

# Road Diets





Every blizzard proves motorists prefer two lane roads

Indeed they place medians and edge buffers on 4-lane roads when they get to design them (before snow plows arrive). So why not convert to 2-3 lanes, when conditions allow?



Speed reductions of  
3-7 mph are common

Hartford, Connecticut



Toronto, Ontario, Canada  
Former 4-Lane Road

## Multiple Benefits:

Lower speeds

Lower noise

Lower pollution

More green

Reduced crashes

Safer crossings

More parking

Higher property values

More bike lanes

Increased beauty

More friendly

# Benefits

**Motorist:** Safety 25-40% improvement

Traffic moves with greater uniformity

Compact intersections more efficient

Greater cost savings

Turns are easier

Senior friendly (as motorists)

**Others:**

Senior friendly (as pedestrians)

Supports transit, walking and bicycling

Emergency response friendly

Increased property values (and tax base)

Community economic development





As we age our walking speed will slow

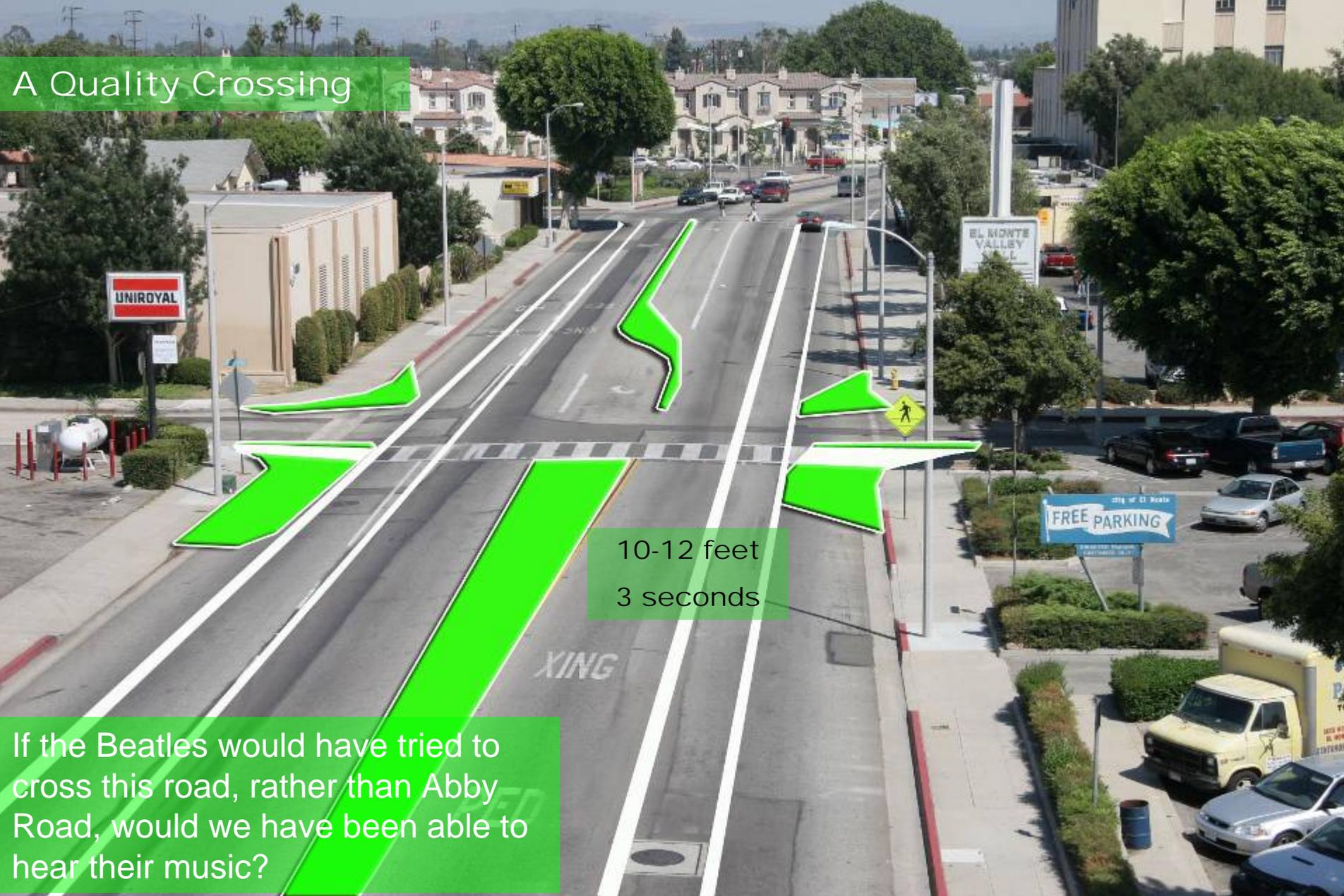
This woman took twice as long to get into the street as the younger people. Once in the street it took her three times as long to get to the far side.





