ROAD DIETS

Before

After

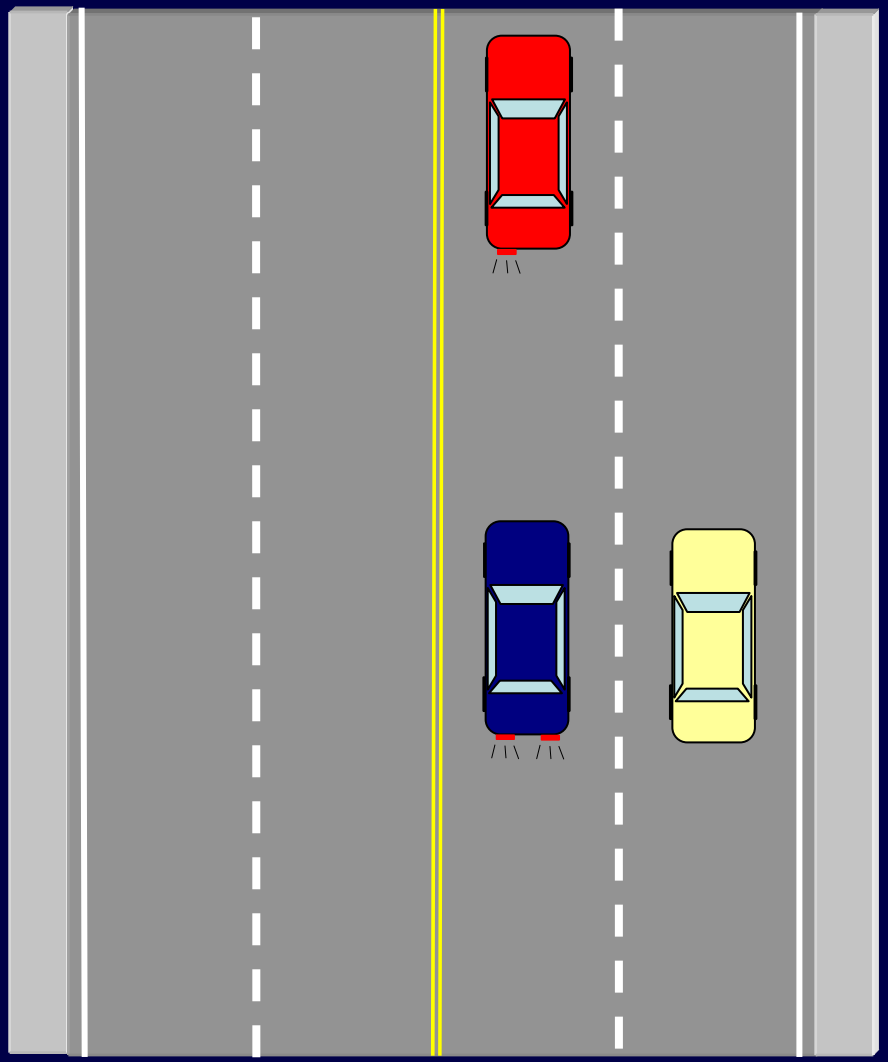
“Classic Road Diet”

