




Safety & Security

Road Diets

 Objective:	Strategically enhance corridors for safety and context
 Strategy:	Reconfigure corridors for improved safety and mobility
 Performance Measure:	Number of serious injury and fatality crashes

What is a Road Diet?

Road Diets retrofit roadways by making efficient use of the roadway cross-section to utilize the space for other uses. The majority are installed on existing pavement within the curbs. Road Diets can be achieved essentially for the cost of re-striping pavement lanes. Reasons for implementing road diets include:

- Reclaim space for bike lanes;
- Reclaim space for shoulders or buffers;
- Reclaim space for buffer areas between travel lanes and sidewalks;
- Reclaim space for pedestrian refuge islands at intersections;
- Reclaim space for pedestrian refuge islands in the midblock crossing area;
- Minimize pedestrian crossing distance;
- Reclaim space bus lanes or pull-outs;
- Reclaim space on-street parking;
- Traffic calming;
- Crash reduction

Will a Road Diet improve safety?

One of the main reasons for installing a road diet is to address a crash problem. Four-lane undivided roadways are inclined to certain types of crashes that include rear-end, sideswipe and left-turn crashes that could be mitigated by the road diet to a three-lane.

Is there a need for pedestrian and bicycle accommodations?





What level of pedestrian or biking activity currently exists or potential to be? Space for bicycle lanes or shoulders to separate bicycles from traffic can be created by a road diet.

Four-lane undivided roadway

According to the FHWA's Road Diet Informational Guide, it is advised that for a four-lane to three-lane conversion, roadways with an ADT of 20,000 or less may be good candidates for a road diet. This concept being new to the Mississippi Gulf Coast, the threshold for maximum ADT should be around 10,000 ADT.

Criteria for road diet consideration in this study

- Four-lane undivided roadway
- Based on vehicle speeds and traffic volume, bike lanes would make the roadway suitable for bicyclists.
- In order not to create any capacity issues, average daily traffic less than 10,000
- Roads with high crash rates

Gulfport - Broad Avenue Engram Drive to Railroad Street - 6,700 AADT		
Crash rate per 1,000,000 vehicles		
existing 7.6	with road diet 5.7	This roadway is in an area of high bicycle/pedestrian activity based on GRPC's demand analysis tool. There are a mix of all type of crashes occurring on this roadway with "angle crashes" being the most common.
Pascagoula - Veterans Boulevard Jefferson Aveue to US 90 - 4,900 AADT		
Crash rate per 1,000,000 vehicles		
existing 16.0	with road diet 11.7	
Ocean Springs - Hanley Road Poppys Ferry Road to Lemoyne Boulevard - 7,100 AADT		
Crash rate per 1,000,000 vehicles		
existing 10.3	with road diet 7.7	There are a high occurrence of crashes on this short segment of roadway. This roadway is in an area of moderate levels of bicycle/pedestrian activity based on GRPC's demand analysis tool.
Pascagoula - 14th Street Old Mobile Highway to Ingalls Avenue - 6300 AADT		
Crash rate per 1,000,000 vehicles		
existing 5.9	with road diet 4.4	