

Roland Avenue at Gilman School

Chosen Alternate: Alternate 3

Roland Avenue experiences high volumes of traffic during the peak morning hours (between 7:15 AM and 8:15 AM). Much of this traffic is vehicles travelling southbound on Roland Avenue turning into Gilman. The left turn volume from southbound Roland Avenue during the AM peak hour is very high (over 600 vehicles). During our observations a 25 vehicle back up of vehicles waiting to turn left developed, which created a queue of approximately 625'. Since there is not a storage lane for this traffic, these vehicles back up in the travel lanes of Roland Avenue and cause many traffic issues. These high volumes of left turning vehicles necessitated the existing unusual and unsafe traffic regulation, where the southbound left turn lane is designated as a mandatory left turn lane between the hours of 7:30 AM and 8:30 AM, and from 3 PM to 4 PM. During observations a number of near-miss accidents occurred when thru vehicles made last second lane changes to avoid colliding with standing left turn vehicles.

A traffic study performed found that traffic volumes during the morning peak hour warrant two (double) left turn lanes at this intersection. Since the high volume is only present for a limited amount of time, a double left turn lane would be impractical for this situation. According to accepted roadway design standards, a left turn lane length of 575' is needed along southbound Roland Avenue. Accounting for the sporadic use and other turning movements in the area, a 440' left turn storage lane is recommended to accommodate the high volume of left turning vehicles during morning peak hours.

Upon meeting with a representative from the Roland Park Civic League in February, it was noted that the 440' turn lane is not desired because of the excessive removal of green space in the existing median. To address the community's concerns for retaining green space, the City has reduced the length of turn lane significantly to approximately 250'. Although this alternate is not anticipated to accommodate all the vehicles, it will increase safety in the area by providing stopped vehicles an area to queue.

A significant part of this proposal includes removing the abandoned turn lane that is closer to Northern Parkway, and providing a planted median similar to that which is being removed.