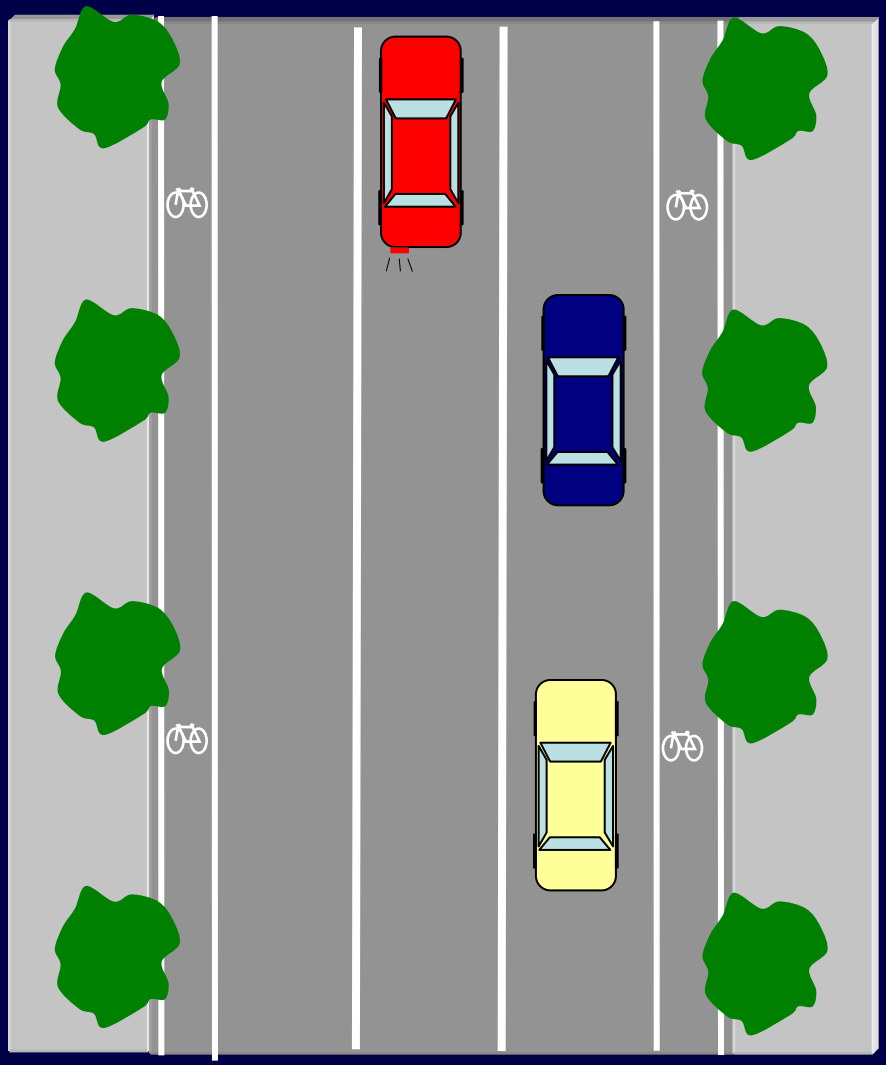
4 to 3 lanes

Road diets: reclaim street space for other uses

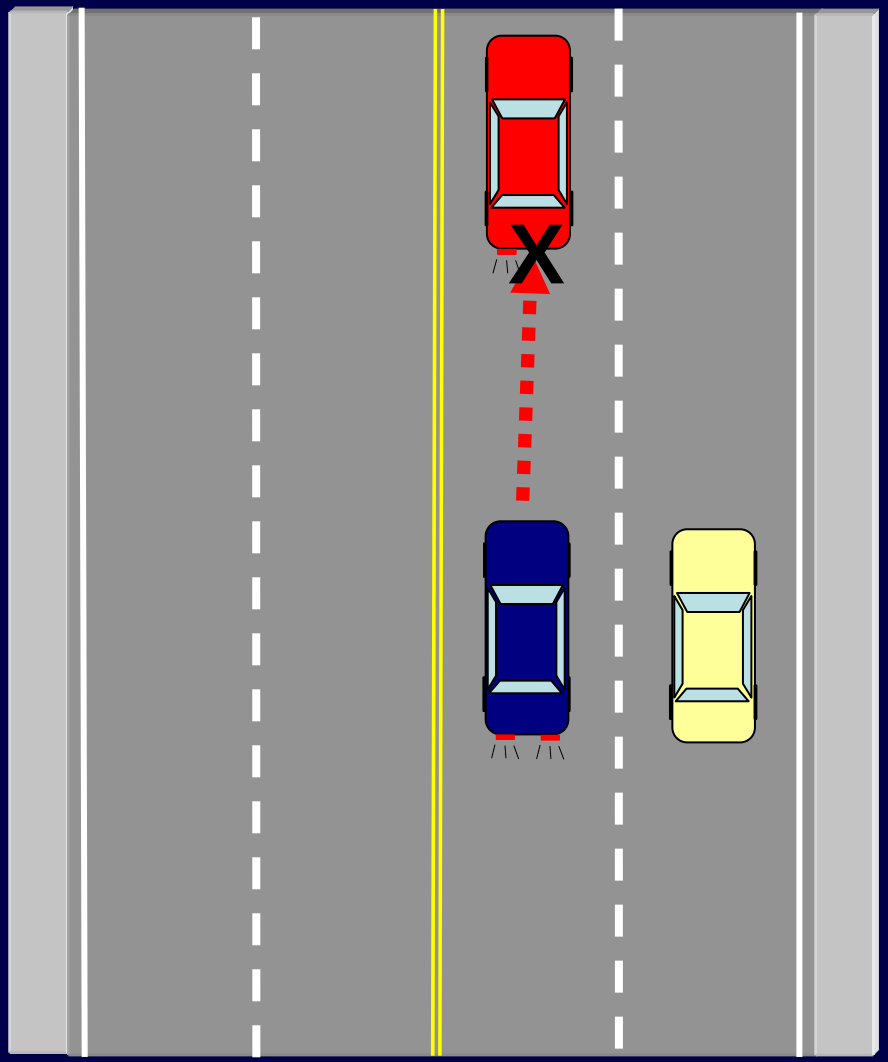
Road Diets and Traffic Operations

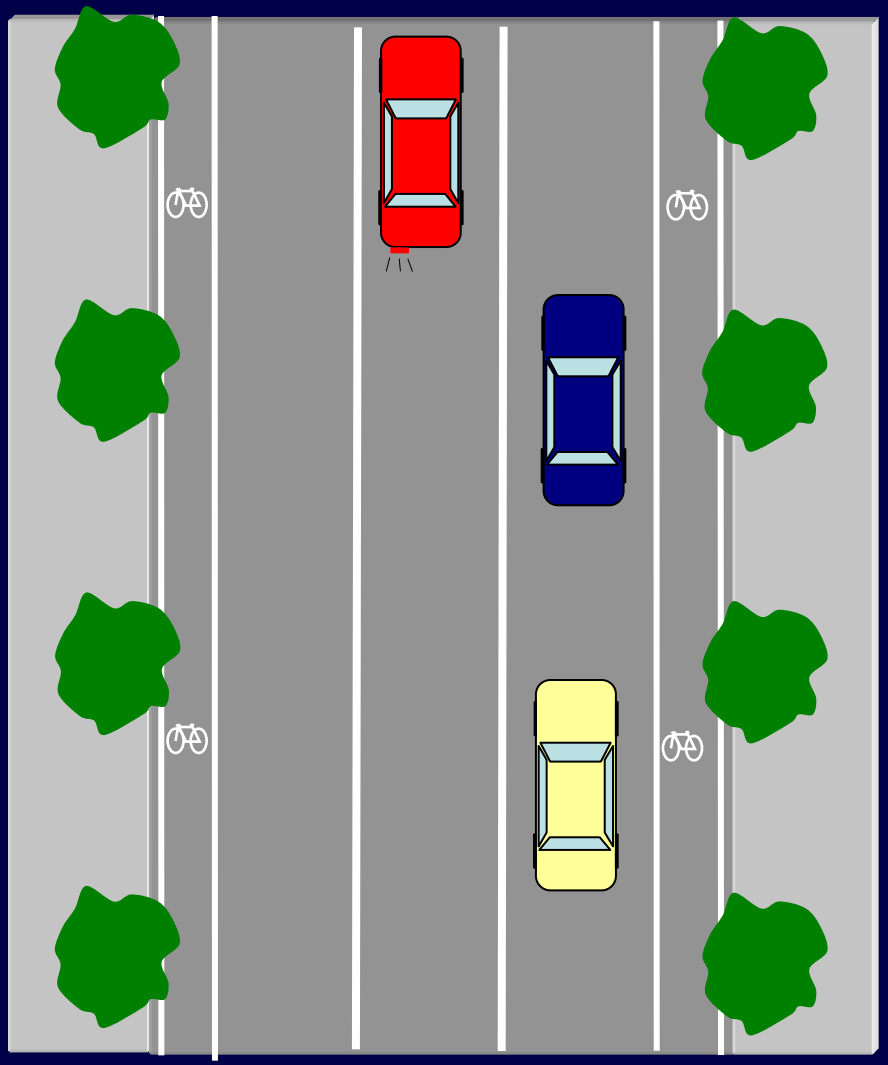
3 crash types can be reduced by going from 4 to 3 lanes: which ones?



