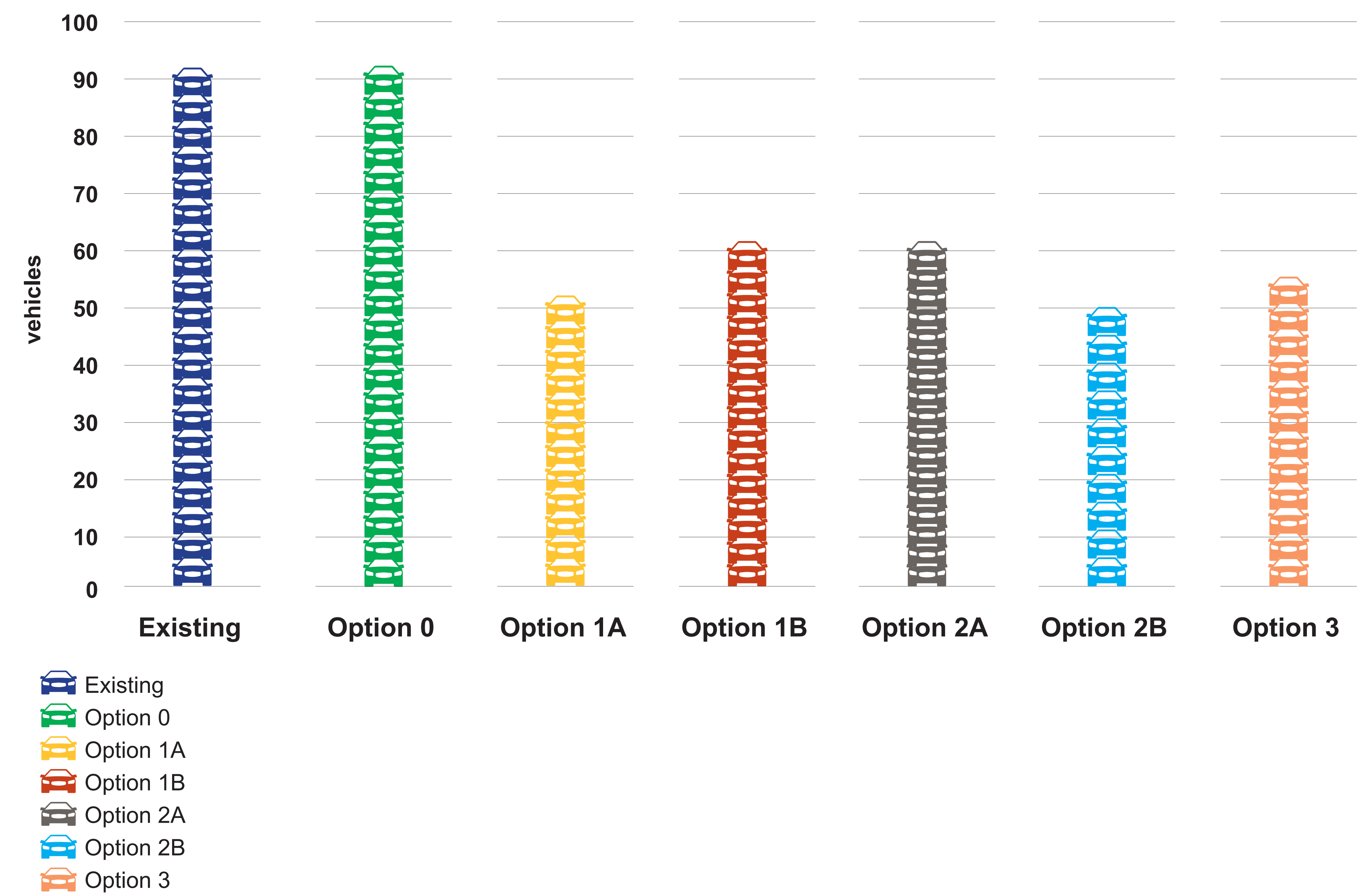
- Remove bike lane/ restriping and add new shared use path
- Improves from LOS F to LOS D, reduces EB max queue from 1/2 mile to 1/4 mile

Option 3

Hybrid – add NB turn lane, remove split phasing and close slip lane from drop-off lot to staff/ bus loop.



