

Sheridan Drive, Clarence NY



Existing Conditions



Issues:

Speed

Due to the relatively uninhibited nature of Sheridan Drive, we have received numerous complaints relating to the speed of vehicles passing through the corridor.

Accident Potential

Due to the lack of center turn lane, vehicles making left turns are vulnerable for rear end collisions, passing lanes about each other, and left hand turns onto the corridor require three open lanes.

Number of curb cuts

Due to former residential lots converting to small businesses, there is an increasing number of active entry and exit points along the corridor.

Desired Conditions



Rationale:

Average Daily Traffic

The ADT from Transit to Harris Hill was 15,389. The ADT from Harris Hill to Main Street was 8,997. These volumes fall within the "sweet spot" for road reconfigurations such as this.

Land Use and Zoning

Through Comprehensive Planning and Town Code, development potential has been limited to less intensive uses. This will require additional entry and exit points, but limit the total volume of traffic.

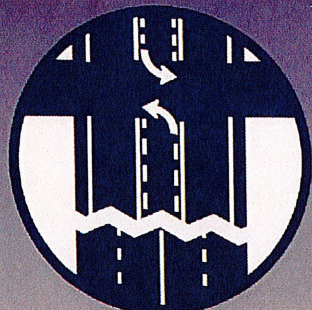
Non-motorized users

Appropriate consideration should be given to cyclists and pedestrians. The Town will continue to prioritize bike lane and sidewalk installations near residential and commercial density.



U.S. Department of Transportation
Federal Highway Administration

PROVEN SAFETY COUNTERMEASURES



Road Diets

(Roadway Reconfiguration)

A "Road Diet," or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.

SAFETY BENEFIT:

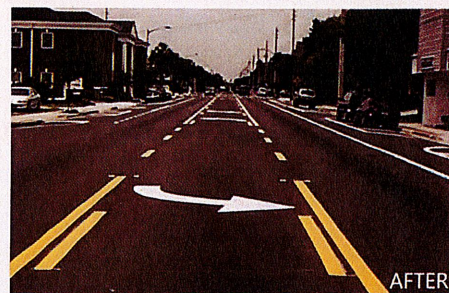
**4-LANE → 3-LANE
ROAD DIET
CONVERSIONS**

19-47%

Reduction in total crashes



BEFORE



AFTER

Before and after photos of a Road Diet project.

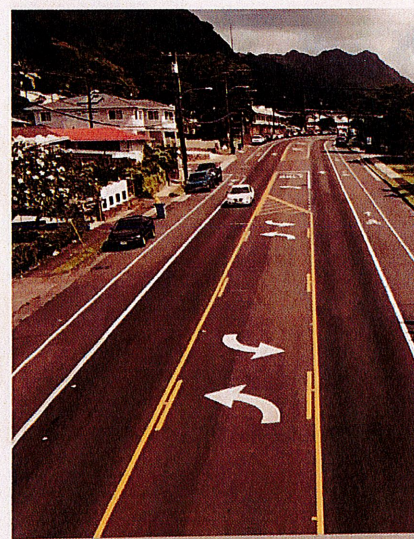
Source: City of Orlando, Florida

A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).

Benefits of Road Diet installations may include:

- An overall crash reduction of 19 to 47 percent.
- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, "Complete Streets" environment that better accommodates the needs of all road users.

A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost.



Road Diet project in Honolulu, Hawaii.

Source: Leidos

Source: Evaluation of Lane Reduction "Road Diet" Measures on Crashes, FHWA-HRT-10-053.

→ For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures>.

FHWA-SA-17-066



Safe Roads for a Safer Future
Investment in roadway safety saves lives

<http://safety.fhwa.dot.gov>