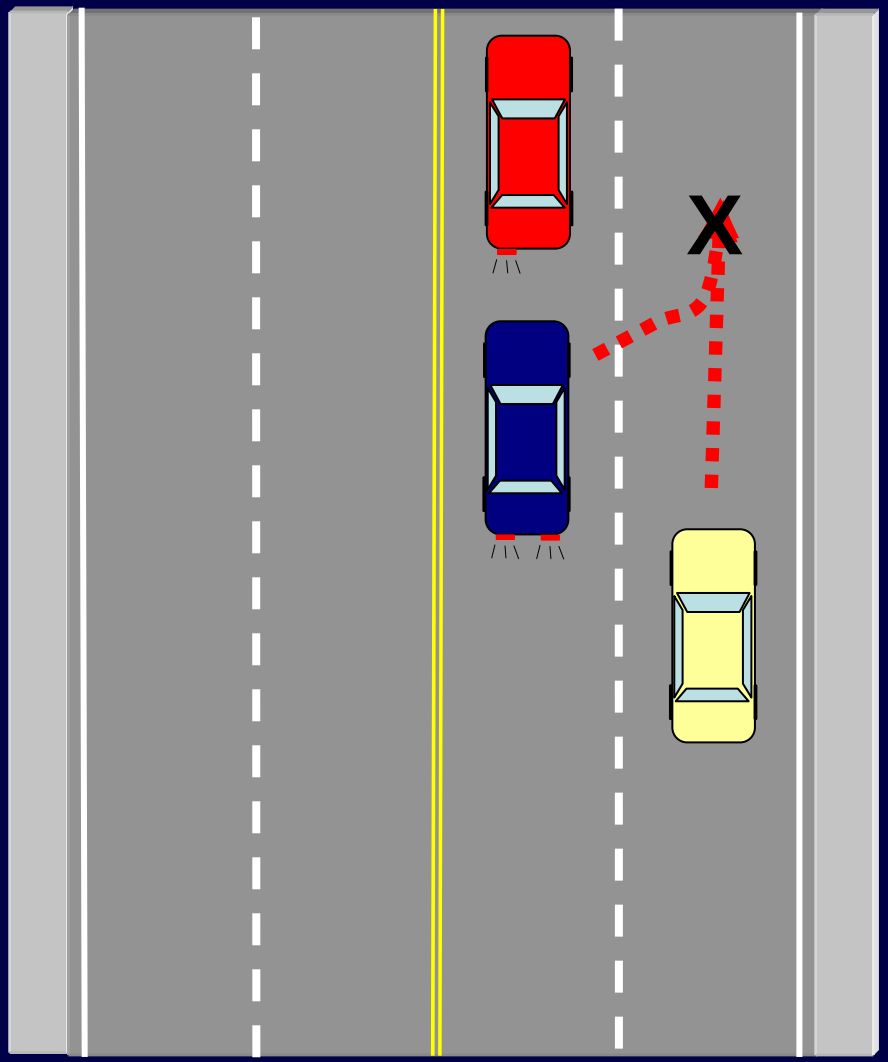


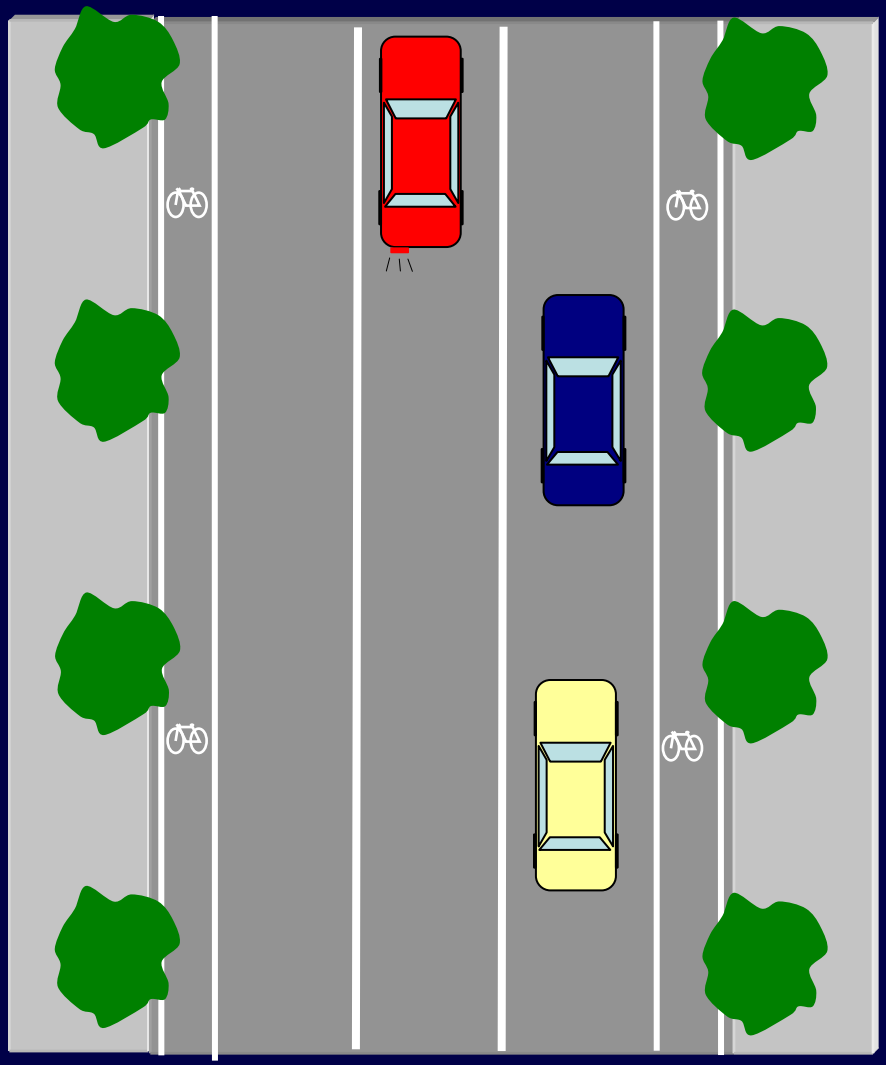
3 crash types can be reduced by going from 4 to 3 lanes: 1 – rear enders



