

Technical Report Documentation Page

1. Report No. RC-1555	2. Government Accession No. N/A	3. MDOT Project Manager Tracie Leix	
4. Title and Subtitle Safety and Operational Analysis of 4-Lane to 3-Lane Conversions (Road Diets) in Michigan		5. Report Date January 2012	
		6. Performing Organization Code N/A	
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		11. Contract No. 2010-0294	
		11(a). Authorization No. Z2	
12. Sponsoring Agency Name and Address Michigan Department of Transportation Office of Research and Best Practices 425 West Ottawa Street Lansing MI 48933		13. Type of Report & Period Covered Final Report	
		14. Sponsoring Agency Code N/A	
15. Supplementary Notes None			
16. Abstract Road diets, specifically 4-to-3 lane conversions, implemented in various locations in Michigan were studied to determine the safety- and delay-related impacts, develop crash modification factors (CMFs), and develop guidelines that would be useful in deciding when it might be desirable to implement such road diets. The results of the operational analysis support a guideline that suggests that 4-to-3 lane conversions result in significant delay when average daily traffic (ADT) exceeds 10,000 and, more importantly, when peak hour volumes exceed 1,000. A CMF of 0.91 (after adjustment for background citywide trends) for all crash types is recommended although the factor is not statistically different from 1.0. There was considerable site-to-site variation among the 24 sites studied, and this should always be considered when a road diet is contemplated. A study-by-study literature review and suggestions for implementation strategies are also included.			
17. Key Words road diets, 4-to-3 lane conversions, crash modification factor, safety, operations		18. Distribution Statement No restrictions. This document is available to the public through the Michigan Department of Transportation.	
19. Security Classification - report Unclassified	20. Security Classification - page Unclassified	21. No. of Pages 58 + 230 (app)	22. Price N/A