



# Statewide Access Management and Transportation Site Impact

W E B I N A R   S E R I E S

# Webinar Staff



Gina Bonyani



Thuha Nguyen



Jenna Bowman



Karla Matos

# Agenda

How to Participate

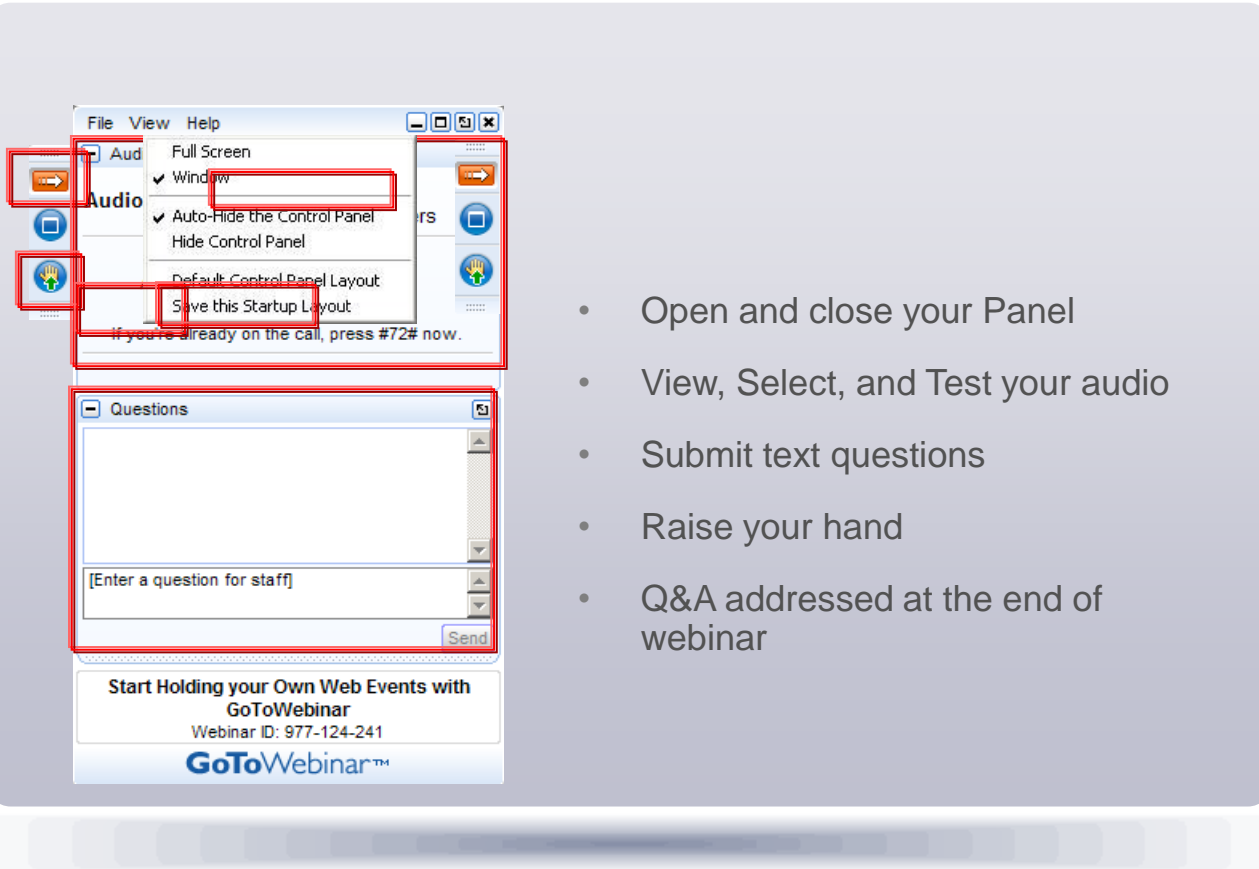
Credits and Webinar Material

Lane Repurposing

Questions

Contact Info

# How to Participate Today



The screenshot displays the GoToWebinar interface. The 'Audio' menu is open, showing options: 'Full Screen', 'Window' (checked), 'Auto-Hide the Control Panel' (checked), 'Hide Control Panel', 'Default Control Panel Layout', and 'Save this Startup Layout'. A red box highlights the 'Audio' button in the top left. Another red box highlights the 'Window' option in the menu. A third red box highlights the 'Questions' panel below the menu. The 'Questions' panel has a text input field with the placeholder '[Enter a question for staff]' and a 'Send' button. At the bottom, there is a banner for 'Start Holding your Own Web Events with GoToWebinar' and the Webinar ID: 977-124-241.

- Open and close your Panel
- View, Select, and Test your audio
- Submit text questions
- Raise your hand
- Q&A addressed at the end of webinar

# Learning Curve

FDOT's Systems Implementation Office is utilizing the **Learning Curve** system for participant communications and management of the Statewide Access Management Quarterly Webinar.



# Credits Information

- Credits will be distributed four to **five** business days after the webinar, through [Learning Curve](#).
  - PDH's Credits, AICP Credits Information, and Course Certificates
- Your participation will be recorded by [GoToWebinar](#).