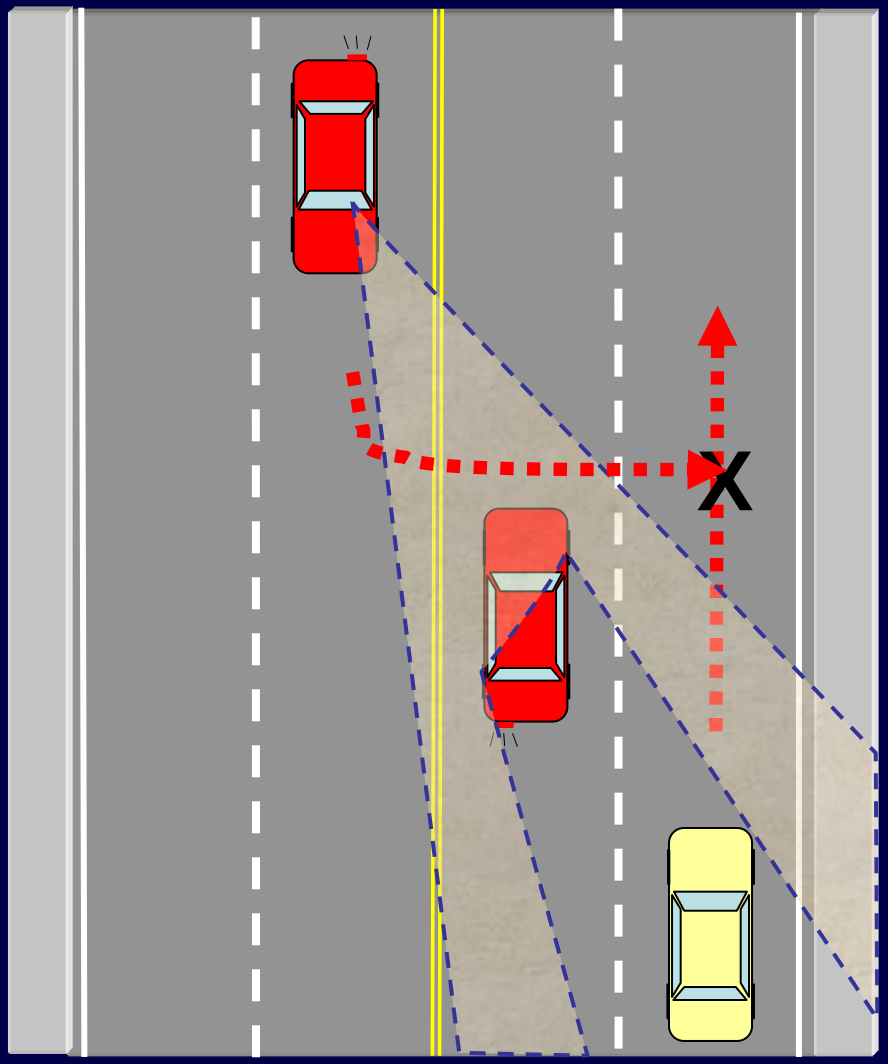


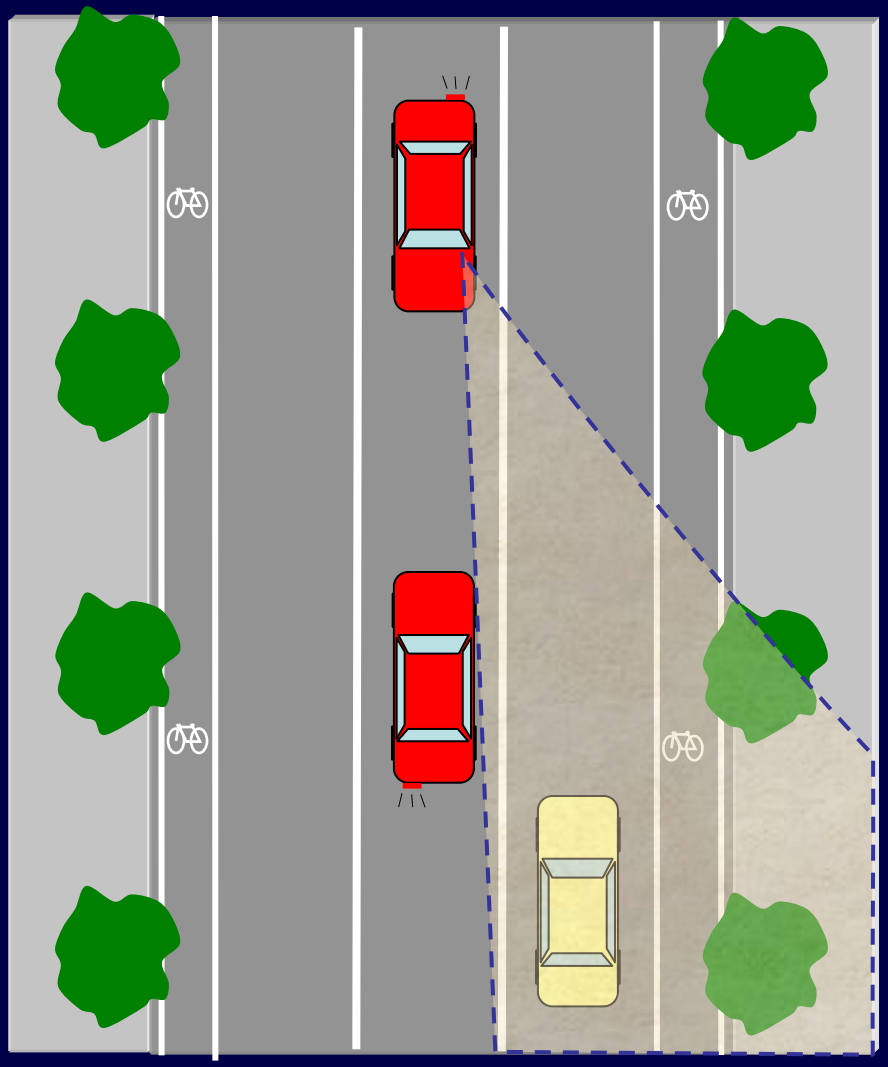
3 crash types can be reduced by going from 4 to 3 lanes: 2 – side swipes





3 crash types can be reduced by going from 4 to 3 lanes: 3 – left turn/broadside





Case study: Edgewater Drive Resurfacing Project (Orlando FL)

- $589,000 project scheduled in FDOT 5-year work plan
- FDOT open to 3-lane option if City takes over jurisdiction
- Changes must be accepted by neighborhood and business associations; before/after studies