MD 99/ St. John's Lane/ Mount Hebron High School Entrance

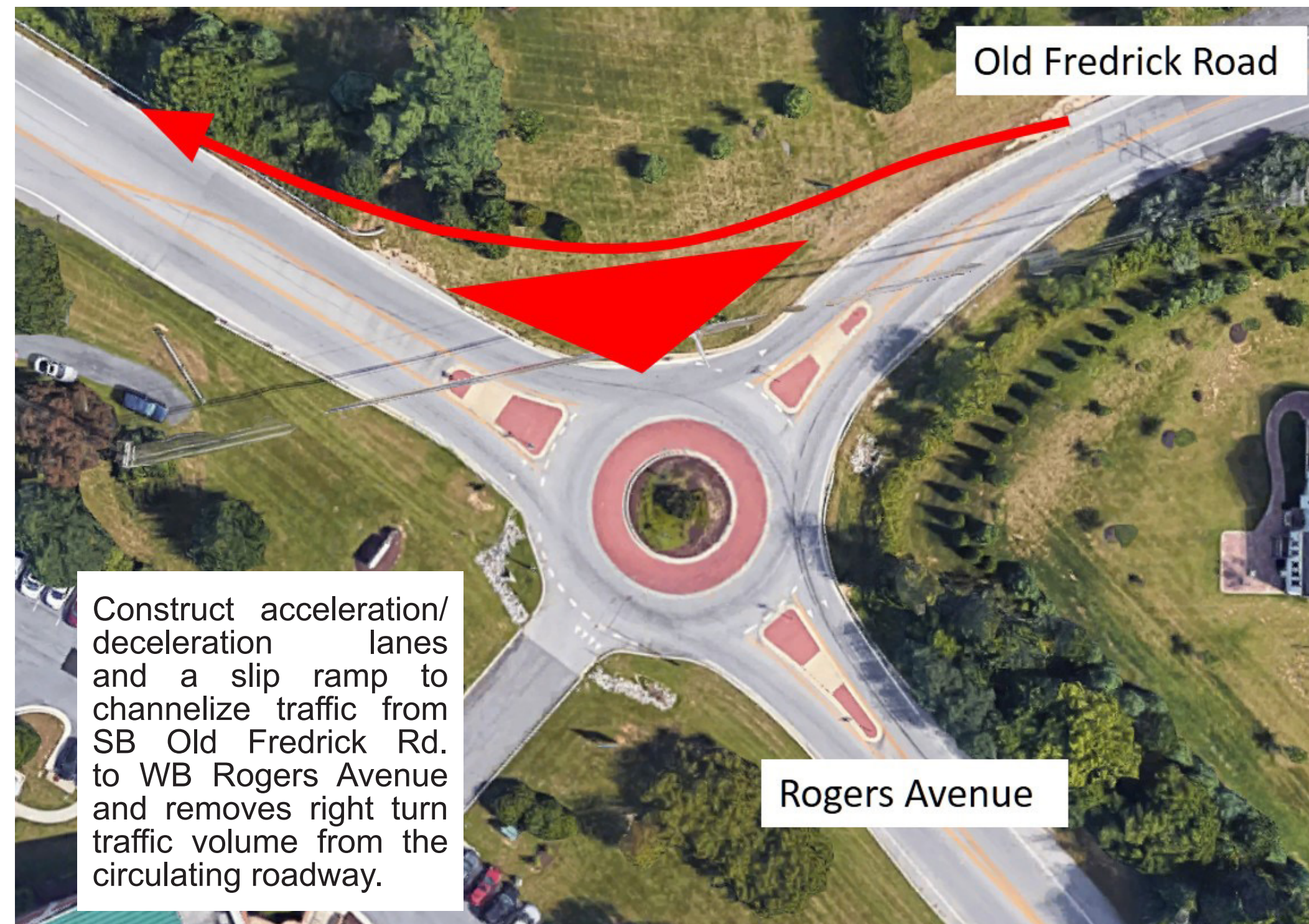


Signal & Geometric Improvement Recommendations

Rogers Ave. / Old Frederick Rd.