Olympia, Washington (School Crossing) – Former 4-lane

# A Quality Crossing



10-12 feet  
3 seconds

If the Beatles would have tried to cross this road, rather than Abby Road, would we have been able to hear their music?

Valley Boulevard at Monterey  
El Monte, California

In 3 seconds at 30 mph a motorist travels 132 feet (.4 football fields)



**1800 vehicles  
per hour  
per lane**

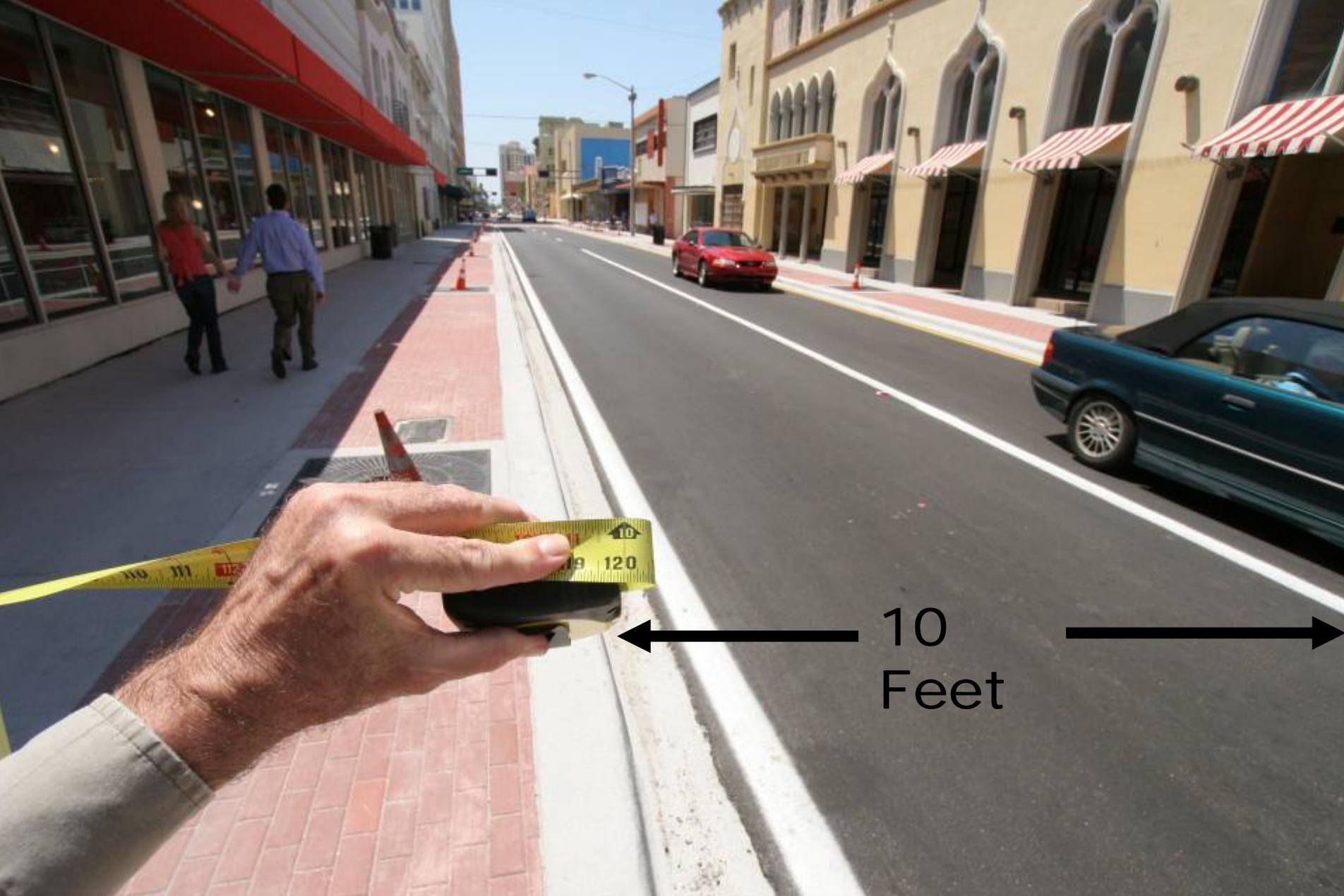
**800 vehicles per hour  
Per lane**