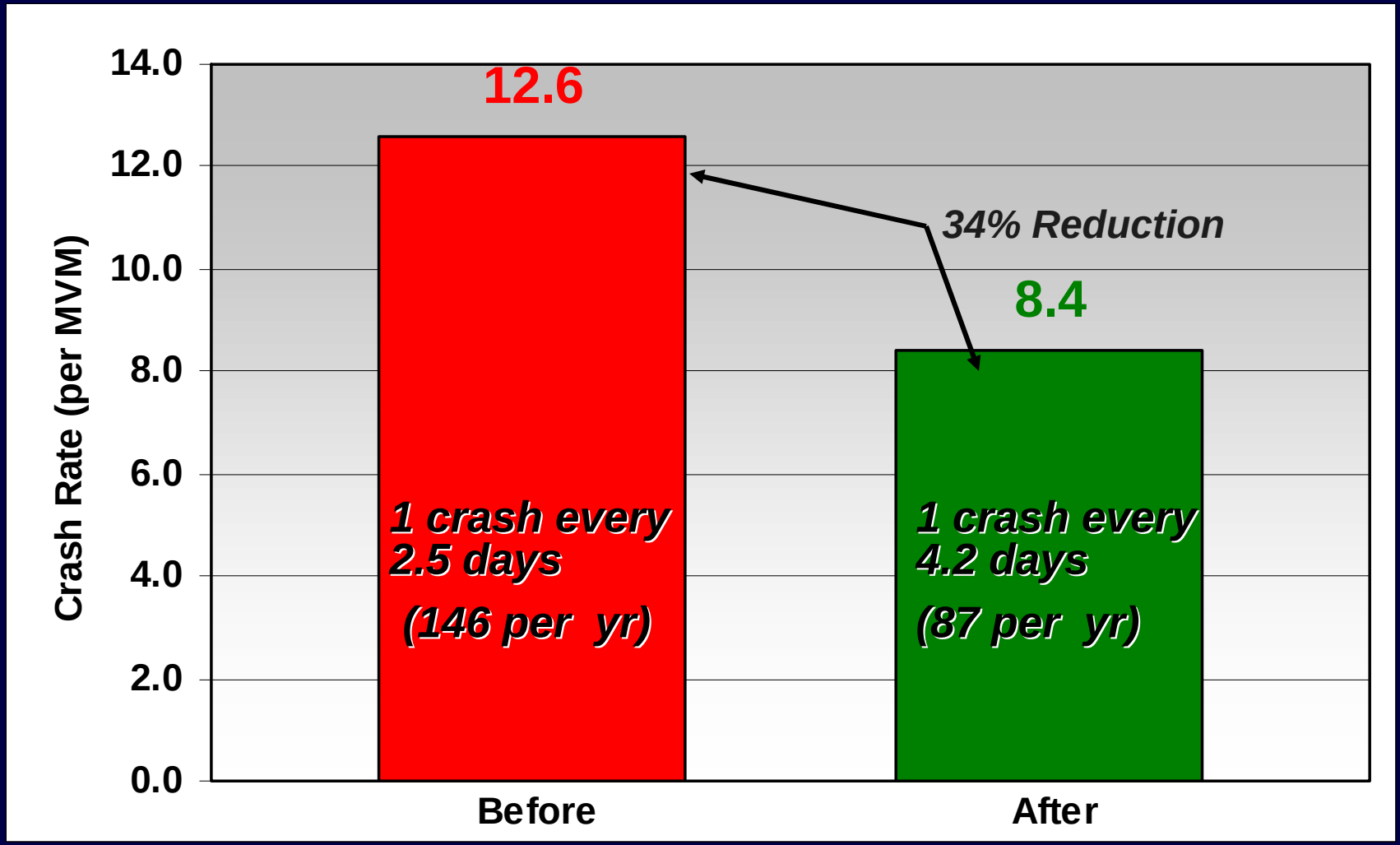
Before

Concept

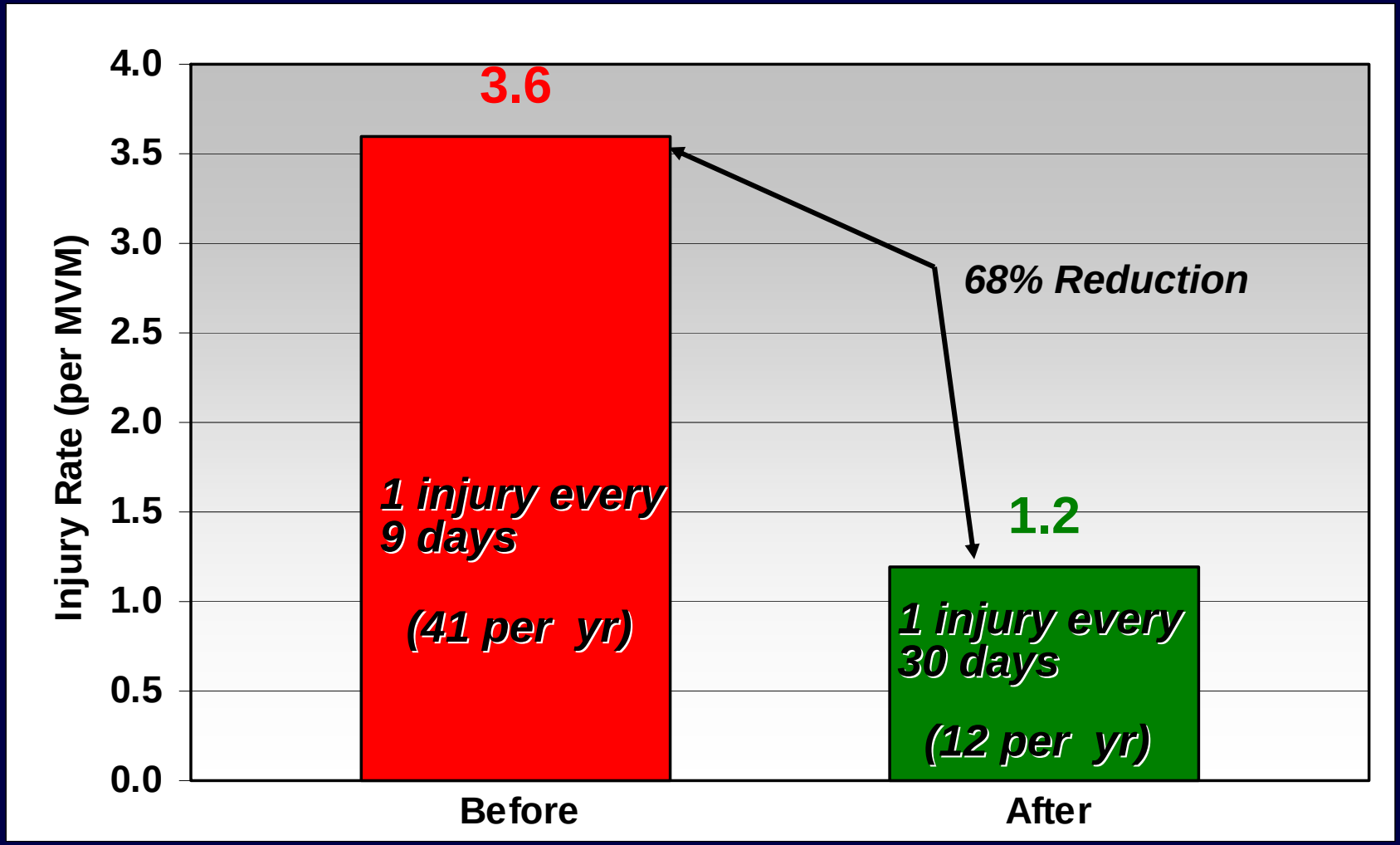
Reality: Before

Reality: After

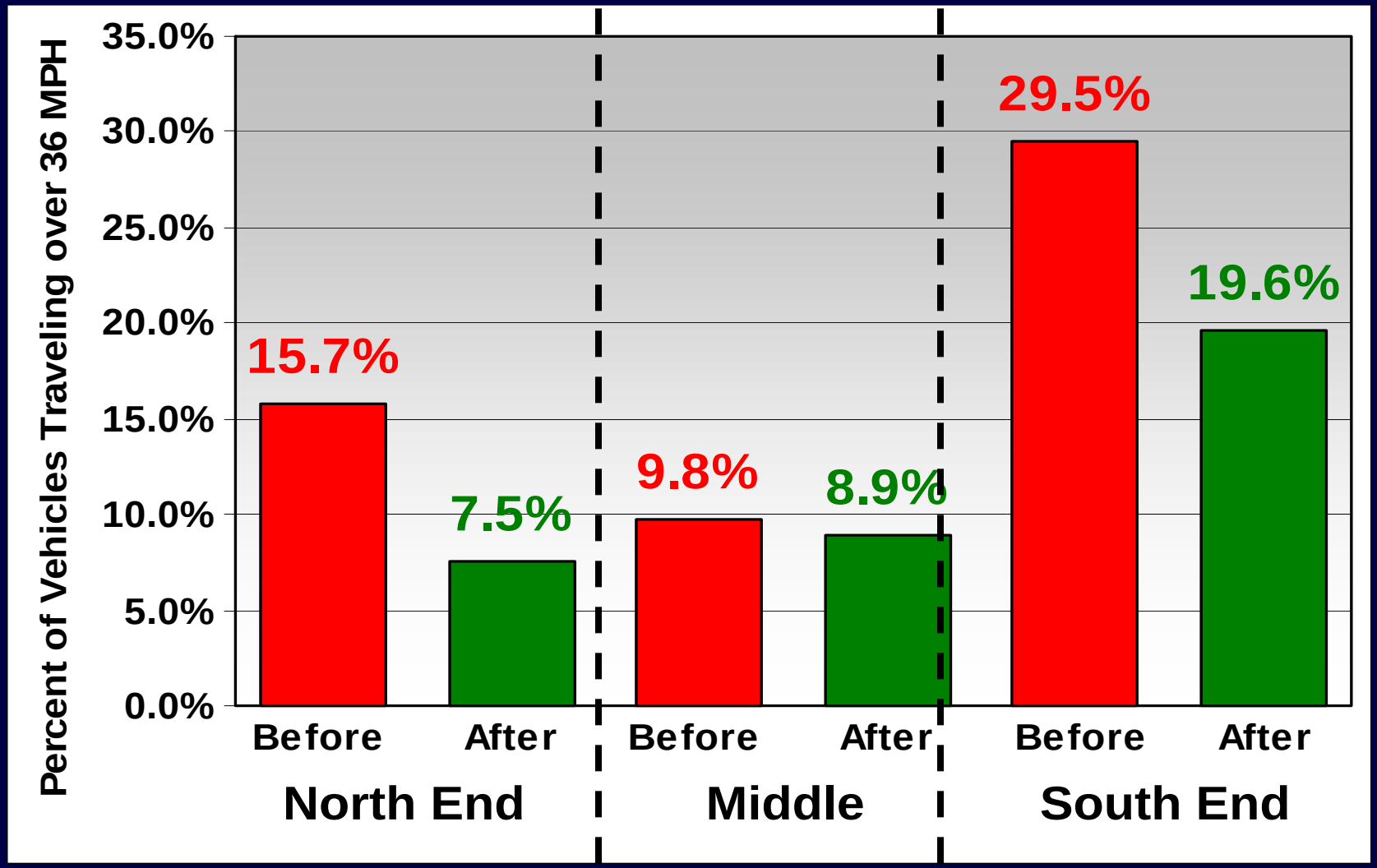
