Reduce the Width of the Travel Lanes on the Major Road Approach

Reduction in lane widths using pavement markings, raised pavement markers, shoulder rumble strips, or some combination thereof; such applications can be effective in reducing vehicle speeds along intersection approaches.

Targeted Crash Types
- Right-angle
- Rear-end (major road)
- Pedestrian
- Bicyclist

Conditions Addressed
- Observations of speeding on approach to the intersection.

Problems Addressed
- Vehicle conflicts with non-motorists
- Speeding

Considerations
- Narrower traffic lanes will provide for wider shoulders for bicyclists and a greater separation between motor vehicles and pedestrians on the sidewalk.
- Pavement markings, raised pavement markings, and rumble strips will require ongoing maintenance.
- Narrowing the lanes may have an adverse effect on capacity and level of service.
- Consider volumes of buses, trucks, and other large vehicles.
- If rumble strips are considered, assess suitability of existing pavement structure to support them, and consider the impacts to bicyclists and nearby residents.

Industry Standard
- MUTCD
  Chapter 3B. Pavement and Curb Markings
  Section 3J.01: Longitudinal Rumble Strip Markings
- AASHTO Green Book
  Section 4.3: Lane Widths

Other Resources
- Two Low-Cost Safety Concepts for Two-Way STOP-Controlled, Rural Intersections on High-Speed Two-Lane, Two-Way Roadways, FHWA
- Innovative Operational Safety Improvements at Unsignalized Intersections, Florida DOT
- Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections, FHWA