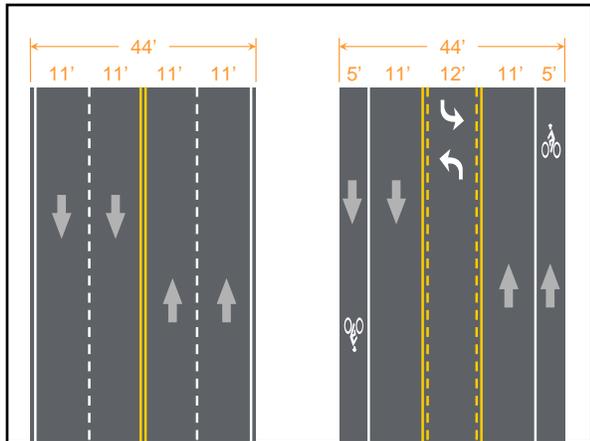




Lawyers Road Restriping Options

March 4, 2009

Repaving Scheduled in 2009

The Conversion of Four-Lane Undivided Urban Roadways to Three-Lane Facilities

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ABSTRACT

In recent years, many traffic engineers have advocated converting four-lane undivided urban streets to three-lane two-way facilities. A number of these conversions have been successfully implemented, but the effects on traffic volume, intersection levels of service, travel time, and other factors are not well understood. This report provides a summary of the results of a study conducted in Ames, Iowa, to evaluate the effects of converting a four-lane undivided urban street to a three-lane two-way facility.

BACKGROUND

Prior to the mid 1990s, it was common to find four-lane undivided urban streets with a total width of 60 to 70 feet. These streets typically had two 11-foot travel lanes, a 12-foot shoulder, and a 5-foot shoulder. In the mid 1990s, many traffic engineers began advocating the conversion of these streets to three-lane two-way facilities. This report provides a summary of the results of a study conducted in Ames, Iowa, to evaluate the effects of converting a four-lane undivided urban street to a three-lane two-way facility.

Summary Report

Evaluation of Lane Reduction "Road Diet" Measures and Their Effects on Crashes and Injuries

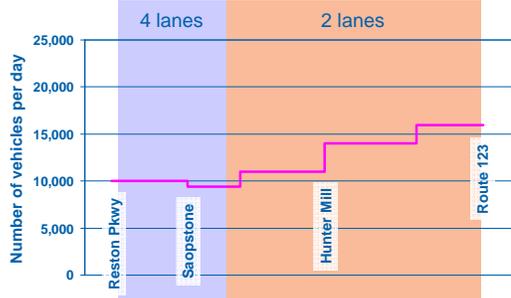
SHISH
 SHISH: SHARED SPACE FOR HOV 2+ VEHICLES

Figure 1. A representative road diet.

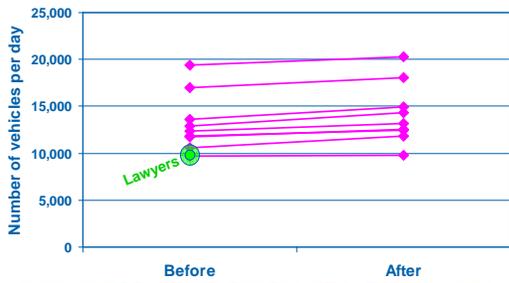
Road Diet Candidates

- Up to 20,000 vehicles per day

Amount of Traffic on Lawyers



Road Diet Traffic Volumes

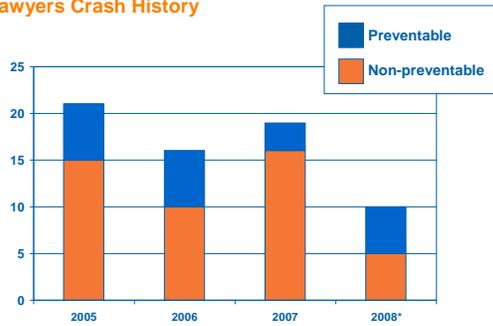


Source: Washington State

Road Diet Advantages

- Improved safety and mobility for cyclists and pedestrians
- Reduction in fastest speeds
- 20% crash reduction

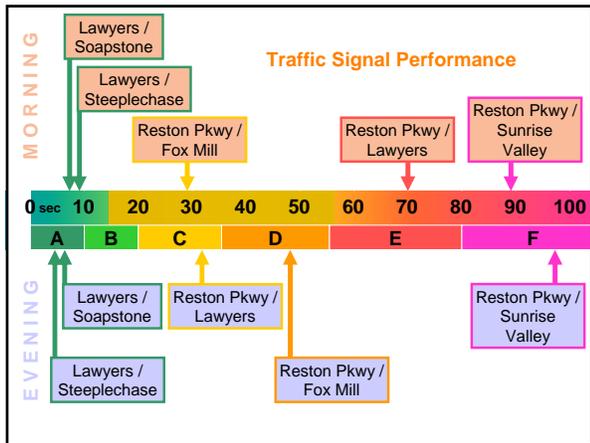
Lawyers Crash History



*Through Oct. 31

Road Diet Disadvantages

- Increased travel delay
- Increased delay on side streets
- Loss of passing opportunities



Average Delay at Traffic Signals (seconds)

	Morning		Evening	
	Existing	Proposed	Existing	Proposed
Lawyers / Steeplechase	9	12	5	6
Lawyers / Soapstone	7	8	6	7

Average Delay on Side Street (seconds)

	Morning		Evening	
	Existing	Proposed	Existing	Proposed
Typical side street	12	15	11	13

