

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 Mark Bott, 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	Location Description
JN (if app)	Completed By		Date	

GENERAL ITEMS

Yes No	The Road Diet is being proposed by an entity other than the Department. <i>If this item is 'Yes', the next item is required.</i>
Yes No	The local municipality's governing body has passed a formal resolution in support of the Road Diet.
Yes No	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>
Yes No N/A	The Transportation Plan, Master Plan and/or Complete Streets Policy have been considered during the planning and design of the Road Diet.

<p>Yes No</p>	<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>Yes No N/A</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>Yes No</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>Yes No N/A</p>	<p>The proposed lane configuration has been analyzed for air quality conformity and is determined to be acceptable.</p>
<p>Yes No</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>Yes No N/A</p>	<p>The FHWA Area Engineer has been informed of the Road Diet.</p>
<p>Yes No</p>	<p>A public meeting to which all road users were invited, including area residents/business owners and commuters, has been held. This item is required. Provide details of public feedback in COMMENTS section.</p>

COMPLETE STREETS ITEMS

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

GEOMETRIC, OPERATIONS AND SAFETY ITEMS

Yes No	Turning movements at all signalized and major un-signalized intersections are acceptable for the appropriate design vehicle.
Yes No N/A	Where on-street parking is proposed, intersection sight distance at all affected intersections is acceptable.
Yes No	The Geometric Design Unit has reviewed and concurs with the Road Diet.
Yes No	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.
Yes No N/A	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.
Yes No N/A	Potential timing and/or phasing changes to existing traffic signals have been vetted through the Traffic Signals Unit for incorporation into the Road Diet.
Yes No	The route on which the Road Diet is being considered is a Freeway Emergency Route.
0 >0 (list below) _____	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>

Yes No N/A	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.
Yes No	A Highway Safety Manual analysis predicts an overall crash reduction as a result of the Road Diet under future traffic volumes (a).
Yes No	A Road Safety Audit has been conducted for the Road Diet. <i>If this item is 'No', the next item is not applicable.</i>
Yes No N/A	The Road Safety Audit Team recommended that the Road Diet be implemented.

(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)