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

Source: LADOT
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