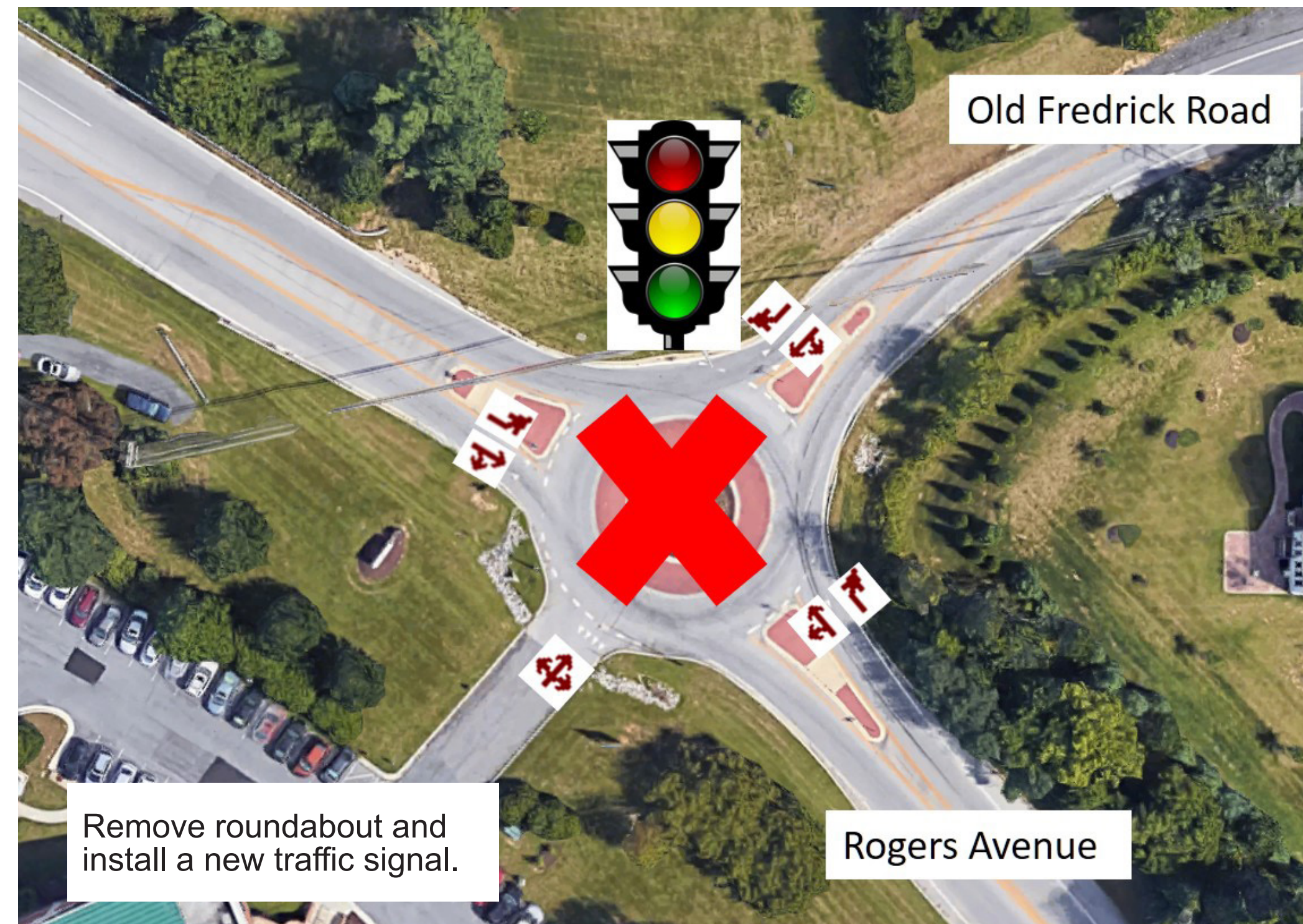
Option 1

Construct slip ramp to channelize and remove SB to WB traffic from roundabout. Improves LOS from F to C(AM) and E(PM).

