

DATA TABLE
PREVIOUS LANE REDUCTION PROJECTS IN THE U.S.

LOCATION	TYPE OF PROJECT	ADJACENT LAND USE	CHANGE IMPLEMENTED	ROAD WIDTH & SPEED	CHANGES IN ADT	CHANGES IN TRAFFIC FLOW AND SPEED	AFFECT ON SAFETY	PUBLIC PERCEPTION OF PROJECT	OTHER CONSIDERATIONS
Charleston-Arastradero Corridor (Palo Alto, CA)	Safety & capacity maintenance	Residential	PROPOSED: 2-lane + bike lanes + median + widened sidewalks	60 feet, 25 mph	Before: 10,300-19,700	OBJECTIVE: To maintain existing travel time, minimize diversion to other residential streets.	OBJECTIVE: To reduce accident rate.		
Castro Street (Mountain View, CA)	Downtown revitalization	Commercial (downtown)	2-lane + median (+ LTL or TWLTL on different sections of road)			No significant change in traffic volume. Increased congestion.		Faced evenly-split support for and against the lane reduction from downtown merchants.	
Cuesta Street (Mountain View, CA)	Traffic calming	Residential (primarily single-family housing, many driveways, 1 commercial center)	(1) 2-lane and (2) 2-lane + bike lane + median	70 feet, speed increased from 25 mph to 35 and 30 mph		No significant change in traffic flow. 85th percentile speed is 36-37 mph.			Some drivers use TWLTL as passing lane.
Dana Street (Mountain View, CA)	Traffic calming	Residential (serving 1 school)	2-lane + bike lane + median	64 feet, speed decreased from 35 to 30 mph		No significant change in traffic flow.			
Phyllis Street (Mountain View, CA)	Traffic calming	Residential	2-lane	35 mph maintained		No significant change in traffic volume and flow.		Change requested by residents.	
High Street (Oakland, CA)	Safety		2-lane + TWLTL		Before: 22,000-24,000	No significant change in vehicle speed. Anecdotal speed decrease and decreased in unsafe maneuvers observed.	17% reduction of accidents		
Valencia Street (San Francisco, CA)	Bicycle safety	Commercial	2-lane + bike lanes + median or TWLTL	62.5 feet	Before: 22,188; After: 19,979	10% drop in motor vehicle traffic, displacement onto parallel arterials. 144% increase in bicycle volume.	15% reduction in pedestrian collisions. No statistically significant change in total number of collisions.	Positive response after implementation of project.	TWLTL sometimes used as parking lane.
East 14th Street (San Leandro, CA)		Downtown (adjacent to several schools)	2-lanes + TWLTL		Before: 16,000-19,300 After: 14,000-19,300	Mixed results: Spot speeds decreased 3-4 mph and increased perception in safety by pedestrians. However, long queues along the road are of concern.	50% decrease, 60% decrease in sideswipe and rear-end collisions	Citizens concerned with increases in delays at unsignalized intersections, but noted increased ease with crossing/turning maneuvers.	Proposal to increase lanes back to four has been under consideration.
Main Street (Santa Monica, CA)		Commercial	2-lanes + bike lanes + median		Before: 20,000 After: 18,000				
Grand River Boulevard (East Lansing, MI)			2-way + TWLTL + bike lanes		Before: 23,000 After: 23,000				

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Burcham Road (East Lansing, MI)			2-way + TWLTL + bike lanes		Before: 11,000-14,000 After: 11,000-14,000				
21st Avenue East (Duluth, MN)			2-way + TWLTL		Before: 17,000	Reduction in congestion and vehicle speed.	Improved		
Rice Street (Ramsey County, MN)			2-way + TWLTL		Before: 18,700 After: 16,400		Improved		
US 12 (Helena, MT)	Safety	Commercial	2-way + TWLTL	48 feet, 35 mph	Before: 18,000	No significant increase in delay.	Improved	Public apprehension before, but support after conversion.	
Electric Avenue (Lewistown, PA)			2-way + TWLTL + bike lanes		Before: 13,000 After: 14,500	No significant increase in delay. Decrease in dangerous maneuvers and crashes.	Improved		
Montana Street (Bellevue, WA)		Commercial	2-way + bike lanes + median		Before: 18,500 After: 18,500				
SR 516 (Covington, WA)	Safety + capacity improvement	Commercial	2-way + median + textured crosswalks + 1 traffic signal + pedestrian-scale lighting + sidewalk widening	35 mph	Before: 29,900 After: 32,800 (projected)				
Lake Washington Blvd (Kirkland, WA)			2-way + TWLTL + bike lanes		Before: 11,000-23,000 After: 12,610-25,913				
8th Avenue, NW (Seattle, WA)			2-lane + median + turn pockets		Before: 10,549 After: 11,858				
St. George Street (Toronto ONT, Canada)	Safety	Principal arterial through University of Toronto campus	2-lanes + bike lanes + sidewalk widening	Low number of driveways	Before: 15,000 After: 15,000	Reduction in speeding. Increase in walking, transit, and bicycling.			