  - You will need to attend to the **entire webinar** with the **unique link** provided by GoToWebinar.

# Webinar Material

- Webinar materials will be sent via the **Learning Curve System**.
- Recorded webinars and presentation material will be posted on the Systems Implementation Office website:
  - [Training & Webinars](#)
    - Access Management





# Statewide Access Management and Transportation Site Impact

W E B I N A R   S E R I E S

**The FDOT Access Management and Transportation Site Impact Webinar Series 2020-2021 have been scheduled for the following dates:**

Tue, Aug, 18, 2020 | 2:00PM - 3:30PM EDT

Tue, Nov 17, 2020 | 2:00PM - 3:30PM EST

**NEXT! Tue, Feb 16, 2021 | 2:00PM - 3:30PM EST**

Tue, May 18, 2021 | 2:00PM - 3:30PM EDT



What  
organization do  
you Represent?

FDOT

Local Government

Private Firm

Other



# Statewide Access Management and Transportation Site Impact

W E B I N A R   S E R I E S

## Today's Webinar

### Lane Repurposing

Tuesday, November 17, 2020

2:00PM – 3:30 PM, EDT

Credits: 1.5

### Speakers:

**Gina Bonyani**

*Senior Transportation Planner, FDOT*

**Thuha Nguyen, PE, PTOE**

*Via planning, inc.*

How familiar are  
you with Lane  
Repurposing?

Very Familiar

Somewhat Familiar

Not Familiar



# Lane Repurposing

---

Gina Bonyani  
*Senior Transportation Planner, FDOT*



# Background and Definition

- Previously referred to as a Road Diets, Lane Reduction, or Lane Elimination.
- Lane Repurposing is a way to reassign roadway space to achieve other purposes such as economic development, safety and mobility for all users.

