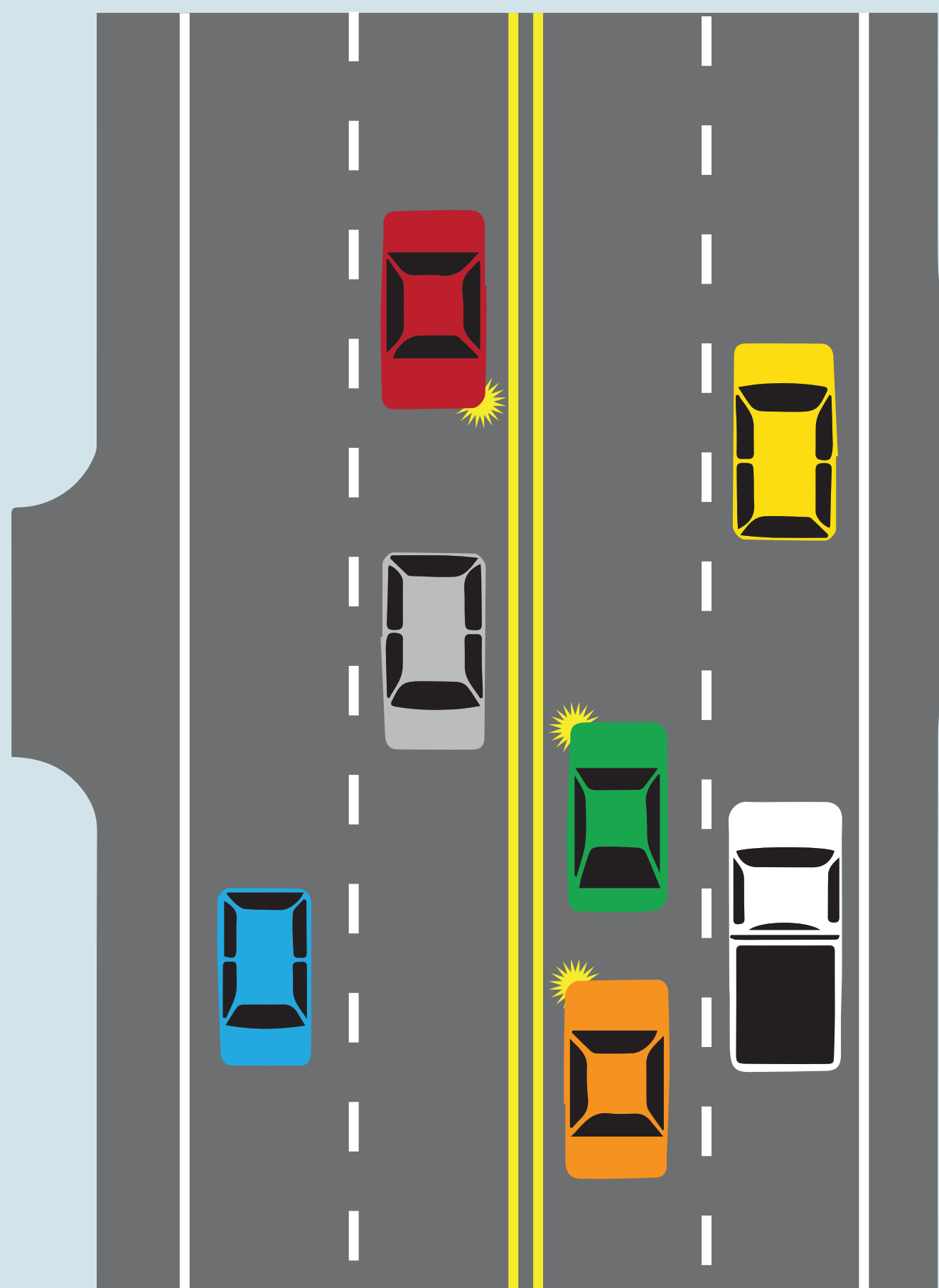




BENEFITS AND POTENTIAL TRADE-OFFS OF A 3-LANE CONVERSION

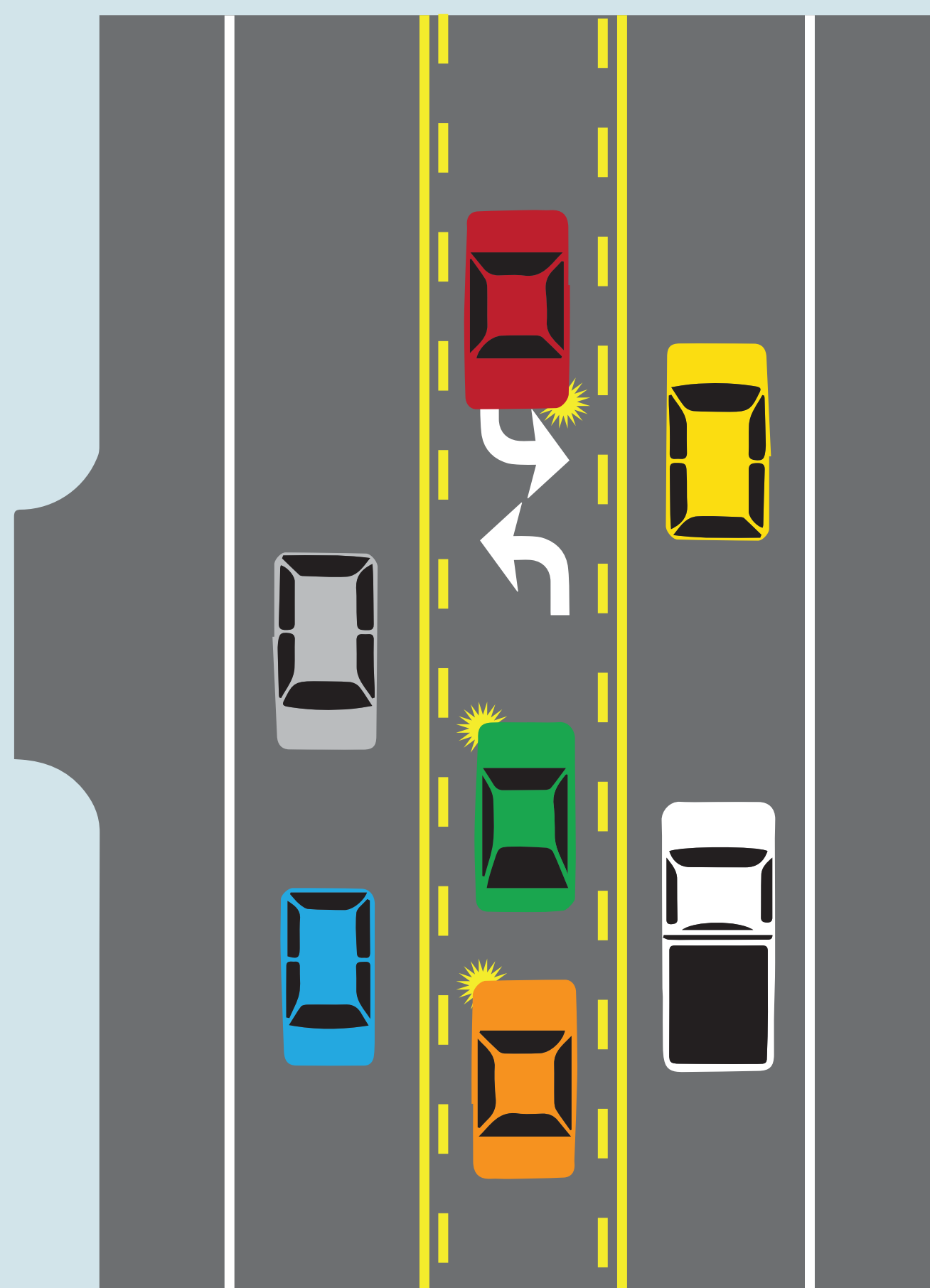
AN UNDIVIDED 4-LANE STREET FUNCTIONS MUCH LIKE A 3-LANE STREET.

BEFORE



4-Lane

AFTER



3-Lane

4-Lane to 3-Lane Operations

- One lane of traffic removed
- One lane replaced with a two-way left-turn lane
- Safety is improved, though overall traffic capacity may be slightly reduced during busy periods

IMPROVED SAFETY

- A Federal Highway Administration study found that four-to-three lane conversions can **reduce crashes by up to 29%**, improving safety for drivers and pedestrians.
- Dedicated turn lanes **reduce rear-end and sideswipe crashes** caused by sudden lane changes.
- Fewer lanes to cross and slower speeds make it **safer for pedestrians**.
- Increased separation between the sidewalk and street **improves safety** while also providing additional area for snow storage.

BETTER TRAFFIC FLOW

- Center turn lanes make left turns smoother, **reducing delays** for through traffic.
- More consistent speeds **improve traffic flow** and predictability.
- **Intersections operate more safely and efficiently** with dedicated turn lanes.

POTENTIAL TRADE-OFFS

- Passing is limited, but dedicated turn lanes **prevent backups behind left-turning vehicles**.
- Traffic capacity may be slightly reduced during busy periods.
- Although wider streets can benefit heavy truck movement, **truck traffic on Ames Avenue is minimal compared to other routes**.

