Benefits of ROAD DIETS

WHAT IS A ROAD DIET?

The change from a 4-lane undivided roadway to a 3-lane roadway with a center turn lane, which allows communities to re-purpose their limited right-of-way to better serve all users.

WHY IS IT IMPORTANT?

- Road diets, also known as 4- to 3-lane conversions, are installed on existing pavement within the right-of-way and offer a low cost solution with big safety benefits, as listed by the FHWA.
- In addition to safety benefits, less pavement means less area to maintain in the winter, reducing cost and effort. Less salt protects water, soils, vegetation, and infrastructure, bringing long-term benefits to the community.

19-47% REDUCTION IN CRASHES

REDUCED CONFLICT POINTS

BETTER SIGHT DISTANCE

SAFER STREET CROSSINGS

FEWER LANES TO CROSS

SLOWER OVERALL SPEEDS

ELIMINATES PASSING

LESS PAVEMENT = LESS SALT

BOLTON & MENK

Real People. Real Solutions.

To learn more about Road Diets, contact
Jennifer McCoy, PE, PTOE, Jennifer.McCoy@bolton-menk.com

To learn more about low salt design, contact
Connie Fortin, Connie.Fortin@bolton-menk.com

History of Road Design

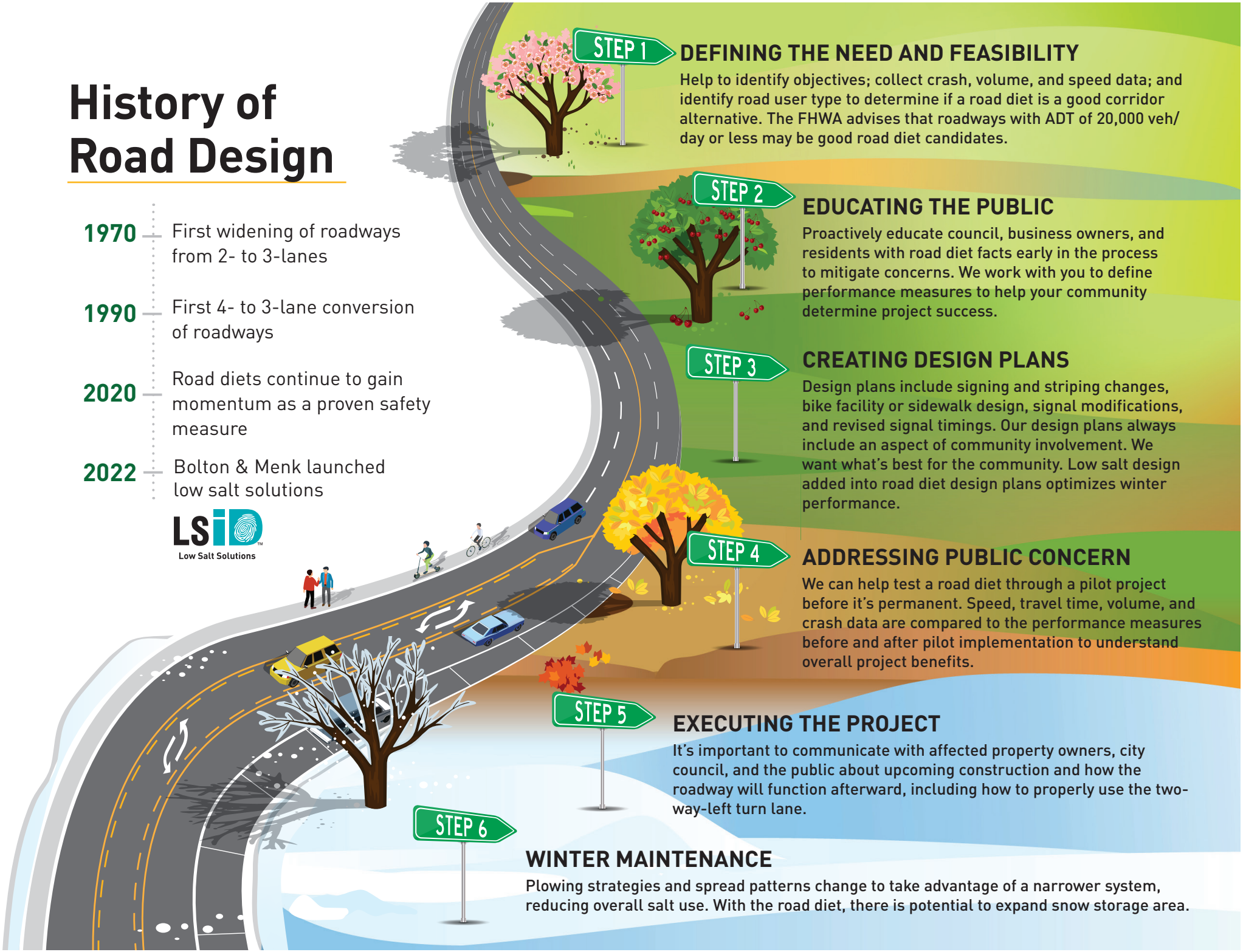
1970 — First widening of roadways from 2- to 3-lanes

1990 — First 4- to 3-lane conversion of roadways

2020 — Road diets continue to gain momentum as a proven safety measure

2022 — Bolton & Menk launched low salt solutions

LSID™
Low Salt Solutions



STEP 1 DEFINING THE NEED AND FEASIBILITY

Help to identify objectives; collect crash, volume, and speed data; and identify road user type to determine if a road diet is a good corridor alternative. The FHWA advises that roadways with ADT of 20,000 veh/day or less may be good road diet candidates.

STEP 2 EDUCATING THE PUBLIC

Proactively educate council, business owners, and residents with road diet facts early in the process to mitigate concerns. We work with you to define performance measures to help your community determine project success.

STEP 3 CREATING DESIGN PLANS

Design plans include signing and striping changes, bike facility or sidewalk design, signal modifications, and revised signal timings. Our design plans always include an aspect of community involvement. We want what's best for the community. Low salt design added into road diet design plans optimizes winter performance.

STEP 4 ADDRESSING PUBLIC CONCERN

We can help test a road diet through a pilot project before it's permanent. Speed, travel time, volume, and crash data are compared to the performance measures before and after pilot implementation to understand overall project benefits.

STEP 5 EXECUTING THE PROJECT

It's important to communicate with affected property owners, city council, and the public about upcoming construction and how the roadway will function afterward, including how to properly use the two-way-left turn lane.

STEP 6 WINTER MAINTENANCE

Plowing strategies and spread patterns change to take advantage of a narrower system, reducing overall salt use. With the road diet, there is potential to expand snow storage area.