

Typical Use

The most common application of a road diet is the conversion of an undivided 4-lane roadway to a three-lane roadway consisting of two travel lanes and a center two-way left-turn lane. Road diets can be applied to roadways with any common urban speed limit.

Design Features

- Road diets can be constructed by simply using striping or physically narrowing the roadway by narrowing the curb to curb width.

Further Considerations

Advantages

- The reduction or narrowing of travel lanes permits the inclusion of other facilities such as bicycle lanes, sidewalks, pedestrian refuge islands, transit uses, and on-street parking.

Disadvantages

- Large vehicles or trucks may double park and block the travel lane

Materials & Maintenance

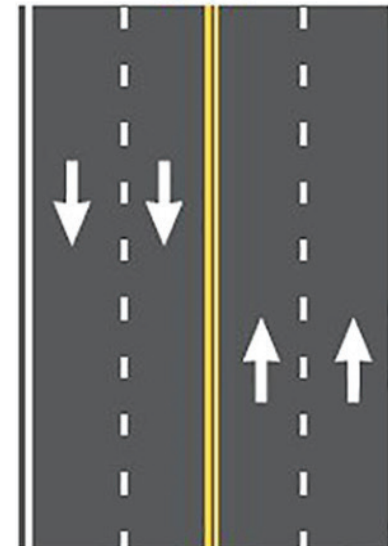
Signage and pavement markings shall be designed per local standards.



Road Diet

A road diet is the conversion of a roadway to fewer travel lanes.

Before



After

