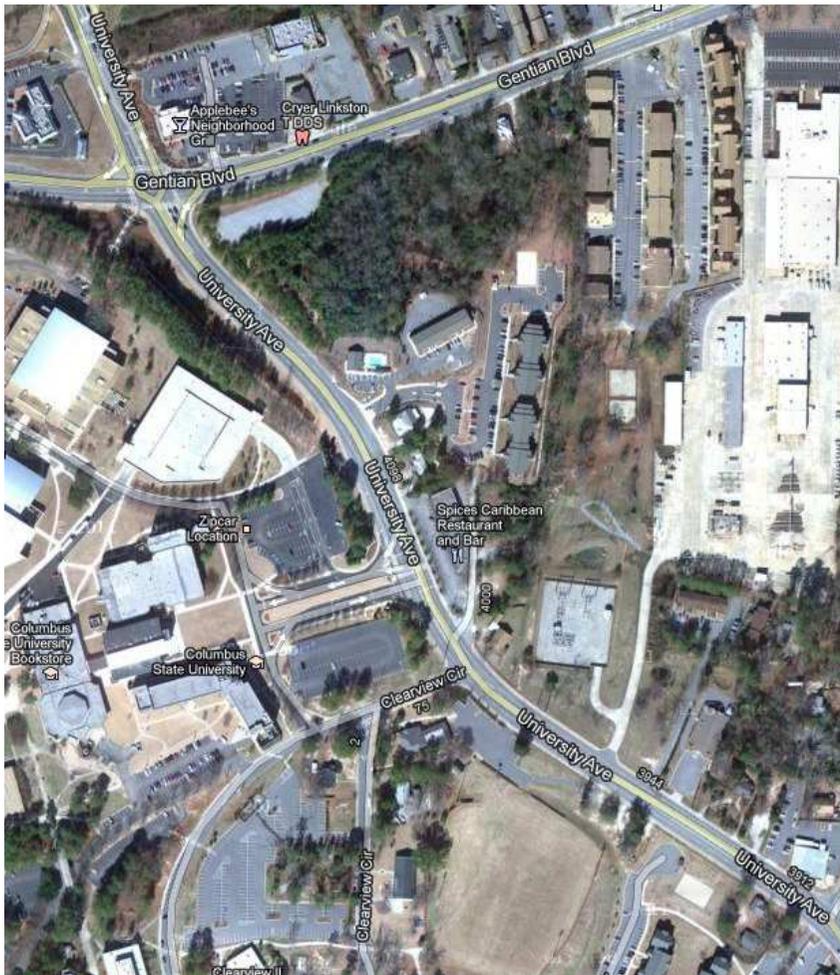


UNIVERSITY AVENUE *ROAD DIET*

This is a request for the Senate to support a recommendation to the city to reduce the size of University Avenue.

University Avenue is built for far more traffic than it will ever have.



University Ave = about 12,000 vehicles per day

Similarly configured roads:

- Veteran's Parkway downtown = 27,000
- Buena Vista = 28,000

Wide roadway with multiple lanes *creates...*



- Visual cues to drive too fast
- Complex vehicle interactions
- Forbidding conditions for pedestrians and cyclists
- Poor environment for local businesses

University Avenue a good candidate for a *Road Diet*, per Federal Highway Administration

U.S. Department of Transportation
Federal Highway Administration

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Proven Safety Countermeasures

"Road Diet" (Roadway Reconfiguration)



U.S. Department of Transportation
Federal Highway Administration



FHWA-SA-12-013

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The classic roadway reconfiguration, commonly referred to as a "road diet," involves converting an undivided four lane roadway into three lanes made up of two through lanes and a center two-way left turn lane. The reduction of lanes allows the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. Road diets have multiple safety and operational benefits for vehicles as well as pedestrians, such as:

- Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash (when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a crash) for pedestrians.
- Providing room for a pedestrian crossing island.
- Improving safety for bicyclists when bike lanes are added (such lanes also create a buffer space between pedestrians and vehicles).
- Providing the opportunity for on-street parking (also a buffer between pedestrians and vehicles).
- Reducing rear-end and side-swipe crashes, and
- Improving speed limit compliance and decreasing crash severity when crashes do occur.

Background

Midblock locations tend to experience higher travel speeds, contributing to increased injury and fatality rates. More than 80 percent of pedestrians hit by vehicles traveling at 40 mph or faster will die, while less than 10 percent will die when hit at 20 mph or less. When appropriately applied, road diets have generated benefits to users of all modes of transportation, including bicyclists, pedestrians, and motorists. The resulting benefits include reduced vehicle speeds, improved mobility and access, reduced collisions and injuries, and improved livability and quality of life. When modified from four travel lanes to two travel lanes with a two-way left-turn lane, roadways have experienced a 29 percent reduction in all roadway crashes. The benefits to pedestrians include reduced crossing distance and fewer midblock crossing locations, which account for more than 70 percent of pedestrian fatalities.



FHWA criteria:

- Traffic count up to 20,000
- High potential for pedestrian activity
- Large number of intersections and driveways (Univ. Ave has about 35 in 1.5 miles)

Proposed reconfiguration of University Avenue



- One travel lane in each direction
- Left turn lane
- Pedestrian refuge islands
- More crosswalks
- One-way bike lanes in each direction
- On-street parking, as needed

Road Diet benefits

- Slower drivers would set the speed of the road, producing an overall calming effect
- Destination traffic would be privileged over through traffic
- Pedestrians could cross more safely, negotiating only one lane at a time rather than five lanes
- Bike lanes would be added without additional right-of-way
- Turning maneuvers would be safer for motorists, especially left turns to enter the road
- Tangible health benefits could be realized (as predicted, if a Health Impact Assessment is done)
- CSU would become a more attractive destination

What about diminished traffic capacity?

- Road diets have been completed across the U.S., and analysis shows that three-lane roads use space more efficiently (slower cars, closer together).
- At 12,000 vehicles per day, University Avenue has enormous over-capacity.
- FHWA categorizes the Road Diet treatment as a “proven safety counter-measure.”
- At 1.5 miles, University Avenue will never be a major north-south thoroughfare.
- Campus has several alternative entrances.

Conclusion

- University Avenue is not and will never be a major north-south thoroughfare, because its total length is only about 1.5 miles, but its unnecessarily large size creates hazardous conditions, suppresses commercial activity, and wholly disenfranchises pedestrians. Its space could be allocated more rationally to serve the needs of its users. Because a road diet conversion would need no new right of way, it could be accomplished at low cost. The result would be a safer road and more attractive area, with little inconvenience to motorists, except those who want to drive above a safe speed.