Edge Lane Roads

City Council
Infrastructure and Development Committee
March 2, 2022

City of Port Townsend

Edge Lane Roads

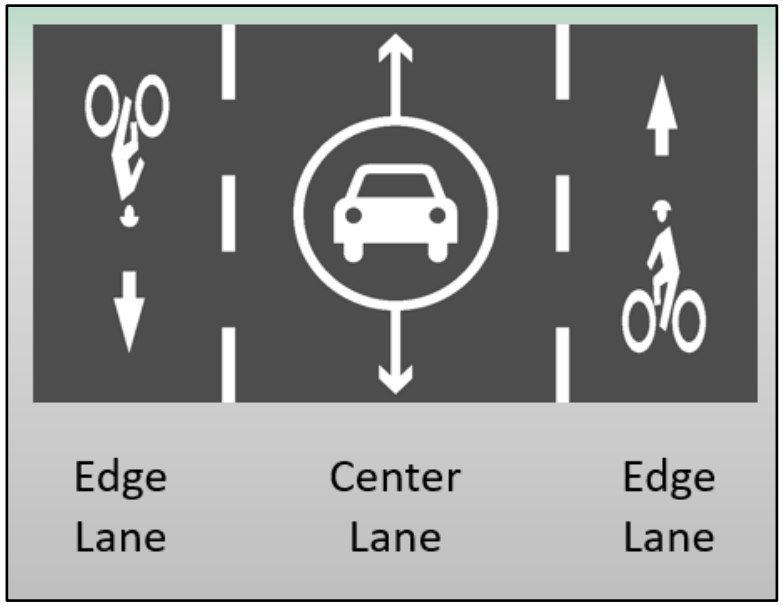
This presentation provides an introduction to Edge Lane Roads (ELRs). We will review:

- **What they are**
- **How they work**
- **Benefits**
- **Local Example**

Staff is recommending implementing ELRs in several locations for pedestrian and bike safety as well as traffic calming. Implementation would occur with this year's striping contract in the July/August timeframe. Staff is requesting support from the Committee.

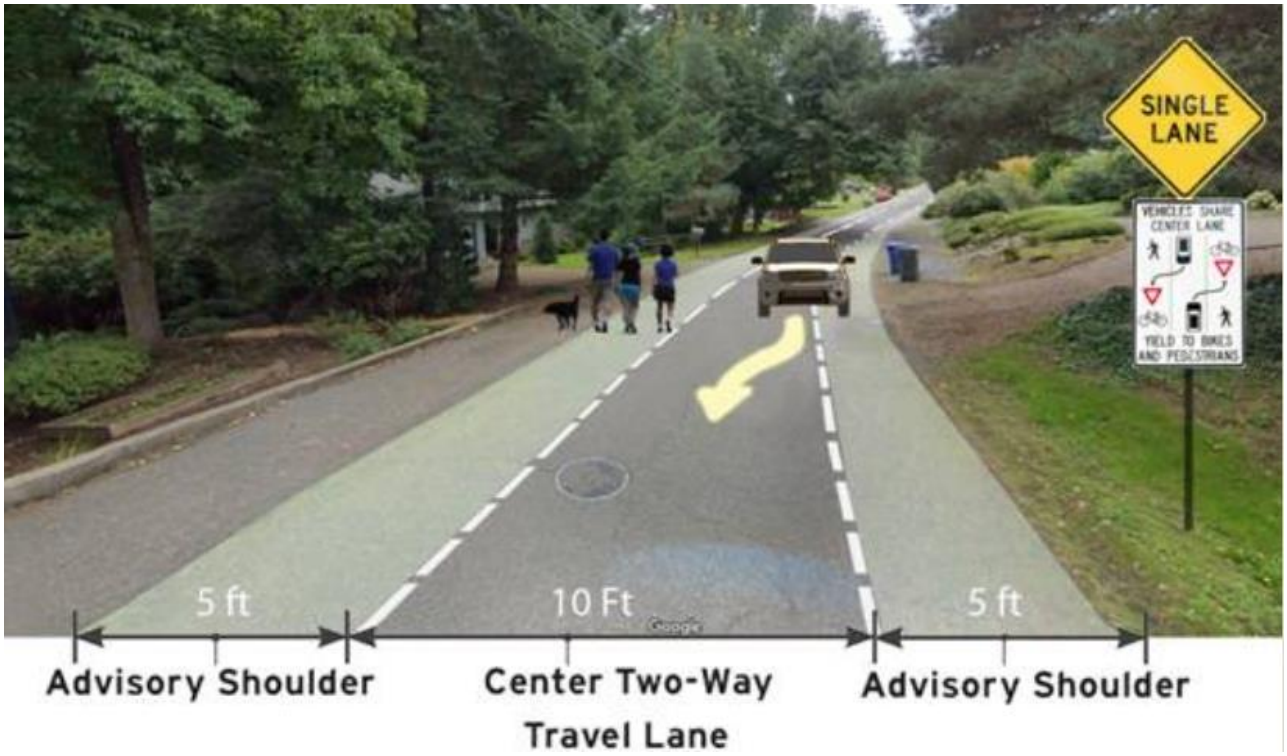
Edge Lane Roads
What they are

With two dashed edge lines, ELRs provide two-way motor vehicle traffic in a single center lane. There is no centerline. Bicyclists and pedestrians use the edge lanes on either side of the street.



Graphics from ELR Design Guide, on www.advisorybikelanes.com.

