

Road Diets

An informational guide

What is a road diet?

Many streets, especially in residential areas, have been built wider than necessary to safely move traffic. While parking is permitted on these wide streets, it may not be well used. As a result, vehicles tend to travel in excess of the posted speed limit. A road diet is a means of narrowing the driving envelope to influence the driver to select a lower speed. Road diets can be accomplished in two ways. The low cost method is to stripe a white line some distance away from the curb so that a ten foot travel lane exists for both directions. As an example, a 36 foot wide street could be striped with two 8 foot parking lanes and two 10 foot travel lanes. The higher cost method would be to physically reconstruct the road to a desired width.



We have selected several street segments in Columbus to implement a visual road diet. The table below lists the road diets that have been installed to date. Since road diets are a new traffic calming tool, there have been some initial problems with their operation. When there is a lack of parked cars, motorists were observed driving in the 8 foot parking lane. When parking is alternated from one to the other, drivers misjudged the centerline. Division staff will continue to observe these locations and make adjustments to provide a safer and slower driving environment. This web site will be updated as future road diet projects are identified.

Road Diet Schedule

On Street:	From:	To:	Installed
Delburn Avenue	Krier Drive	Atlin Avenue	1995
McGuffey Road	Hudson Street	Oakland Park	Nov-04
Hamilton Avenue	17th Avenue	26th Avenue	Oct-06
Storrow Road	Park Road	Lazelle Road	Oct-06
Karl Road	Oakland Park	Cooke Road	Oct-06
Weber Road	I-71	Cleveland Avenue	Nov-06
Maize Road	North Broadway	South of Cooke Road	Nov-06
Greenway Avenue	w/o Greenway Avenue N.	Nelson Road	Nov-06
Champion Avenue	Marion Road	Freebis Avenue	Nov-06