

No Road Diet.com

Fighting the WAR on Stupidity



Disadvantages of a Road Diet:

Emergency vehicles do not have space to pass, leading to longer response times endangering people and homes.

Added congestion during commute periods.

Road Rage can be a problem.

Drivers divert to side streets through side streets making neighborhoods less safe when faced with long lines of traffic waiting to cycle through lights.

City buses can cause long lines of traffic when picking up or dropping off passengers.

Businesses suffer and close because people do not want to have to drive in the heavy slow traffic to come to the stores. They find other roads and other stores, that's human nature.

The Road Diet is being touted as a safety factor for a few bicycle riders at the expense of the majority of businesses and drivers. If we were a third-world country where bicycles were the norm then it would be necessary, but it is not a necessity here.

The city has spent millions on green-ways and other bike lanes, why can these not be used, instead of destroying the main road (US Route 11) from the north of the city by choking it off. We have lots of side streets that can be used more safely by bicycle riders.

SAN JOSE -- Lots of motorists are howling mad over a new configuration that has narrowed Lincoln Avenue through the heart of Willow Glen to make the corridor more friendly to bicyclists and pedestrians. Road rage captured on video and posted to YouTube has highlighted

the frustrations of residents since a major "road diet" street project began forcing commuters through side streets. Residents looked to the city council to address the problems which all began after the street project reduced four lanes down to two.

That anger is likely to spread as more Bay Area cities pursue "road diets," which reduce traffic lanes, add bicycle lanes and expand pedestrian crossings. Drivers stuck in slow traffic think planners are nuts.

A road diet typically takes a four-lane city street and removes two lanes while installing a center turning lane. The first four weeks have at times been chaotic: long backups, seemingly endless red lights and drivers behaving badly.

"I hate the road diet," wrote Willow Glen resident Ursula Nanna, who claims her parked car was sideswiped during a prolonged traffic backup from north of Coe to Willow. "Before even starting my car, an impatient driver zoomed out of the traffic lane into the bike lane to avoid traffic, hit my driver's side rear bumper hard, sped off in the bike lane before I could get any info."

Diana Trinh, of Santa Clara, said "I drove up Lincoln the other day and it was terrible," Trinh wrote. "I was stuck in a line for multiple cycles, and things were crawling up to Willow."

Disadvantages: Added congestion during commute periods. Drivers divert to side streets. Parking on narrow streets can block view of drivers. Less parking in some cases.

A) The ramifications of creating this road diet were NOT considered beforehand. No thought was given to the impact on surrounding residential streets, and consequently no potential mitigations were even deliberated. Once this road diet was implemented, thousands of vehicles now migrate—daily—to surrounding residential streets to bypass the backed-up traffic on Rowena and Hyperion. Rush hours are the worst, but these surrounding streets now experience higher volumes of traffic at all times.

B) This cut-through traffic on our residential streets is a severe danger to residents, especially families with children that live on them. The cut-through traffic regularly speeds down our once-quiet streets, and runs our stop signs—many at full speed without even slowing. This issue is exacerbated by the fact that many of these streets have no sidewalks. The inherent dangers that existed on a main thoroughfare (Rowena) have been shifted to the surrounding residential streets, and it is only a matter of time before someone is seriously hurt or killed.

Residents looked to the city council to address the problems which all began after the street project reduced four lanes down to two. "They blow the stops signs pretty regularly," said Tom Moratto, resident.

The center of the problem is located at Rowena Street and Silver Lake Boulevard after the so-called "road diet" was completed — basically reducing car lanes to add bike lanes.

I can't see how anyone can claim the road diet a success. Side street traffic is increased, speed is still the same, a couple of jay walkers can cause a 3 block back up, bike lanes are dangerous....a huge mistake overall. Michael Van Nuland

Consider this a continuing complaint against the travesty of the Willow Glen road diet. It imposes more traffic on many for improvements for a few. Shame on those few for sneaking this mess through. Anne Hartman

CARLISLE PA – A business with more than 75 years of history in Carlisle will close at the end of June. Its owner says the road diet was a factor in the decision. That makes it the second oldest tobacco shop in Pennsylvania. Current owner Dave Tillinghast said business has dropped 32 percent since the road diet was finished in Carlisle over one year ago. At the end of this month, Tillinghast said he will move the landmark business to Mechanicsburg. "My customers tell me they won't waste their time coming downtown."

When the City talks about a Road Diet they are saying in a nice way we want to make your roads smaller more congested and make it harder to get into the small businesses that you want to go to due to not having enough room on the road as it is with 4 lanes.

Silver Lake's road diet leads to road rage, captured on video
<https://www.youtube.com/watch?v=VDuIBvx9kcl>

Foster 'road diet' eats at some merchants

A culture clash is raging on Foster Road in Southeast Portland, and the signs are everywhere.

Several longstanding Foster Road merchants, mobilized by furniture store owner Jon Shleifer, have plastered their storefronts with large signs protesting city plans for a "road diet" on the bustling thoroughfare from its juncture with Southeast Powell Boulevard to 90th Avenue. Next year, the city plans to start construction on a \$5.3 million project that will shrink the number of car lanes to just one in each direction for that 2.3-mile stretch, plus a center turn lane. The city also will widen sidewalks along Foster and add on-street parking, flashing safety beacons, street trees and striped bicycle lanes.

It'll be Portland's most ambitious road diet yet, following smaller projects reducing traffic lanes on stretches of Tacoma, Glisan, Division, Everett and East Burnside streets.

City traffic engineers say such road diets make traffic slower, more orderly and safer — especially when a left-turn lane is added. The projects reduce accidents and create more walkable, bikable business districts.

"We want people to slow down, get out of their car and notice," and stop to eat or shop, said Mayor Charlie Hales when the Foster Road diet was approved by the City Council in June 2014. "You don't have to speed off to some distant chain store."

But Shleifer and other skeptics have noticed long lines of traffic forming on Division and other streets that lost travel lanes, especially when there's a TriMet bus stopping to load and unload passengers. Many Foster business owners fear the road diet will make congestion — and traffic safety — worse.

"There's 30,000 commuters and freight trucks using it every day," says Shleifer, owner of EuroClassic Furniture on Foster near Southeast 67th Avenue. He posted a string of signs on his extensive storefront to mount an eleventh-hour protest, and walked door to door to drum up several allies. "I thought these 30,000 commuters should know what's happening to them," Shleifer says.

One of those allies is Clay Tyler, vice president of Mt. Scott Fuel Co., a 97-year-old company that sells bark dust and other yard supplies on Foster near 69th Avenue.

"I haven't seen a decrease in cars or people moving into the area," Tyler says. "So how come you're decreasing our roads?"

Though their protest may not cause the city to budge, it's another sign that not everyone is on board with the city's ongoing efforts to topple cars from their position as kings of the road.

The dispute also highlights a chasm between old-line Foster business owners, who tend to oppose the loss of vehicle-traffic lanes, and a newer, younger generation of merchants who want the seedy neighborhood to resemble other hipper, closer-in business districts.

In effect, the road diet will help gentrify the commercial and nearby residential areas.

"It's a street in transition," says Matthew Micetic, owner of Red Castle Games on Foster near 64th, and president of the Foster Area Business Association. "Once this streetscape goes in, it's going to be a tremendous asset in growing property values."