**WHY CONSIDER A ROAD DIET?**

**COMPLETE STREETS POLICY**
In 2011, City Council adopted a policy that requires the Department of Transportation & Environmental Services to conduct a Complete Streets review for all City roadway projects.

**DOCUMENTED CONCERNS ON SEMINARY ROAD**
- Long distance between safe crossings
- It is difficult to pull in and out of driveways
- Speeding is very common
- Making left turns feels unsafe
- Walking along sidewalks feels unsafe
- Road feels unsafe for biking - poor connection to Seminary pedestrian bridge
- It is difficult to access bus stops

**FWHA ROAD DIET GUIDANCE**

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<tr>
<th>ADT Range</th>
<th>Guidance</th>
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<td>&lt; 10,000 ADT</td>
<td>Great candidate for road diets in most instances. Capacity will most likely not be affected.</td>
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<td>10,000 - 15,000 ADT</td>
<td>Good candidate for road diet in many instances. Agencies should conduct intersection analysis and consider signal retiming to determine any effect on capacity.</td>
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Many four-lane roadways already function like three-lane roadways. When a corridor contains many access points, such as driveways or side streets, the much of the through traffic tends to use outside lanes to avoid being delayed by left-turning vehicles slowing and stopping in the inside lanes.

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KING STREET COMPLETE STREETS PROJECT

PROJECT BACKGROUND

In 2016, King Street was resurfaced between Janneys Lane and Quaker Lane. In order to improve safety and convenience for all roadway users and implement City Council’s adopted plans and policies, King Street was also evaluated for multimodal improvements. This project involved extensive community input and included a variety of improvements to calm traffic, increase safe crossing opportunities, and provide high-quality facilities for all roadway users.

KING STREET BY THE NUMBERS

- 10-17k vehicles per day
- 9 community meetings
- 6 high-visibility crosswalks
- 6 landscaped pedestrian refuge islands added
- 1 curb extension installed
- 2 buffered bicycle lanes installed
- 10 mph decrease in speed limit
- 18% reduction in average speeds
- 50% reduction in average annual number of crashes
- 0 increase in traffic diversion
- <30 seconds of difference in travel time

COMMUNITY FEEDBACK

“[The King Street project] resulted in a dramatic improvement in the rhythm of the street. There are more people walking and riding bikes than before. It feels more like a neighborhood street...Aesthetically, the redesign is a 10.”
- John S., King Street resident

“The changes to King Street have made walking, driving, and bicycling safer for everyone. Small children, walkers, and dog-walkers, as well as bicyclists, now have a buffer from traffic with the new bike lanes. Cars no longer swerve in and out of lanes to overtake or to avoid those turning right or left, and, when empty, the bike lanes also function as right-turn and break-down lanes. Lower speed limits, when observed, make it much easier to turn out of cross street. Overall, better for everyone.”
- Michele R., King Street resident

“It hasn’t been as bad as I thought. There are a lot of cars, but it’s manageable. There is still an opportunity to get into the flow [of traffic] without having to use the center lanes. Folks are sharing the space. By and large, I think it’s a good step forward.”
- Doug N., King Street resident