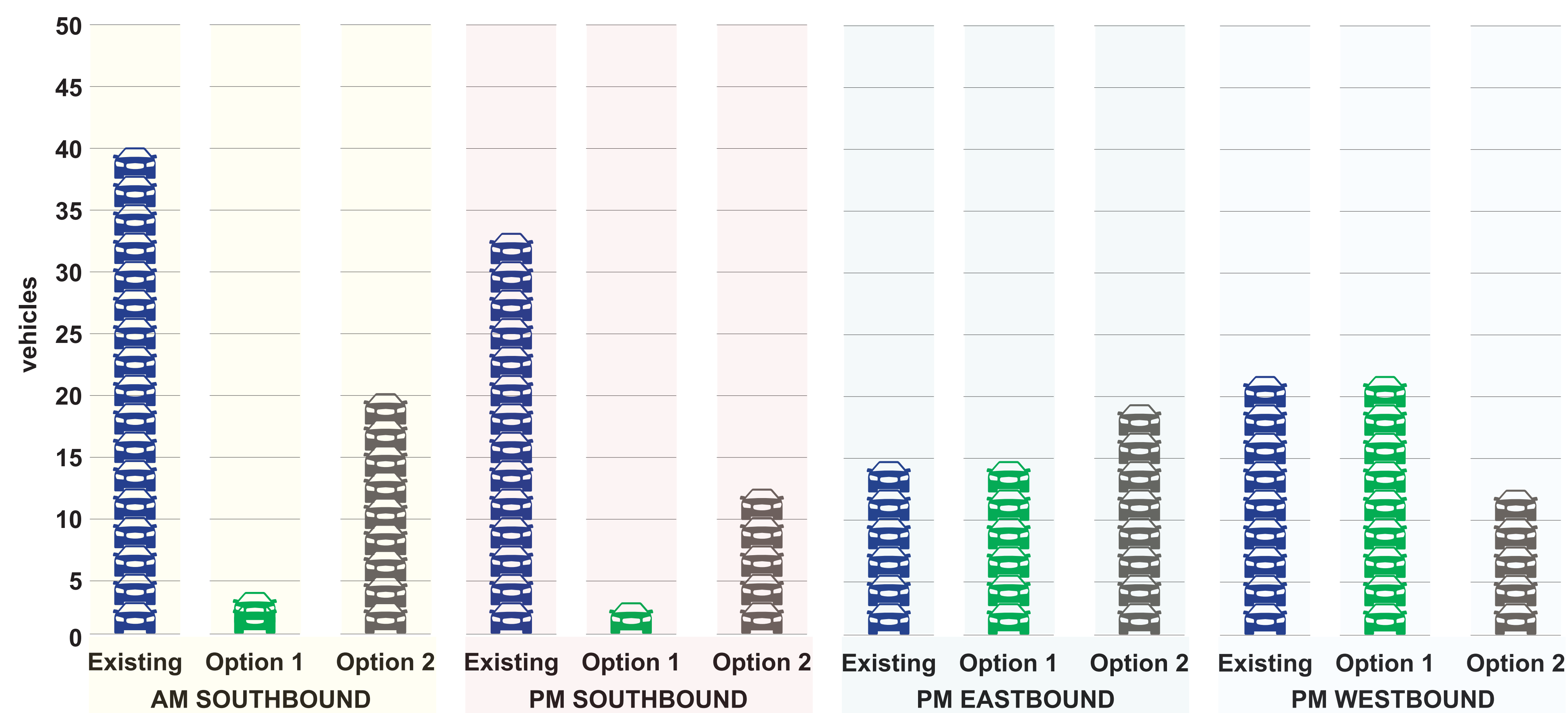


Option 2

Remove roundabout and construct traffic signal. Improves LOS from F to D(AM) and C(PM).



Rogers Avenue/ Old Frederick Road



- Existing
- Option 1
- Option 2

MD 99 / US 29

Option 1

Improve Shoulder along SB US 29 to provide a continuous.



Option 2

Reduced cycle length and add a right turn arrow for northbound US 29.



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Other Improvements

