

Road Diet Clarification

Under **Activity 19** of the Roads Schedule of the Municipal Class Environmental Assessment, reconstruction of a roadway, where the reconstructed road will be used for the same purpose, use and capacity is a Schedule A+ activity.

Where the reconstructed roadway is not reconstructed for the same purpose, use and capacity (e.g. **additional** travel lanes, continuous centre turn lane), **Activity No. 20** requires a Schedule C process is required where project costs exceed \$2.3M* and a Schedule B process required where project costs are under \$2.3 M (cost thresholds adjusted to 2013 values).

There may be situations, particularly in densely populated urban areas where the pedestrian volumes may compete with vehicular traffic volumes, where there is a desire to reconstruct a roadway with fewer travel lanes. Reconstruction projects of this nature are frequently referred to as Road Diets and involve the reduction of through lane capacity with the retention of turn lanes at intersections.

Where it can be demonstrated through the completion of a traffic study that sufficient capacity in the roadway will remain following the removal of travel lanes (e.g. the capability of the roadway remains the same), project proponents may determine, through the use of their engineering judgement, that the objective and application of the roadway remain unchanged and the volume, size and capability do not exceed the minimum municipal standard, or the existing rated capacity, and that on this basis, a road diet may be more appropriately subject to a Schedule A+ process under **Activity No. 19**.