Road Diet: Site Selection

Is your street right for a road diet?

Each community should determine its own criteria that reflect the realities of its streets and the people who use them. Here are a few factors to consider, informed by conversations with professional planners who have executed these projects across the country.

**Community Priorities**
- Projects should be desired by the community and reflect their vision and values for the street.
- Lighter Quicker Cheaper (LQC) trials—like paint and bollards—should take place before altering existing infrastructure permanently.

**Traffic Volumes and Street Typology**
- Streets with 7,000–15,000 daily vehicles can handle a four-to-three-lane conversion with no adverse impact on traffic flow.
- Streets with 15,000–20,000 daily vehicles can still support a road diet, but require a more in-depth study before implementation.
- Take note of street geometry, like the distance between intersections, bus stops, and driveways, which can require further study before a road diet.

**Street Safety**
- Streets with many traffic crashes are good candidates for a road diet.
- Implementing a two-way left turn lane can mitigate sideswipe, rear-end, and head-on crashes.
- Designing for slower speeds can reduce crash frequency and severity.

**Land-Use**
- Streets that act as important pedestrian or bicycle pathways are good candidates for a road diet.
- Streets that are adjacent to community hubs, like schools, parks, and local retail, are good candidates for a road diet.
- Consult master or community plans for relevant information.

**Jurisdiction**
- Jurisdiction of a street can be transferred between entities (i.e. State to County). Local governments tend to spend more on roads and streets, while State governments spend more on highways and toll areas.
- The entity with jurisdiction assumes responsibility for expenses and liability.

**Budget Allocation**
- Funds for road diets generally come from capital budgets.
- Piggybacking on other projects, like repaving, can reduce costs.
- Creating hard infrastructure is costly, but so is the societal and health cost of a poorly functioning street.

Once selected for a road diet, measures of success should be immediately implemented that can help build support for this initiative and other similar efforts in the future.