Before/after studies: 1. Crash rate



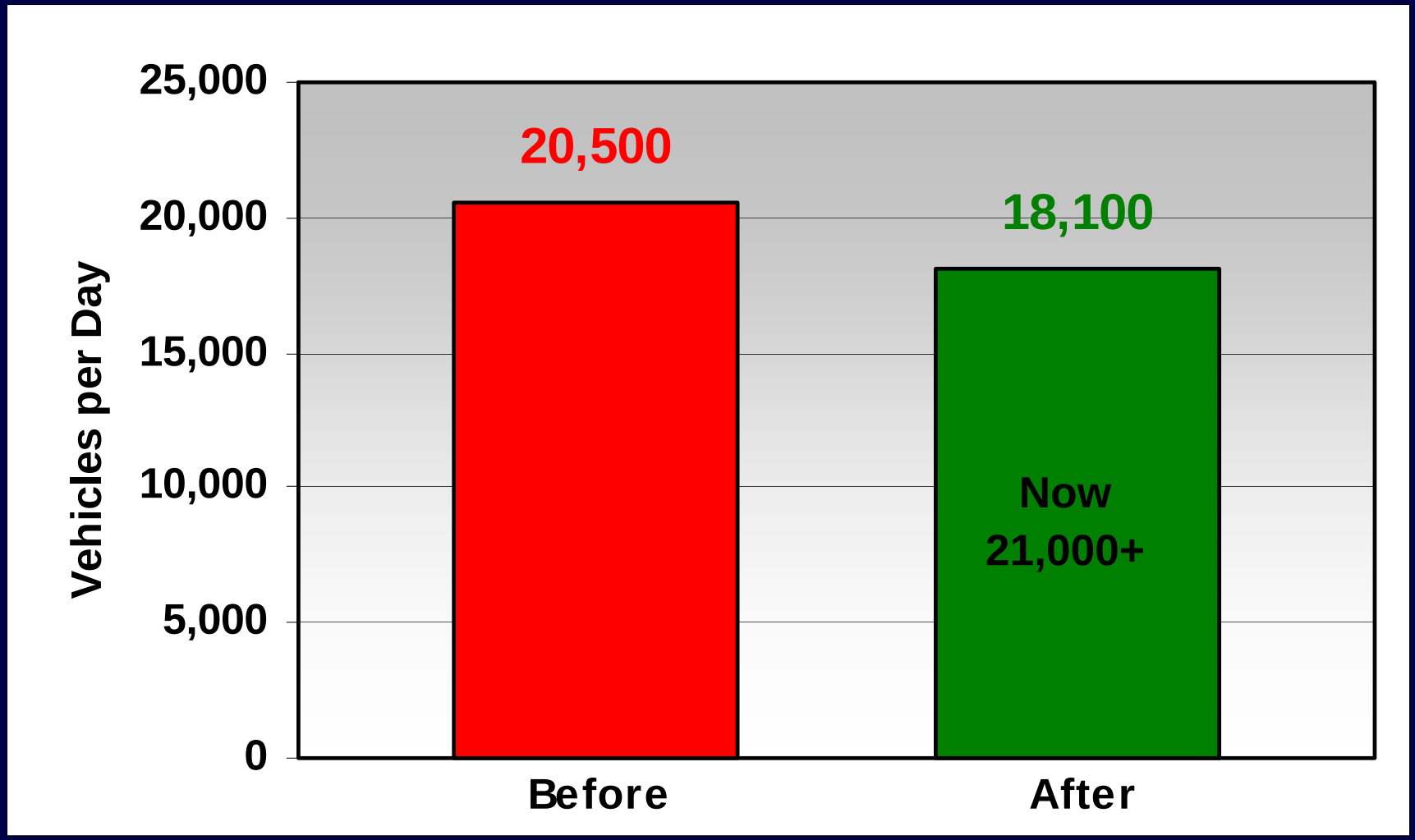
Before/after studies: 2. Injury rate