**Road  
Diets**







10  
Feet

Olive Avenue, West Palm Beach, Florida –  
Former 3-lane, One-Way

Ten foot travel lanes



Olive Avenue, West Palm Beach, Florida –  
Former 3-lane, One-Way

Ten foot travel lanes

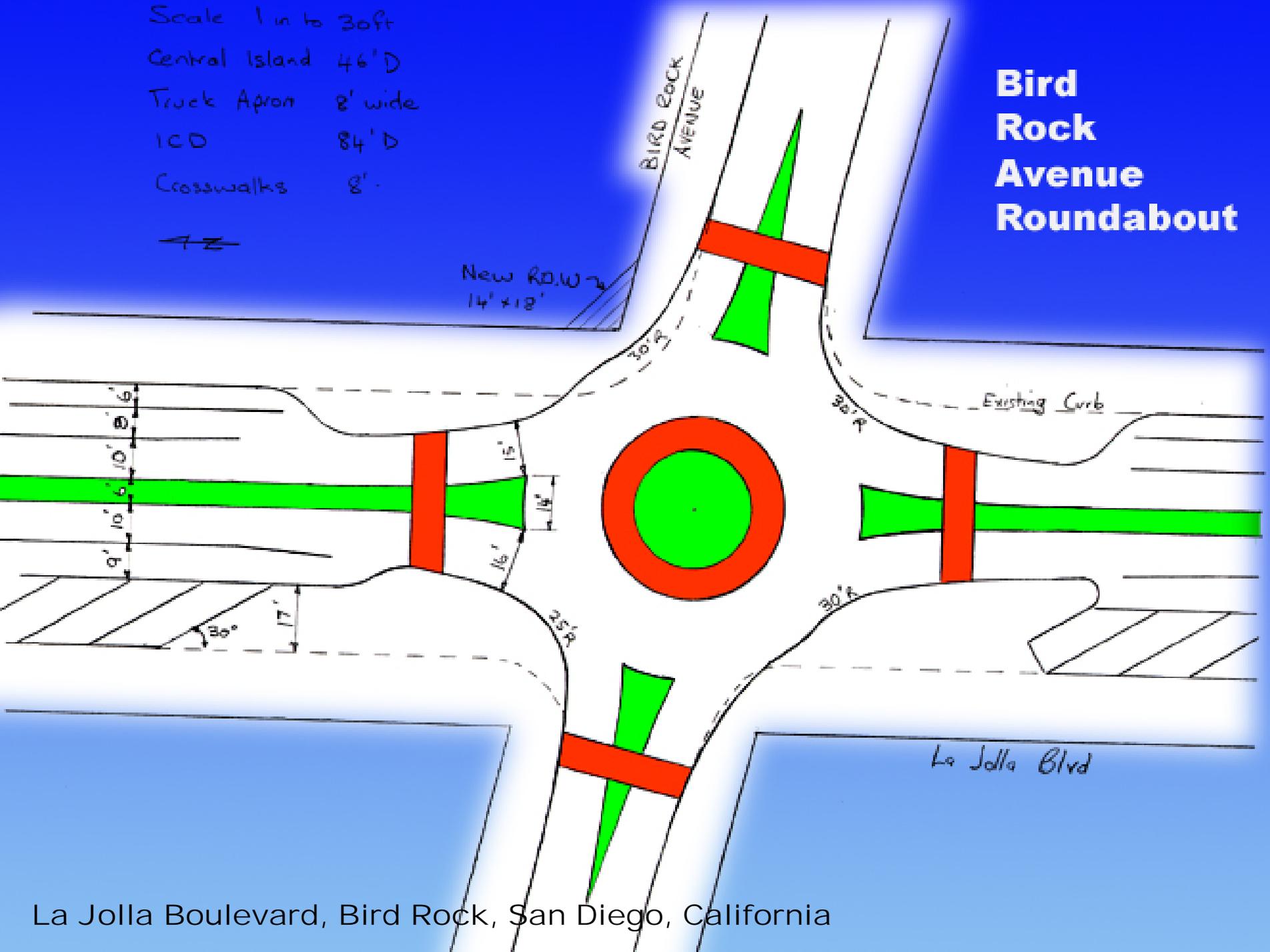


La Jolla Boulevard, Bird Rock, San Diego, California (Five to two lane conversion, before). Four signals and one four-way stop being removed. Back-in Angled parking to be added. (23,000 ADT)

