



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.



Source: FHWA

The major lanes here were narrowed from 12 ft. to 10 ft., and rumble strips were installed in the median and along the outside of the edge line.



Source: FHWA

This installation features a double yellow line pavement marking and rumble strips fully covering the width of the median.

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](#)