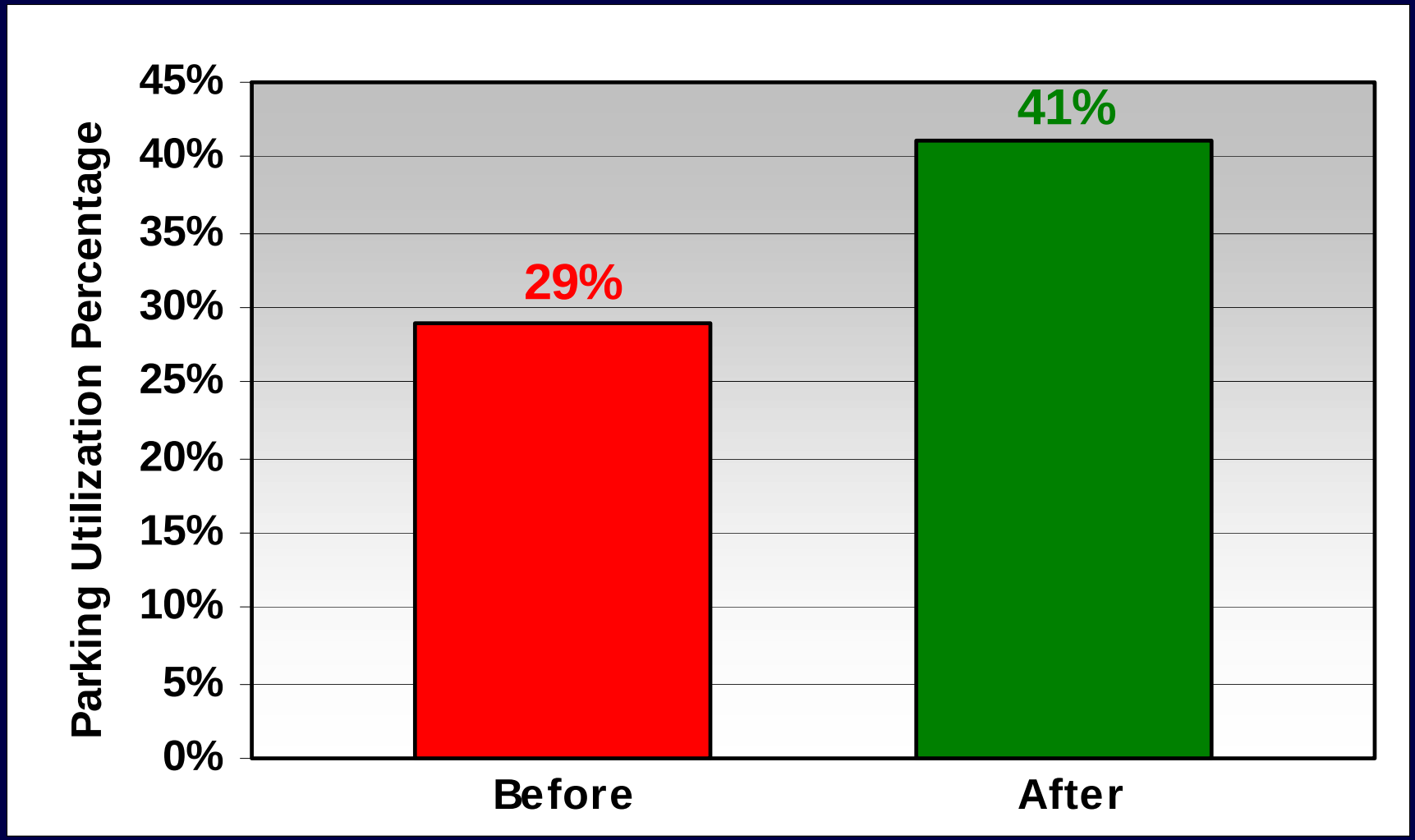
Before/after studies: 3. Speeding analysis



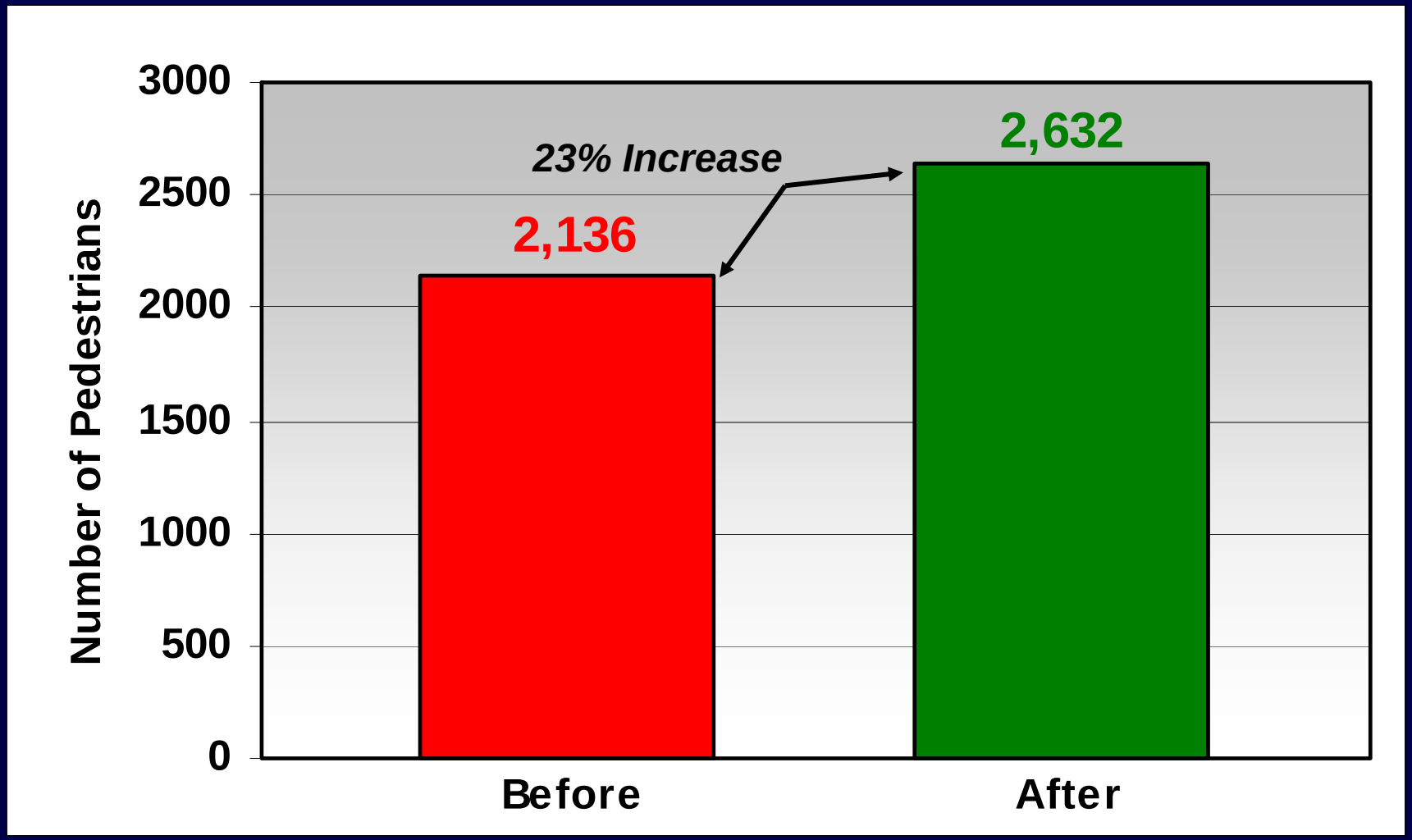
Before/after studies: 4. Traffic volumes



