

Road Diets An Introduction

Presented to RMAG

May 22, 2007

Road Diets

- Road diets are used on 4-lane roads that have
 - Excessive speeds
 - High crash rates
 - Lack of pedestrian and bike accommodation
 - Delays due to left turns
- Existing road space is reallocated and used for other purposes



Every blizzard proves motorists prefer two lane roads

Indeed they place medians and edge buffers on 4-lane roads when they get to design them (before snow plows arrive). So why not convert to 2-3 lanes.

Road Diets

- Road space devoted to motor vehicles is changed to one travel lane in each direction with turn lanes at intersections
- Bicycle lanes can be added
- Delays and hazardous lane changes due to left turning vehicles are eliminated
- Speed is controlled by the slower drivers
- Crash rates are reduced
- Traffic flow often increased

Seattle Conversions (4 to 3 Lane)

Roadway Location	Date Change	ADT Before	ADT After	Collision Reduction
Greenwood Ave N N 80th St to N 50th	Apr-95	11872	12427	24 to 10 58%
N 45th Street Wallingford Area	Dec-72	19421	20274	45 to 23 49%
8th Ave NW Ballard Area	Jan-94	10549	11858	18 to 7 61%
Martin Luther King Jr W North of I 90	Jan-94	12336	13161	15 to 6 60%
Dexter Ave N Queen Ann Area	Jun-91	13606	14949	19 to 16 59%
24th Ave NW NW 85th to NW 65th	Oct-95	9727	9754	14 to 10 28%



Olympia, Washington (School Crossing) – Former 4-lane

Augusta Drive, Loudoun County - Before



Augusta Drive, Loudoun County – Proposed After



Are diets appropriate for any
roads in the station areas?