

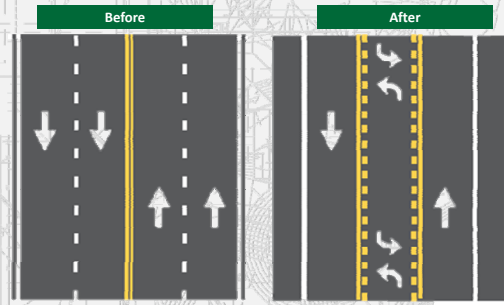
A Four-to-Three Lane Story



2019 Iowa Transportation Conference



Typical Iowa "Road Diet"



Source: Road Diet Informational Guide, Federal Highway Administration

Three-Lane Road Benefits

Continuous Left-turn Lane

Speed Management

Extra Space

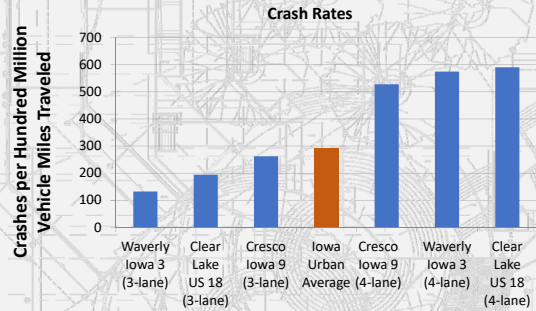
Increased Safety for all Users

Improved Access
turns don't impede traffic flow

Prudent Drivers set speed, eliminates passing

Parking and other travel modes

Selected Iowa Urban Highway Crash Rates



Three-Lane Roads History

Two urban design options in the "early days"

First 2-3 widening in 1970s

First 4-3 conversion in 1990s

4-3 conversions off/on over 20+ yrs

Typically spurred by overlay project

Many potential locations stuck in status quo

Statewide Screening Effort

Used DOT databases to identify potential conversion opportunities

223 potential segments identified

Shared with DOT districts, published on web

Screening Report

Potential Candidates: District 2										
District	City	MPO/RPA	Route	Begin	End	AADT	Length(Mi.)	Access Density (per Mi.)	Traffic Signal	Crash Rate (per year/ft)
2	ALGONA	RPA 2	US 19	COUNTRY CLUB RD	N FINN DR	6,000	2.51	0	NO	206
2	ALGONA	RPA 2	S PHILLIPS ST/US 169	S MINNESOTA ST	E STATE ST	7,000	0.84	37	YES	435
2	ALGONA	RPA 2	N FONES ST/US 169	E STATE ST	US 18	8,700	0.96	21	YES	343
2	ALLISON	RPA 7	IOWA 3	25 MILES W OF S MAIN ST	DIAM ST	3,320	0.58	19	NO	106
2	ARLINGTON	RPA 7	PARHOTT ST/ IOWA 17	12TH ST	4TH ST	2,970	0.72	61	NO	141
2	BELMONT	RPA 5	RIVER AVE S/ IOWA 31	25 MILES S OF 5TH ST SE	MAIN ST W	3,440	0.57	32	YES	437
2	CEGAR FALLS	INRICO	W WING RD	HUDSON RD	NORDIC DR	2,900	0.90	10	YES	600
2	CEGAR FALLS	INRICO	MAIN ST	SEERLEY BLVD	E 6TH ST	10,300	3.29	37	YES	419
2	CEGAR FALLS	INRICO	GREENHILL RD	HUDSON RD	KATOSKI DR	10,300	3.47	1	YES	320
2	CEGAR FALLS	INRICO	WATERLOO RD	STATE ST	UNIVERSITY AVE	11,900	1.28	37	YES	293
2	CEGAR FALLS	INRICO	315 ST/ IOWA 17	HUDSON RD	TREMONT ST	14,600	0.74	61	YES	399
2	CHARLES CITY	RPA 2	S GRAND AVE/ US 31	US 218	ALLISON ST	6,000	1.76	18	NO	275
2	CLARION	RPA 5	CENTRAL AVE/ IOWA 3	4TH ST NW	14TH AVE	5,000	1.23	49	YES	409
2	CLARION	RPA 2	4TH AVE S	S 8TH ST	US 35	5,900	1.35	18	YES	323
2	DECORAH	RPA 1	IOWA 9	US 52	TROUT RUN RD	11,500	2.77	2	YES	285
2	EAGLE GROVE	RPA 5	COMMERCIAL AVE/ IOWA 17	SW 10TH ST	BROADWAY ST	4,430	0.71	56	YES	353
2	EAGLE GROVE	RPA 5	N COMMERCIAL AVE/ IOWA 17	BROADWAY ST	12TH ST	4,430	0.87	30	YES	313

FHWA Mythbusters

Information flyers debunk road diet myths

- Diverts traffic to other routes
- Too narrow for large vehicles
- Slows emergency response
- Causes backups/delays
- Hurts business

Many Iowans skeptical of national findings

"Our town is unique..."

Ongoing/Future Efforts

Statewide inventory of three-lane locations

Evaluate impacts emergency response times local economy

Design guidance updates ensure three-lane is presented as valid option discuss flexibility of lane widths

Iowa DOT Three-Lane Video

https://www.youtube.com/watch?time_continue=1&v=naCbw7hwcVw

Project Area



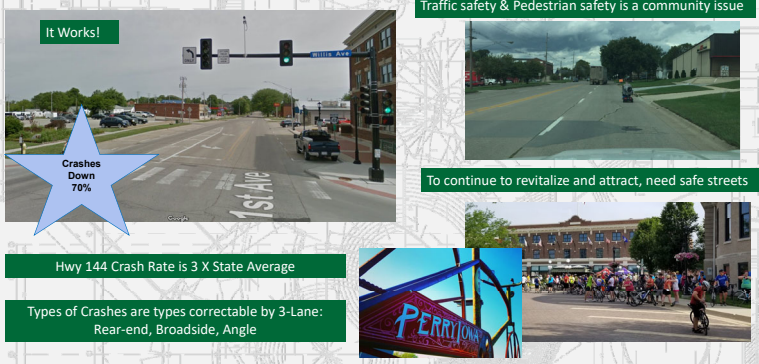
Project Area



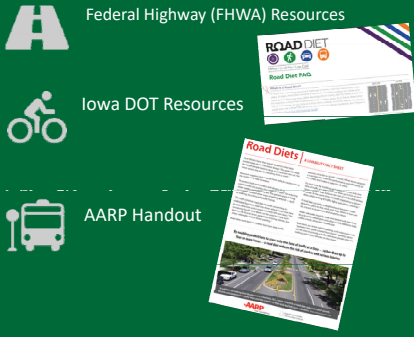
What spurred the Perry Project – Phase 1?



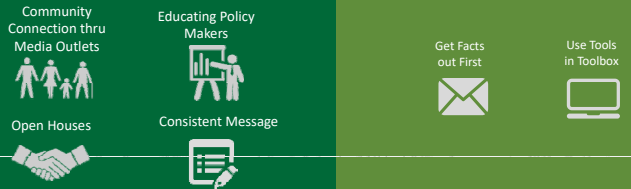
What spurred the Perry Project – Phase 2?



Toolbox



Extra Outreach Approach



Steps we are taking.



Open House