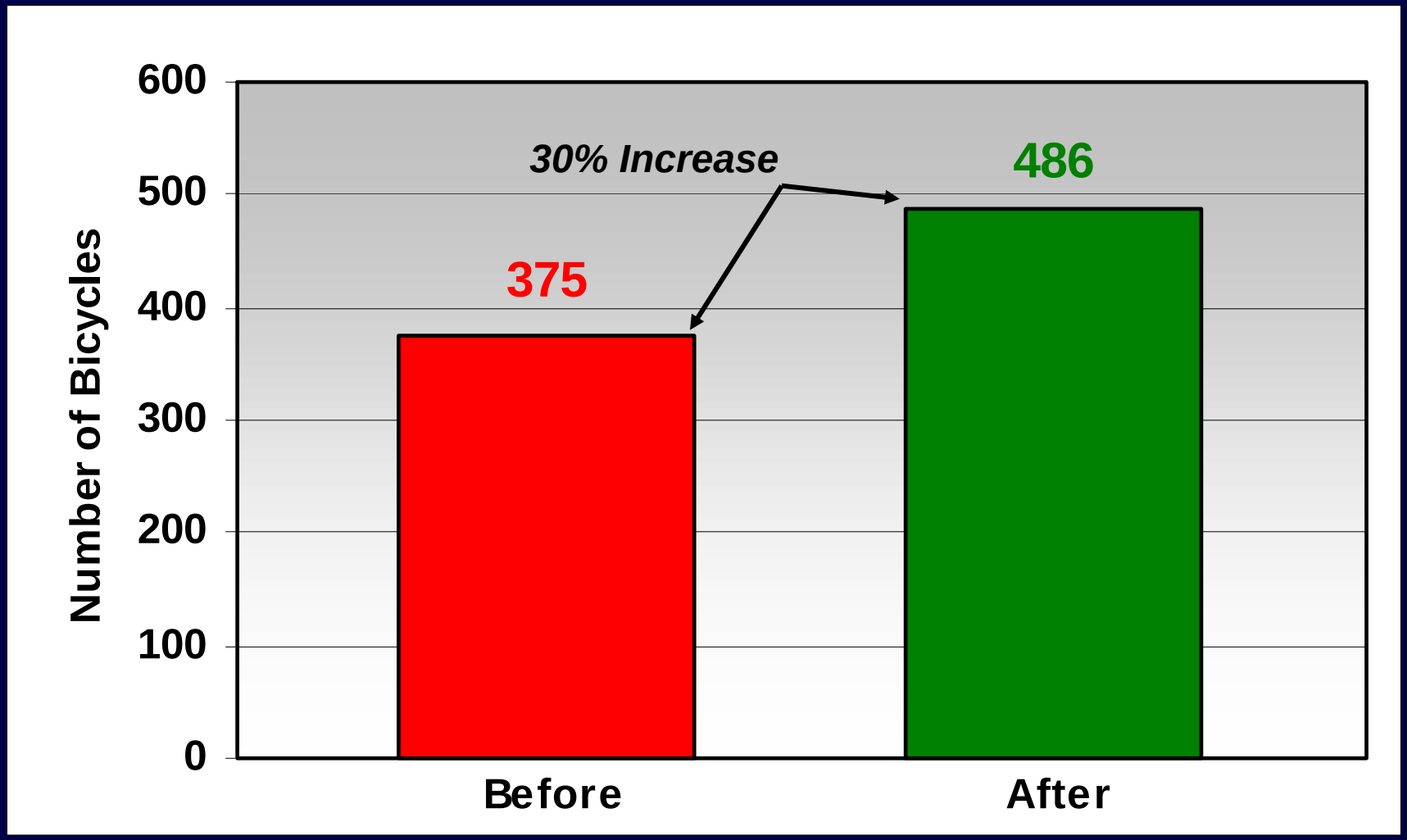
Before/after studies: 5. On-street parking utilization



Before/after studies: 6. Pedestrian volumes



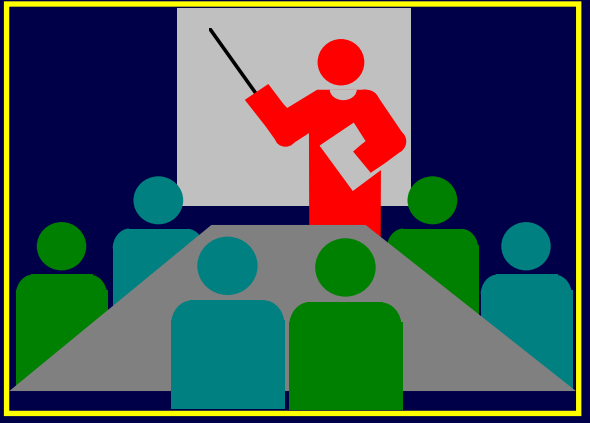
Before/after studies: 7. Bicyclist volumes



1. Which road carries more traffic?
2. Which road produces the higher speed?
   - With a 4-lane road a fast driver can pass others
   - With a 2-lane road the slower driver sets the speed
3. Which road produces the higher crash rate?
4. Which is better for bicyclists, pedestrians, businesses?

Road Diet CRF: 29% overall

Iowa – 15 sites → 47% crash reduction
CA, WA – 30 sites → 19% crash reduction



What are some benefits of road diets for pedestrians?

- Reduce crossing distance
- Eliminate or reduce “multiple threat” crash types
- Install crossing island to cross in 2 simple steps
- Reduce top end travel speeds
- Buffer sidewalk from travel lanes (parking or bike lane)
- Reclaim street space for “higher and better use” than moving peak hour traffic

Reclaiming road space creates room for ped islands

Reclaiming road space creates room for ped islands

Reclaiming road space creates room for ped islands

This 5-lane Main Street was converted to…

Name 4 things that changed

Fewer travel lanes; added bike lanes; parallel to back-in diagonal parking on one side; new pavement

This area was recaptured from a 4th travel lane; the street took on a whole new life

Questions?