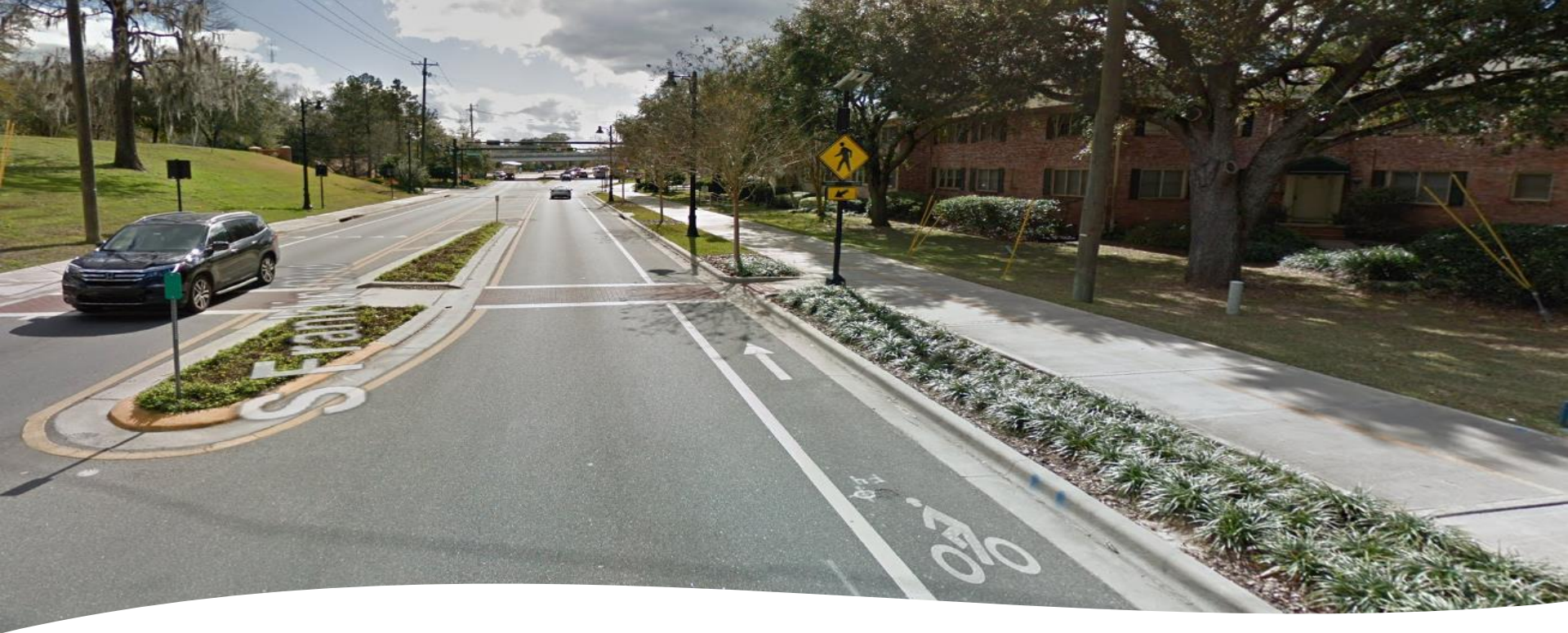


# Purpose

- Safety
- To accommodate other travel modes
- More livable environments
- Economic development
- Vitality to a community







## Reconfigurations can include:

- Two way left turn lanes (TWLTL)
- Median Islands
- Bicycle facilities
- On-street parking
- Transit facilities
- Improve Pedestrians facilities

# Impacts

- Safety and operational benefits
  - Slower operational speed
  - Reduction in number of crashes
  - Reduce conflict points
  - Reduction in crossing distances for pedestrians
  - Pedestrian refuges
  - Bicycle lanes
- Slight increase in delay
- Capacity



