



## Road Diets

(Roadway Reconfiguration)

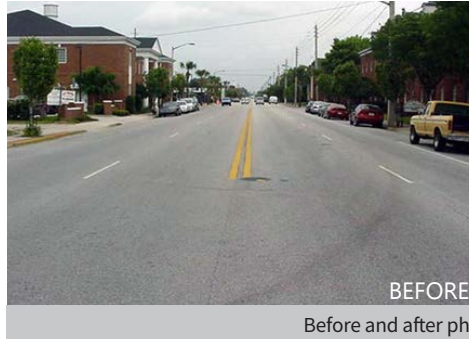
A “Road Diet,” or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.

SAFETY BENEFIT:

**4-LANE → 3-LANE  
ROAD DIET  
CONVERSIONS**

**19-47%**

Reduction in total crashes



BEFORE



AFTER

Before and after photos of a Road Diet project.

Source: City of Orlando, Florida

A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).

Benefits of Road Diet installations may include:

- An overall crash reduction of 19 to 47 percent.
- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, “Complete Streets” environment that better accommodates the needs of all road users.



Road Diet project in Honolulu, Hawaii.

Source: Leidos

A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost.

Source: Evaluation of Lane Reduction “Road Diet” Measures on Crashes, FHWA-HRT-10-053.