Scale 1 in to 30ft  
 Central Island 46' D  
 Truck Apron 8' wide  
 ICD 84' D  
 Crosswalks 8'



# Bird Rock Avenue Roundabout



La Jolla Boulevard, Bird Rock, San Diego, California



La Jolla Boulevard, Bird Rock, San Diego, California (Five to two lane conversion, after). Four signals and one four-way stop being removed. Back-in Angled parking to be added. (23,000 ADT)

# Seattle Conversions (4 to 3 Lane)

Roadway	Date	ADT	ADT	Collision
Location	Change	Before	After	Reduction
Greenwood Ave N N 80th St to N 50th	Apr-95	11872	12427	24 to 10 58%
N 45th Street Wallingford Area	Dec-72	19421	20274	45 to 23 49%
8th Ave NW Ballard Area	Jan-94	10549	11858	18 to 7 61%
Martin Luther King Jr W North of I 90	Jan-94	12336	13161	15 to 6 60%
Dexter Ave N Queen Ann Area	Jun-91	13606	14949	19 to 16 59%
24th Ave NW NW 85th to NW 65th	Oct-95	9727	9754	14 to 10 28%



University Avenue, 14,000 vehicles per day





# Santa Cruz Pacific Avenue, 1959









# Kawakawa Waikiki, Hawaii



# Kirkland Downtown: Public Actions, Private Opportunities

The goal of transforming downtown Kirkland into a high quality pedestrian village is broadly supported — it is the bedrock of common ground in the community.

