

BEFORE

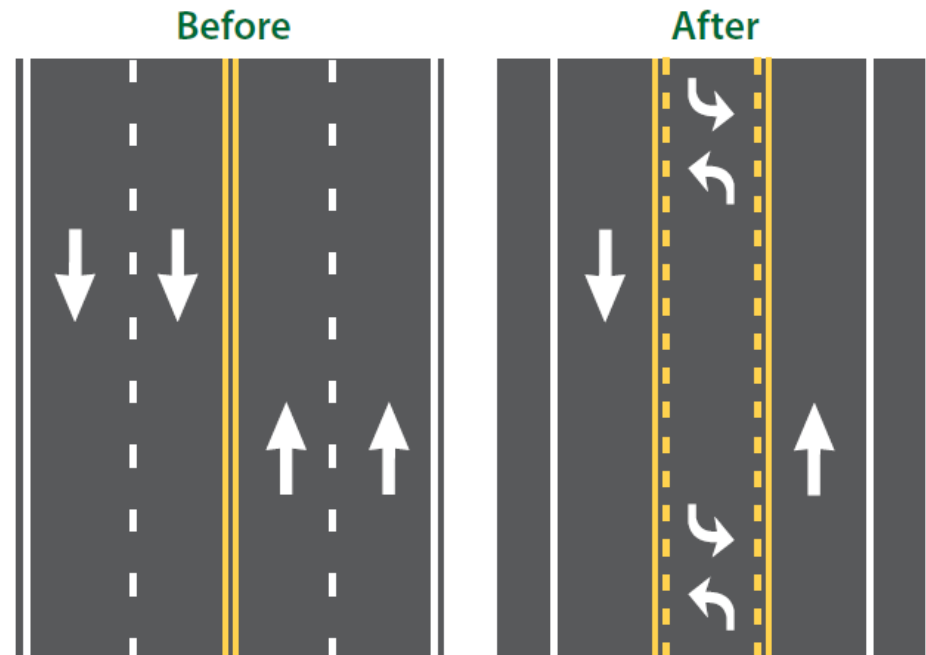


AFTER

Road Diets 101

Understanding Road Diets

- **Federal Highway Administration (FHWA) Definition:**
 - A Road Diet is generally described as “removing travel lanes from a roadway and utilizing the space for other uses and travel modes.”
- **Additional Terms:**
 - Road Reallocation
 - Road Rebalancing

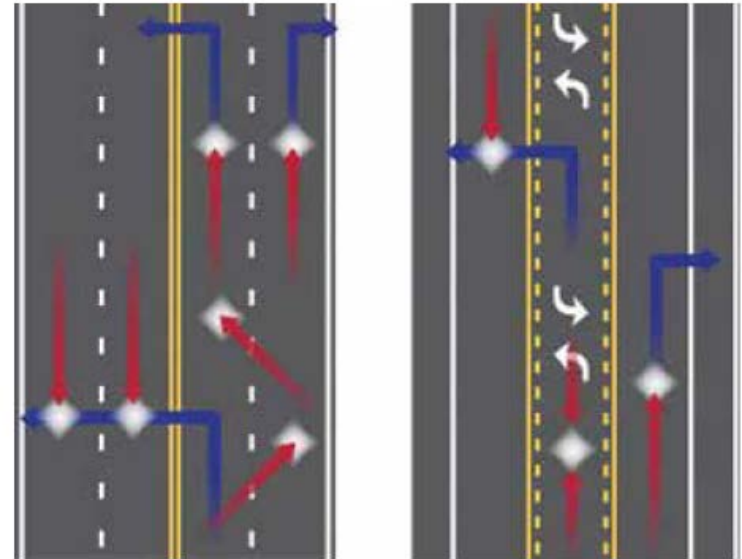


Operational Benefits

- Ease entry from cross street
- Separating left turns
- Reduce speed differentials

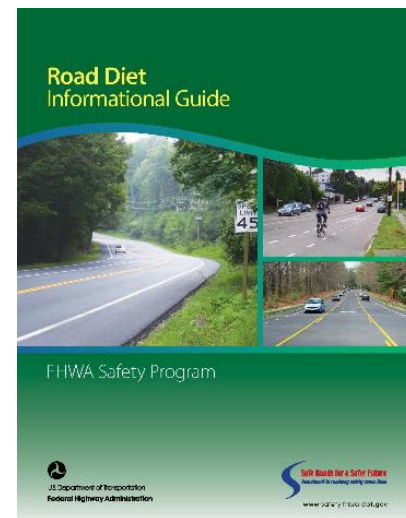
- **Reduced Collisions:**

- Reduced conflict points shown at right.
- 19 to 47% reduction in overall crashes when 4-lane road converted to 3-lane roadway.
- Decrease in crashes involving drivers under 35 and over 65 years of age.



Active Transportation Benefits

- Potential for Bicycling and/or Walking Improvements:
 - Bike lane Addition or Enhancement
 - Shortened roadway crossing distance
 - Added pedestrian refuge island
 - Increased space from moving vehicles

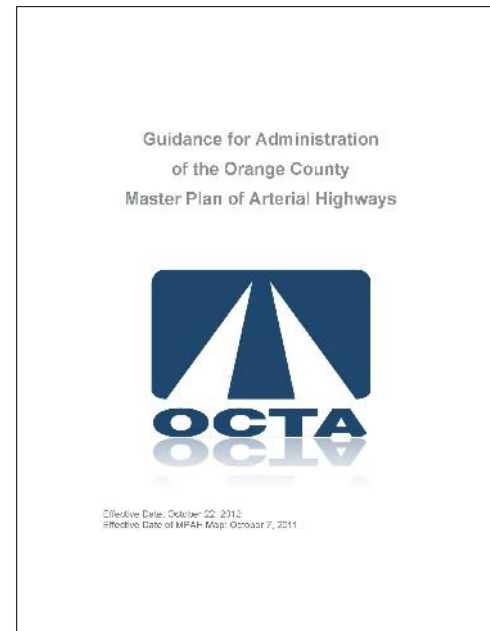


Considering Objectives

- **Potential Objectives for Consideration:**
 - Improve Safety
 - Reduce Speeds
 - Address Left-Turn Congestion
 - Improve Pedestrian Environment
 - Improve Bicyclist Accessibility
 - Enhance Transit Connectivity
- **Consider Objectives to determine if a road diet is appropriate**

Local Accommodation in MPAH

- OCTA Master Plan of Arterial Highways (MPAH) Divided Collector:
 - Typically space for 4-lane roadway
 - Accommodate up to 15,000 vehicles daily
 - Conversion to 2-lane roadway with:
 - Center turn lane
 - Through lane in each direction
 - Bike lane in each direction



MPAH Secondary Roadway

- Guidance for Administration of the Orange County MPAH
 - Secondary Arterial to Divided Collector

