

38th Corridor Plan

Road Diet Case Studies

- Several from across country
- Lessons learned:
 - Increased property values
 - Fewer accidents and increased safety
 - Little to no traffic diversion
 - Support from initially skeptical business groups



Tacoma Street
Oregon

38th Corridor Plan

Road Diet Case Study

- Tacoma Street – Oregon
 - 60' right-of-way
 - One mile mixed use corridor connecting to downtown
 - 15,000–30,000 vehicles per day
 - Restriped from 4 lanes to 2 lanes with center turn lane
 - Residents and property owners support retaining current section

Source: Rich Newlands, Portland Bureau of Transportation



Tacoma Street
Oregon

38th Corridor Plan

Road Diet Case Study

- Fourth Plain Blvd – Washington
 - 17,000 cars per day
 - One-mile principal arterial with residential and commercial uses
 - Restriped from 4 lanes to 3 lanes with added bike lanes in 2002



“Before” Road Diet



“After” Road Diet

*Fourth Plain Boulevard
Washington*



38th Corridor Plan

Road Diet Case Study

- Survey 2 years after road diet:
 - 52% fewer crashes
 - 18% reduction in speed
 - Businesses reported increase in gross revenue of 3.1%, even though two other comparable commercial zones saw decline of -9.8 to -20% during same time frame
 - No significant diversion

Source: Rosales, Road Diet Handbook Overview



“Before” Road Diet



“After” Road Diet

*Fourth Plain Boulevard
Washington*

