Road Diets in the PlanET Region

Road diets are a way to improve the safety and efficiency of our transportation system. A road diet narrows or eliminates travel lanes on a street or highway to make room for pedestrians, bicyclists, and parking. In addition to creating room on the street for other uses, road diets also improve safety for all road users.

**CONCEPTS**

- Strengthen our existing cities and towns.
- Road diets for pedestrian safety in both commercial and residential properties increase walkability for residents and visitors alike.
- Pedestrians, bicyclists, and vehicles all share the road in a way that is safer and more efficient.
- Provides options for people who don’t drive.
- Pedestrians and bicyclists are more visible to drivers, reducing the risk of collisions.
- Pedestrians and bicyclists are more likely to use the streets, making them safer and more efficient.
- Bicyclists are more visible to drivers, reducing the risk of collisions.
- Pedestrians are more likely to use the streets, making them safer and more efficient.

**IMPROVING PEDESTRIAN SAFETY**

As part of Plan East Tennessee’s Demonstration Projects, MPC and TPO staff proposed a road diet for Broadway in Lenoir City that narrows one travel lane and adds a dedicated bicycle lane. The existing roadway will be narrowed to two through lanes, with the addition of a median and bicycle lane, walkable sidewalks, and stormwater treatment. This is expected to be a safer and more attractive environment for pedestrians and bicyclists in the Lenoir City area.

**BICYCLE LANES AND SHARROWS**

Road diets propose typically call for one travel lane to be removed and bicycle lanes or "sharrows" — which show drivers where one cannot cross the bicycle lane — to be added. The sharrow is a safe and more attractive pedestrian environment, and a safer street, where drivers are more likely to change lanes at intersections to get around bicyclists. In addition to creating room on the street for other uses, road diets also improve safety for all road users.

**LENOIR CITY**

- **BROADWAY IN LENOIR CITY**
  - As part of a Plan East Tennessee Demonstration Project, MPC and TPO staff proposed a road diet for Broadway in Lenoir City that narrows one travel lane and adds a dedicated bicycle lane. The existing roadway will be narrowed to two through lanes, with the addition of a median and bicycle lane, walkable sidewalks, and stormwater treatment. This is expected to be a safer and more attractive environment for pedestrians and bicyclists in the Lenoir City area.

**KNOXVILLE**

- **CUMBERLAND AVENUE**
  - As part of a Plan East Tennessee Demonstration project, MPC and TPO staff proposed a road diet for Cumberland Avenue that narrows one travel lane and adds a dedicated bicycle lane. The existing roadway will be narrowed to two through lanes, with the addition of a median, a bicycle lane, a wider sidewalk, and stormwater treatment. This is expected to be a safer and more attractive environment for pedestrians and bicyclists in the Lenoir City area.

**TOWNSEND**

- **U.S. 321 IN TOWNSEND**
  - As part of the demonstration project in the City of Townsend, civil and environmental engineering students from the University of Tennessee studied the U.S. 321 corridor from several perspectives. The transportation students were asked to develop ideas that would improve safety for pedestrians and bicyclists while maintaining safety for all road users. The students recommended a wide planted median that improves on-street parking and adds bicycle facilities. At Broadway near City Hall, the road diet would transform the existing condition into a street with a new vehicle lane in each direction, a two-way lane, and on-street parking on either side. This is expected to be a safer and more attractive environment for pedestrians and bicyclists in the Lenoir City area.