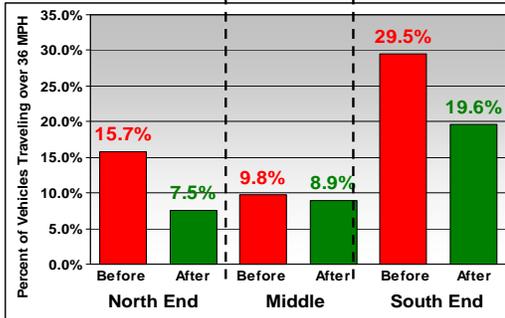


Before/after studies: 2. Injury rate



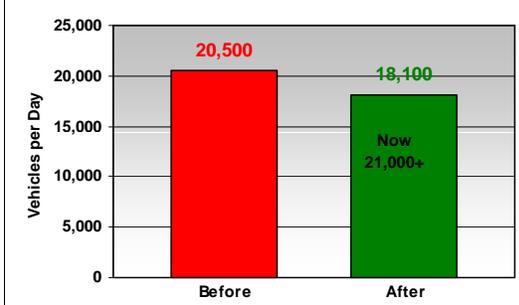
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Before/after studies: 3. Speeding analysis



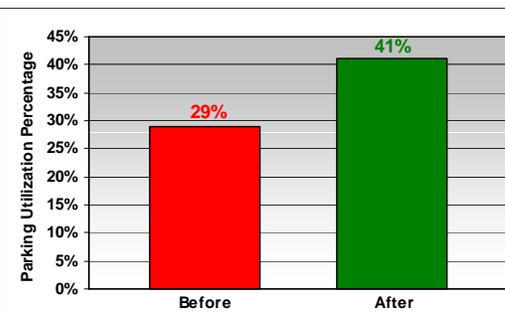
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Before/after studies: 4. Traffic volumes



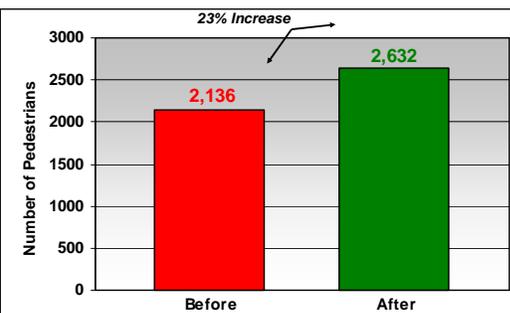
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Before/after studies: 5. On-street parking utilization



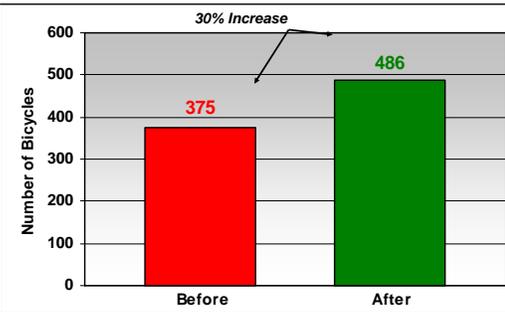
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Before/after studies: 6. Pedestrian volumes



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Before/after studies: 7. Bicyclist volumes



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Before/after studies: Evaluation matrix

Measure of Effectiveness	Did the Re-Striping Accomplish the
Avoid Increasing Traffic On Neighborhood Streets	YES
Reduce Speeding on Edgewater Dr	YES
Increase Bicyclist Volumes	YES
Increase Pedestrian Volumes	YES
Reduce Crashes	YES
Increase On-Street Parking Use Rates	YES
Increase Pedestrian Satisfaction (Residents)	YES
Increase Parking	YES

Also: Noise levels went down...

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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
 Which road produces the higher crash rate?
 Which is better for bicyclists, pedestrians, businesses

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Road Diet CMF = 0.71 (CRF = 29%) overall

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What are some benefits of

- 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

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Before

Reclaiming road space creates room for ped islands

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Concept

Reclaiming road space creates room for ped islands

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