Edge Lane Roads
What they are



Center lane width: 9 ft – 18 ft; Edge lane width: 5 ft – 8 ft
Speed limit: 20 mph – 30 mph

Edge Lane Roads
What they are

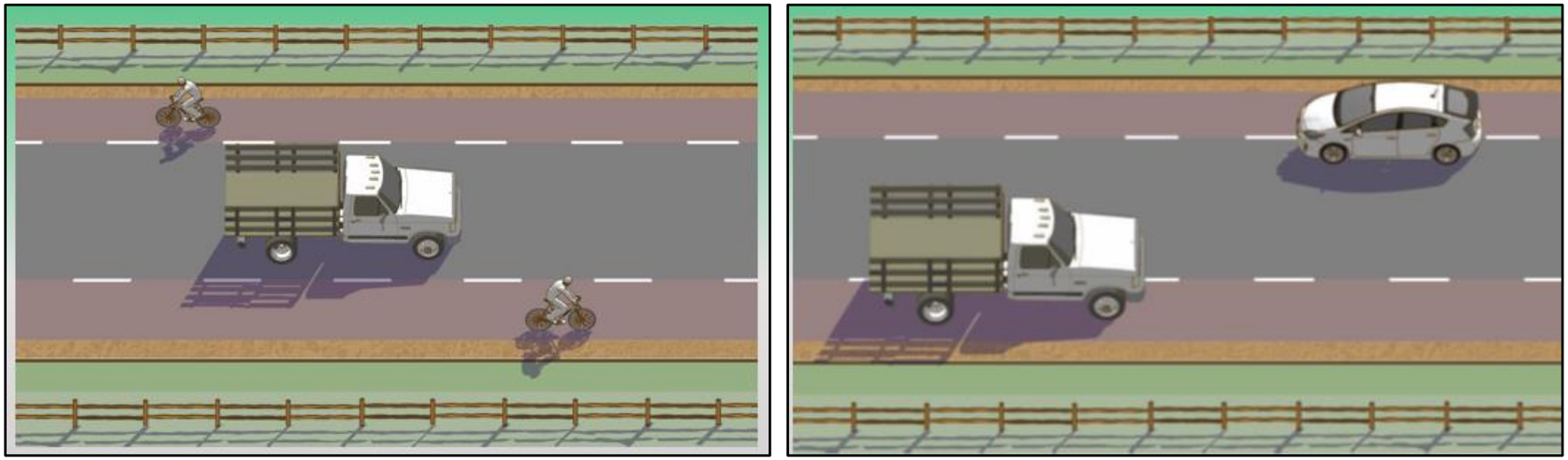
ELRs are growing in popularity in the United States. Some are intended for use by both bicycles and pedestrians, others are only for bicycles.

Yarmouth, Maine

Vail, Colorado

Edge Lane Roads
How they work

To bypass approaching motor vehicles, drivers merge into the edge lanes after yielding to bicycles or pedestrians using the edge lane.



Graphics from 2016 FHWA Small Town & Rural Multimodal Networks Guide.

Edge Lane Roads
How they work

Https://youtu.be/4smg1uDY-OQ

https://www.youtube.com/watch?v=MzFPl94pXy0

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Edge Lane Roads Benefits

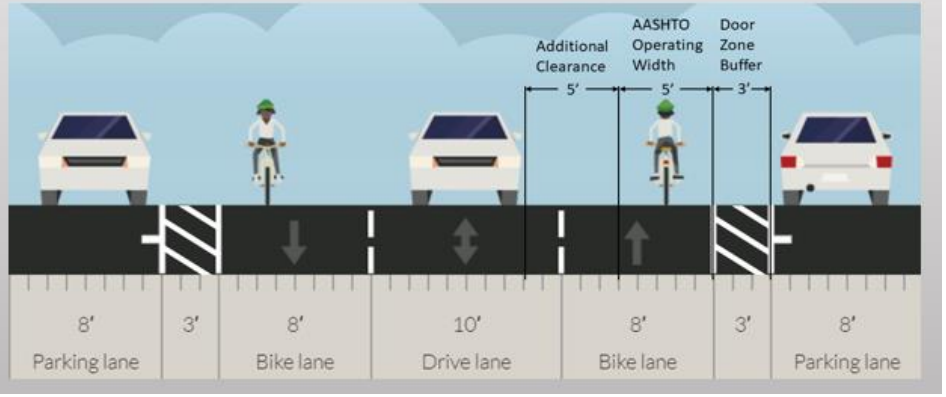
Case Study in Utrecht, Netherlands (2017)

	BEFORE	AFTER	
BIKES	5066	6432	↑
CARS	5998	4135	↓
SPEED	26.4 MPH	18.3 MPH	↓

Edge Lane Roads Benefits

- Door Zone Bike Lane

Edge Lane Road



Edge Lane Roads Benefits

Reduces Speeds: Visually narrows the street.

Safer Passing: Motor vehicles leave more space between themselves and the bikes/peds they pass, since no centerline. Also, dooring zone can be provided with additional space.

Organizes modes: Clear indication where bikes and peds should be in relation to both parked and moving motor vehicles.

Installation costs less: Provides bike and ped facilities without adding shoulder or concrete sidewalks.

Increases pavement life: Motor vehicles do not drive on the edge of the pavement, which helps preserve pavement.

Edge Lane Roads
Local Example

Water Street

ROW: 73'

Parking Lane: 7'

Buffer: 2.5'

Bike Lane: 4.75'

Travel Lane: 9.75'

Sidewalk/Curb: 12.5'

Edge Lane Roads
Local Example

Water Street

Annual Striping Work

The City annual contracts with a company to refresh long line striping in July/August time frame.

Pavement Markings are governed by RCW 47.36 and Manual of Uniform Traffic Control Devices (MUTCD)

Provides rules and guidance for pavement markings.

The City will be moving away from striping centerlines and moving toward striping flog-lines according to the MUTCD.

Thank You

Questions? & Discussion