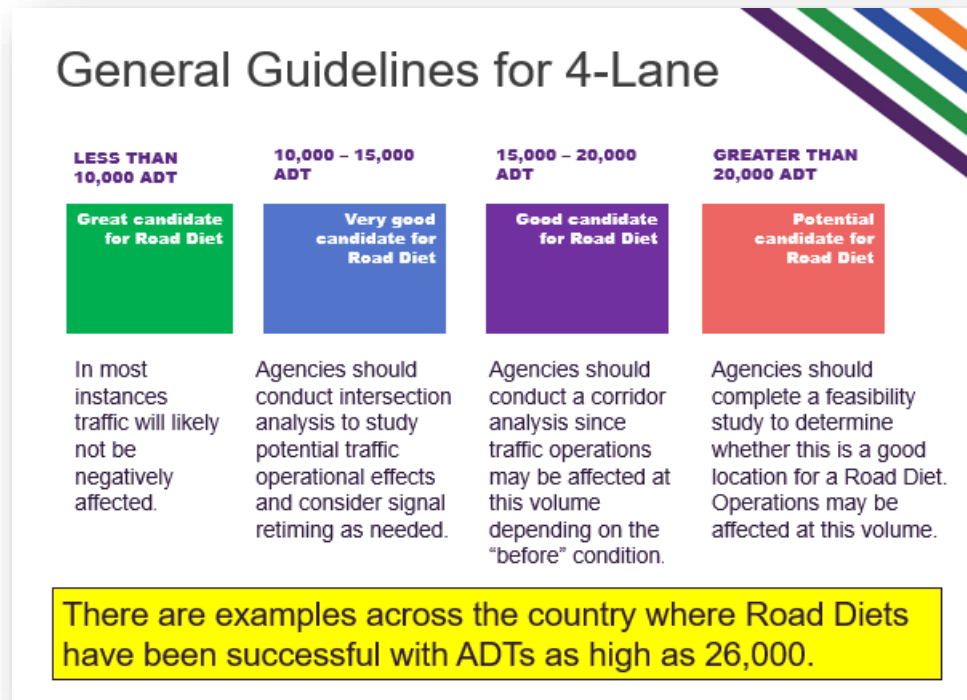


# Impacts

- Multi-modal accommodation
- On-street parking
- Property values
- Increased livability
- Left-turn pockets
- Right-of-Way
- Landscaping

# Considerations

- Four-lane undivided roadways with  $AADT \leq 20,000$  are typically good candidates for a lane repurposing.



Source:



# Considerations

- Crash patterns
- Crash Types
- Crash causes
  - Stopping in travel lane
  - Speed differentials
  - Limited sight distance

# Considerations

- Pedestrians and bicycle facilities
- Transit routes and facilities
  - Exclusive bus lanes/business access & transit (BAT) lanes
- In addition to impacts of lane repurposing projects, conduct public involvement activities in accordance with the [Public Involvement Handbook](#).



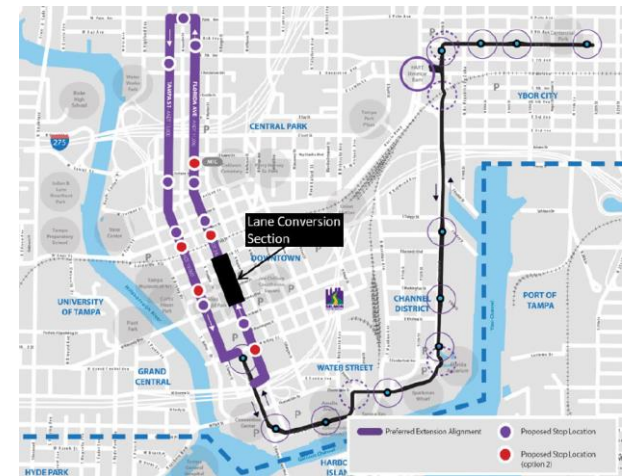
Source: SR 810 (Hillsboro Boulevard) Lane Elimination Report



Source: SR 810 (Hillsboro Boulevard) Lane Elimination Report

# Project Location

- Robust local roadway network which can absorb some of the diverted traffic from the repurposing project.
- Regional connectivity needs for traffic circulation are important to consider
- Roadways which serve as evacuation and/or freight routes typically are not the best candidates
- Consider the area of influence.



# Functional Classification

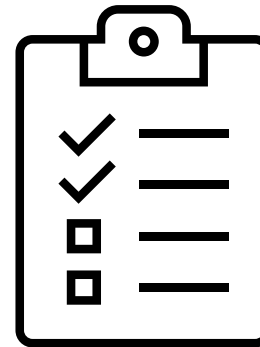
- Lane Repurposing project can impact the functional classification of the road which may affect federal funding eligibility.
- Continuity and connectivity of the system
- Affect:
  - Planning
  - Funding
  - Traffic analyses
  - Project prioritization
  - State and federal reporting requirements

# Consistency with Plans and Programs

- FDOT Work Program
- MPO/TPO Long-Range Transportation Plan (LRTP)
- MPO/TPO Transportation Improvement Program (TIP)
- State Transportation Improvement Program (STIP)
- Transit agency Transit Development Plan (TDP)
- Local Comprehensive Plan
- Local vision documents and master plans

# Environmental Requirements

- If the project has a PD&E phase, the requirements of the FDM 126 are followed during the PD&E study prior to the selection of a preferred alternative.
- Coordination with District Office of Environmental Management is needed.





