

Lessons from Other Cities

4-to-3 Lane Reconfigurations on Streets Similar to Portions of North Main Street

Traverse City, Michigan Eighth Street

**Project**
4-to-3 lane conversion

**Economic Impact**
\$22+ million in mixed use redevelopment

**Streetscape Improvements**
wider sidewalks, street trees, lighting, and landscaping

**Traffic Volume**
15,000-19,000 vehicles per day

**Safety Impact**
Protected bike lanes and fewer turning conflicts with calmer traffic

**Results**
increased walking and biking; corridor more attractive for investment

Grand Rapids, Michigan Division Avenue South

**Project**
4/5 to 3 lane conversion

**Economic Impact**
improved storefront access

**Streetscape Improvements**
on-street parking and bike accommodations

**Traffic Volume**
15,000 vehicles per day

**Safety Impact**
38% decrease in head-on crashes
20% decrease in sideswipe crashes
17% decrease in angle crashes

**Results**
maintained capacity with calmer speeds and safer crossings

Before Roadway Reconfiguration



Image shows Eighth Street showing cars backed up trying to turn with sidewalks only.

After Roadway Reconfiguration



Image shows Eighth Street showing moving cars and bicyclists working together with a newly installed pedestrian crossing.

Before Roadway Reconfiguration



Image shows Division Street showing six lanes for vehicular movement with pedestrians crossing.

After Roadway Reconfiguration



Image shows Division Street showing three lanes for vehicular movement with two lanes for parking and curb extensions.