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. 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:

• 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.

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. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less.

**Safety Benefits:**

4-Lane to 3-Lane Road Diet Conversions

19-47% reduction in total crashes.¹

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¹ Evaluation of Lane Reduction “Road Diet” Measures on Crashes, FHWA-HRT-10-053, (2010).

Road Diet project in Honolulu, Hawaii. Source: Leidos