

ROAD DIET CHECKLIST

The Road Diet Checklist is a tool for Department staff to utilize when analyzing a roadway segment for a potential road diet. All items should be considered, but are not required (unless otherwise noted). Department staff should use the completed checklist along with engineering judgment to determine if a road diet should be implemented. A Road Diet is considered to be any reduction in the number of through lanes along a roadway segment.

The completed checklist must be presented to the Engineering Operations Committee (EOC) for information only prior to being implemented on the road. Completed checklists should be sent to the Engineer of Traffic and Safety, for placement on the next available EOC Agenda.

ROAD DIET LOCATION

TSC		COUNTY		CITY / VILLAGE / TOWNSHIP
ROUTE	CS	BMP	EMP	ADT
JN (if app)	COMPLETED BY		DATE	LOCATION DESCRIPTION

GENERAL ITEMS

	The Road Diet is being proposed by an entity other than the Department.
	The local municipality's governing body has passed a formal resolution in support of the Road Diet. <i>This item is required. Attach copy of resolution.</i>
	The local municipality (city/village/township) within which the Road Diet is being considered has adopted a Transportation Plan, Master Plan and/or Complete Streets Policy. <i>If this item is 'No', the next item is not applicable.</i>
	The Transportation Plan, Master Plan and/or Complete Streets Policy have been considered during the planning and design of the Road Diet.

	<p>The Road Diet will result in on-street parking where it does not currently exist. If this item is 'No', the next item is not applicable.</p>
	<p>A formal agreement between MDOT and the local municipality indicating the local municipality's responsibility in participating in funding the project and future maintenance of the on-street parking areas has been drafted.</p>
	<p>The Road Diet is located within a CMAQ nonattainment or maintenance area. If this item is 'No', the next item is not applicable.</p>
	<p>The proposed lane configuration has been analyzed for air quality conformity and is determined to be acceptable.</p>
	<p>The Road Diet will utilize federal funding. If this item is 'No', the next item is not applicable. If this item is 'Yes', the next item is required.</p>
	<p>The FHWA Area Engineer has been informed of the Road Diet.</p>
	<p>A public involvement meeting to which all road users were invited, including area residents/business owners and commuters, must take place prior to the project's design being 30% complete. Written comments from the public must be taken at the meeting and will be used to determine if controversy exists. This item is required. Provide details of public feedback in COMMENTS section.</p>

COMPLETE STREETS ITEMS

	<p>It is predicted that the Road Diet will result in an improvement in mobility for non-vehicular transportation modes.</p>
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	<p>Accommodations for non-motorized users (i.e. bike lanes, pedestrian refuge islands) have been incorporated into the design of the Road Diet where appropriate.</p>
	<p>Bus routes exist within the Road Diet influence area. <i>If this item is 'No', the next item is not applicable.</i></p>
	<p>Accommodations for maintenance of safe bus loading and unloading zones have been incorporated into the design of the Road Diet where appropriate.</p>
	<p>An at-grade railroad crossing exists within the Road Diet influence area. <i>If this item is 'No', the next item is not applicable.</i></p>
	<p>Accommodations have been incorporated into the design for commercial and transit vehicles that must stop at the at-grade railroad crossing.</p>

GEOMETRIC, OPERATIONS AND SAFETY ITEMS

	<p>Turning movements at all signalized and major un-signalized intersections are acceptable for the appropriate design vehicle.</p>
	<p>Where on-street parking is proposed, intersection sight distance at all affected intersections is acceptable.</p>
	<p>The Geometric Design Unit has reviewed and concurs with the Road Diet.</p>

	A SYNCHRO analysis for proposed conditions and future traffic volumes (a) shows that a reasonable Level of Service (LOS) will be maintained during the peak hour at all signalized and major un-signalized intersections. A reasonable LOS is defined as D or better for urban and C or better for rural/between.
	Delay mitigation techniques have been incorporated into the design for individual intersection movements that are predicted to operate at LOS D or worse according to the SYNCHRO model.
	Potential timing and/or phasing changes to existing traffic signals have been vetted through the Traffic Signals Unit for incorporation into the Road Diet.
	The route on which the Road Diet is being considered is a Freeway Emergency Route.
	The route on which the Road Diet is being considered part of the National Truck Network or Special Designated Highways.
	Historically, how many times per year has freeway traffic been diverted to the route on which the Road Diet is being considered as the result of an incident or emergency? <i>If this item is '0', the next item is not applicable.</i>
	Additional features (i.e. special signal timing plans) have been incorporated into the design of the Road Diet to mitigate delays and congestion associated with the diversion of traffic during a freeway closure.
	A Highway Safety Manual analysis predicts an overall crash reduction as a result of the Road Diet under future traffic volumes (a).
	A Road Safety Audit has been conducted for the Road Diet. <i>If this item is 'No', the next item is not applicable.</i>

	The Road Safety Audit Team recommended that the Road Diet be implemented.
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ENVIRONMENTAL ITEMS

	To be environmentally classified, the project must include "Road Diet" in the scope of work provided to the Environmental Coordinator. Is "Road Diet" included in the scope of work? <i>This item is required.</i>
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	Pilot projects will have the same level of requirement as permanent road projects. Is this a pilot project?
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	If the Road Diet is over one mile in length, has the environmental section been contacted? <i>This item is required.</i>
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(a) Future traffic volumes refer to 15-20 years out when reestablishment of curb lines is required; 3 years out when only pavement marking and signing changes are required. Seasonal fluctuations in traffic volumes, if they exist, should also be considered.

COMMENTS (Attach additional pages if necessary)

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