**Central Way**  
**4-3 (Proposed)**  
**18-20,000 ADT**

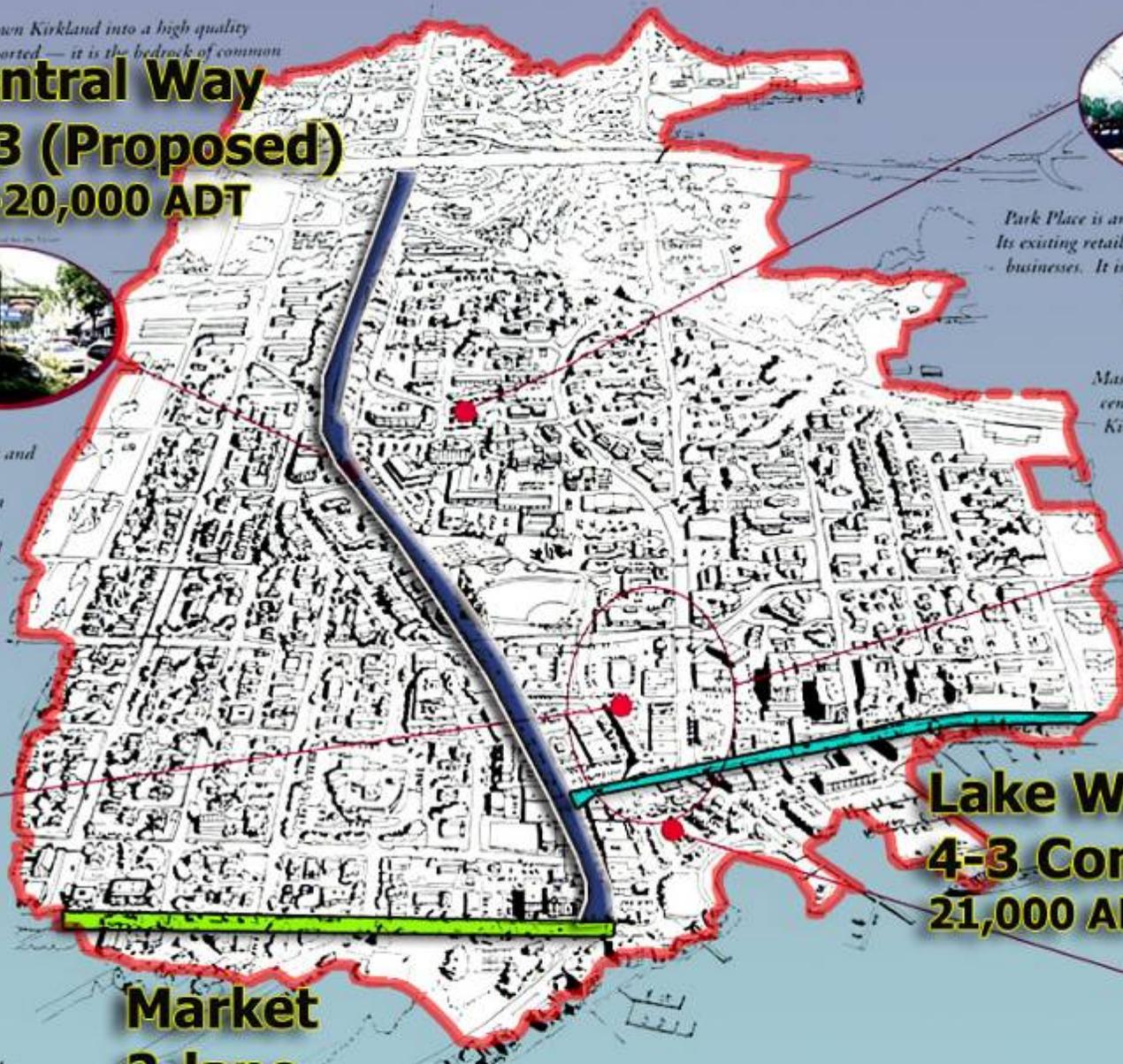


...it is realistic to manage current and anticipated traffic volumes on Central Way and Lake Street in a way that better meets pedestrian needs while retaining cars needed to support a healthy retail environment.



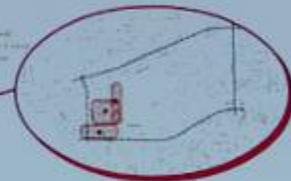
Downtown Kirkland belongs to the entire city. Citizens view it as their "living room" regardless of whether they live downtown, near downtown or elsewhere in the city.

**Market**  
**2-lane**  
**19,000 ADT**



Park Place is an important part of downtown retail. Its existing retail tenants provide needed local-serving businesses. It is important to preserve these uses that serve as key "anchors" in downtown.

Mass transit, transit riders, and a transit center are important parts of downtown Kirkland, both today and in the future.



Some properties need to be redeveloped at higher densities to make it economical to provide better retail space. The income from the properties is probably feasible.

**Lake Washington**  
**4-3 Completed**  
**21,000 ADT**



Marina Park is a wonderful part of downtown. However, its huge potential public benefits and central role . . . are not fully realized . . . A commitment to a major increase in visual and pedestrian access to the lake is the kind of big-picture idea that can transform the downtown: "Bring downtown to the lake -- bring the lake to downtown."



ADT 21,000 (Peaked at 29,000)

