

Road Diets

Community Planning & Transportation Committee

December 28, 2023



Agenda

- What is a Road Diet?
- How do we decide where this technique gets implemented?
- Why are we considering road diets, now?
- Locations completed
- Locations yet to do



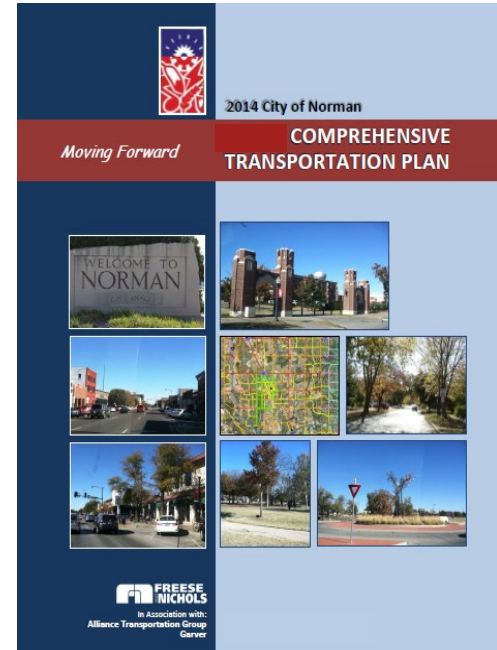
What is a Road Diet?



- A key feature of a Road Diet is that it allows reclaimed space to be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, bus shelters, parking or landscaping
- The most common example of a road diet is when a four lane road is restriped as a three lane road with bike lanes
- The same accommodation for cyclists can be accomplished by narrowing the lanes slightly to gain the space necessary for the bike lanes


How do we know where to implement?

- The City of Norman's Comprehensive Transportation Plan (CTP)
- The 2014 CTP identified no less than six roadways that should be considered for various types of diets in order to provide bike lanes





Why are we considering road diets, now?

- 30 or 40 years ago, the mentality was that when a two-lane road was experiencing congestion, you widened it to a four-lane road.
 - Sometime, it was a problem of left-turn congestion. Perhaps it would have been sufficient to widen to a three-lane road in order to provide a center turn lane.
 - At the time, in the 70s and 80s, the primary focus of road design was to accommodate vehicular traffic.
 - There was little emphasize until 15 or so years ago on alternative modes of transportation such as pedestrians, bicycle, and transit.
 - Now, with the shift in focus, we are looking for ways to accommodate these alternative modes, and road diets is providing a means to accommodate many of these modes.
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What has been completed?



- Rock Creek Rd from 48th Ave NW to Grandview Ave has been restriped from four lanes to three lanes to add bike lanes
- Main St from 48th Ave NW to Willow Branch Rd has been restriped from four lanes to three lanes to add bike lanes
- Lanes were narrowed on University Blvd from Boyd St to Apache St in order to provide bike lanes
- Lanes were narrowed on Webster Ave from Daws St to Duffy St in order to provide bike lanes

Completed Projects



Rock Creek Road Diet east of 48th Ave NW



Webster Avenue Road Diet south of Main St



Main Street Road Diet east of 48th Ave NW



University Blvd Road Diet north of Boyd St

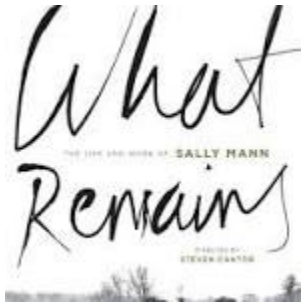
What have been the reactions?

- Positive for Rock Creek Rd from 48th Ave NW to Grandview Ave
- Mixed for Main St from 48th Ave NW to Willow Branch Rd—fewer complaints as time has passed
- Positive for University Blvd from Boyd St to Apache St
- Positive for Webster Ave from Daws St to Duffy St



What remains from the 2014 CTP?

- 48th Ave NW from Main Street to Robinson St narrowing from four lanes to three to provide bike lanes—trying to tie to a resurfacing project
- Alameda St between Porter Ave and Ridge Lake Blvd narrowing lane widths to be able to provide bike lanes—under design for submittal as an ACOG TAP project
- Boyd St between Classen Blvd and Flood Ave—called out as a candidate in the 2014 CTP but we are requesting this be revisited with the CTP update currently underway (Staff has never gotten comfortable with the concept first proposed in the 2014 CTP)



Pending Projects



48th Ave NW north of Main St



Alameda St west of Ridge Lake Blvd



Boyd St east of Flood Ave

QUESTIONS?

