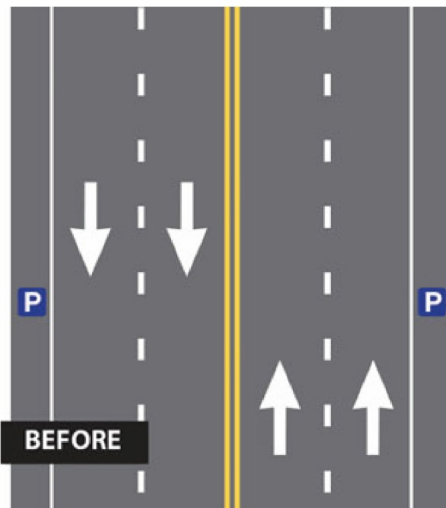


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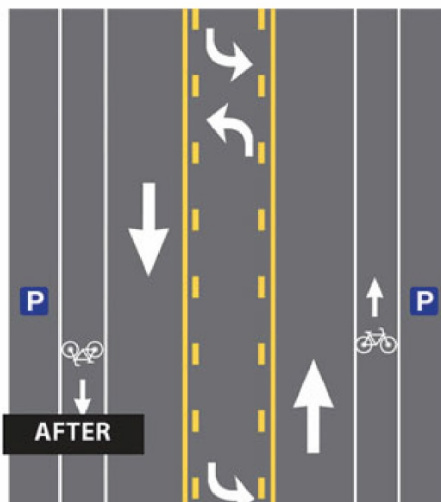


Issue 9: Road Reconfigurations



What is Road Reconfiguration?

A road reconfiguration, often called a road diet, reassigns lanes to improve safety. The most common type of road diet changes an undivided four-lane roadway into an undivided three-lane roadway with one travel lane in each direction and a center turn lane. The portion of road surface remaining after the reconfiguration may be reallocated for other uses — bike lanes, pedestrian refuge islands, transit and/or parking.



How Do You Reconfigure a Road?

It can be as simple as restriping to change the number and/or types of lanes or in conjunction with a repaving. It could even be a full street reconstruction, adding sidewalks, trees, medians and other amenities.

Why Reconfigure a Road?

Road reconfigurations improve safety for

all road users. The FHWA encourages their use and considers road diets a proven safety countermeasure.

Learn More

- [Watch examples](#) of the most common and effective road diet designs
- [FHWA Road Diet Information Guide](#)
- [FHWA Proven Countermeasures](#)

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