Lake Washington Boulevard  
Kirkland, Washington





Greenville, South Carolina

E. North ST



W. North ST

E. North ST



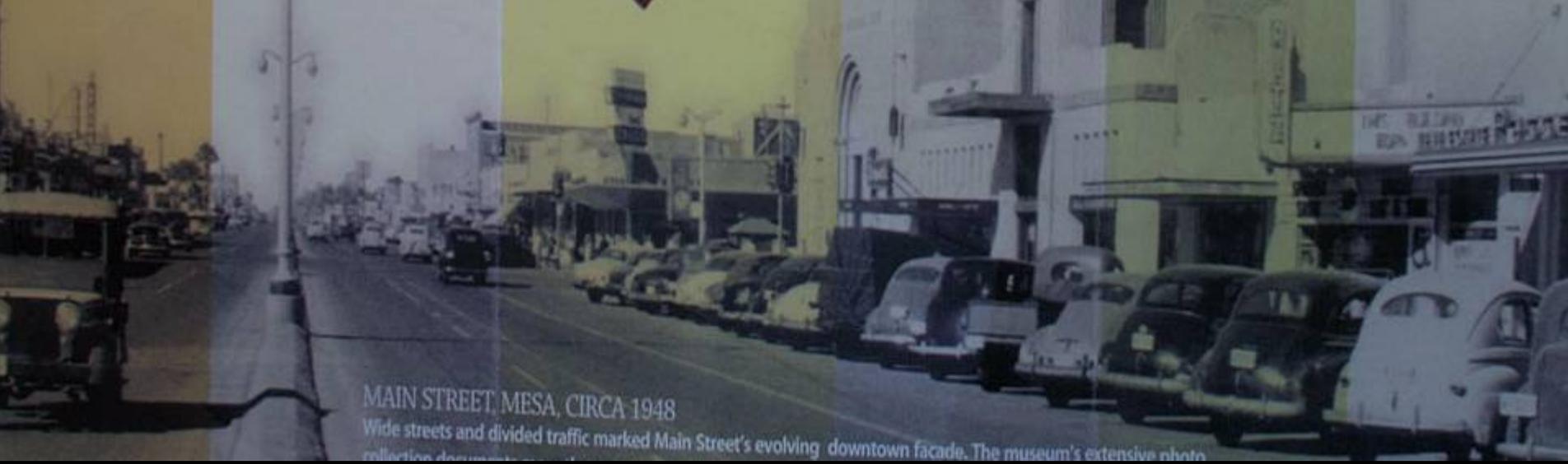
W. North ST

ONE WAY

ONE WAY

P Coffee





## Mesa, Arizona's New Main Street – 1948 -2003









# Avenue Quality Performance Levels

Average Daily Traffic (ADT)

Walkable Communities, Inc.

Well designed neighborhoods allow quality distribution of traffic. Good planning allows traffic volumes to stabilize in the "high performance" range. When land use patterns or other auto-dependency become extreme full capacity Avenues are uncomfortable but can maintain quality. Communities should avoid "Biggee Sizing" roads. With higher volumes quality is retained with extra measures.

**Quality Level**

**Comfortable**

**High Performance**

**Approaching Full Capacity**

**Volume**

**3,000**

**6,000**

**9,000**

**12,000**

**15,000**

**18,000**

**21,000**

**Gaps:** Cars per minute each direction

**3**

**5**

**7.5**

**10**

**12.5**

**15**

**18**

**Example Locations**



Mill Creek Washington

Chico California

Santa Monica California

Greenville South Carolina

Mercer Island Washington

Seattle Washington

Orlando Florida

**Note:** Photos depict likely features or conditions, not actual peak ADT's.

**Observations and Likely Treatments**

**Gaps:** Frequent  
**Controls:** Rare  
**Crossings:** Informal  
**Delays:** Very Rare  
**Parking:** Preserve  
**Sight Lines:** Preserve  
**Bike Lanes:** YES

**Gaps:** Frequent  
**Controls:** Rare  
**Crossings:** Informal or markings  
**Delays:** Rare  
**Parking:** Preserve  
**Sight Lines:** Preserve  
**Bike Lanes:** YES

**Gaps:** Convenient  
**Controls:** Roundabouts or Four Way  
**Crossings:** Markings  
**Delays:** Occasional  
**Parking:** Preserve  
**Sight Lines:** Preserve  
**Bike Lanes:** YES

**Gaps:** Common  
**Controls:** Roundabouts or Four Way  
**Crossings:** Medians and Bulbouts  
**Delays:** Moderate  
**Parking:** Inset  
**Bike Lanes:** YES

**Gaps:** Most hours  
**Controls:** Roundabouts or Signals  
**Crossings:** Medians and Bulbouts  
**Delays:** Common  
**Parking:** Inset  
**Bike Lanes:** YES

**Gaps:** Infrequent  
**Controls:** Roundabouts or Signals  
**Crossings:** Medians and Bulbouts  
**Delays:** Many hours  
**Parking:** Inset  
**Bike Lanes:** YES

**Gaps:** Steady Traffic  
**Controls:** Roundabouts or Signals  
**Crossings:** Medians and Bulbouts  
**Delays:** Expected  
**Parking:** Inset  
**Bike Lanes:** YES



Santa Cruz, California (River Avenue – 18,000 ADT)



10 Foot  
Wide Lane

Santa Cruz, California (River Avenue – 18,000 ADT)



**NO**  
STOPPING  
ANY  
TIME

LANE

BIKE





THE  
SALVATION  
ARMY

576

6256376

goodwill





Moves 18,000  
vehicles per day



River Street, Santa Cruz



California Street, Mountain View, California





Edgewater Drive, Orlando, Florida 23,000 ADT

# Riverfront Parkway, Chattanooga, TN



CLONING 60







Pine Terrace  
← 300 200 →

Pine Terrace



Olive Avenue, West Palm Beach, Florida

Five to Two lane conversion



Olive Avenue, West Palm Beach, Florida



← 9 →  
Feet

Olive Avenue, West Palm Beach, Florida

University Place,  
Washington  
Four road diets in place





Atlantic Boulevard, Delray Beach, Florida





Abbott Road, E. Lansing, Michigan