# Access Management

- Lane Repurposing projects may need to include access management plans that eliminate, consolidate, and/ or relocate driveways to reduce conflict points.
- Reducing conflict points tends to improve traffic operations by helping vehicle traffic flow more smoothly and improve safety for all modes.
- Another benefit to reducing the number of access points is that landscaped medians could replace a TWLTL

## Access Management GUIDEBOOK

NOVEMBER 2019



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
SYSTEMS IMPLEMENTATION OFFICE

605 Suwannee Street, MS 19 • Tallahassee, FL 32399

[www.fdot.gov/planning](http://www.fdot.gov/planning)



# Existing Conditions Analysis

Consider:

- Typical Section
- Posted speed limits and average speeds
- Signalized intersections
- Existing levels of service (LOS)
- Freight Routes
- Transit Routes

# Existing Conditions Analysis

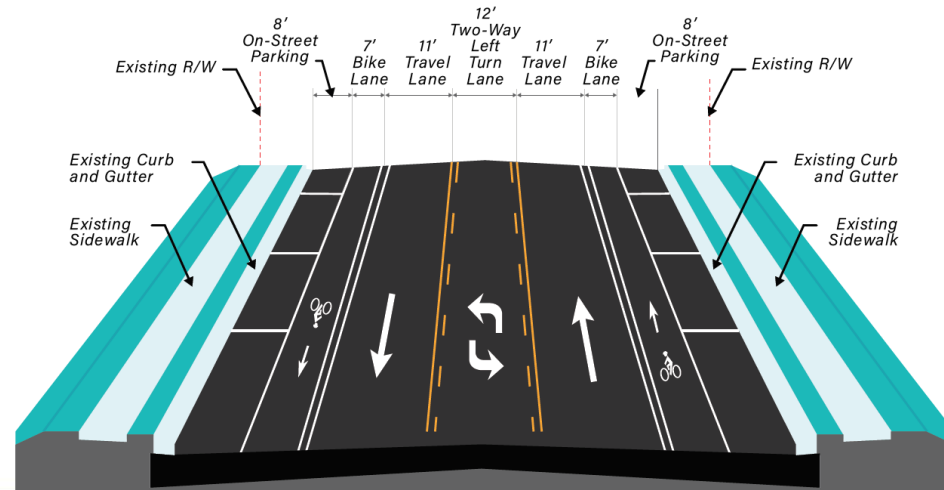
Consider:

- Roadway functional classification
- FDOT context classification
- Evacuation route
- SIS designation
- Traffic data collection
- Safety Analysis (Crash Data)
- Right-of-way (R/W)
- Utilities

# Proposed Modifications

## Changes to the existing conditions

- Typical section
- Intersection design
- Changes in Design, Posted Speed
- Funding Plan
- Design Variations
- Design Exceptions
- Safety Analysis
- Traffic Forecasting
- LOS Analysis
- Delays, Volumes, Queues
- Pedestrians Facilities
- Bicycles Facilities
- Transit Facilities
- Freight Routes
- Nearby Jurisdictions and Local Roadways



Source: SR 10 Lane Elimination Request FPD 439729-1



# Public Involvement

---

- Support by the local community is crucial to the long-term success of a lane repurposing project.
- Applicants must lead all public involvement during the planning phases of a lane repurposing projects.
- Any proposed project that divides a state highway, erect median barriers modifying currently available turning movements, or have the effect of closing or modifying an existing access to an abutting property owner, then the requirements of **F.S.335.199** should be followed.



# Public Involvement

There are multiple tools available to assess and/or build community support for a lane repurposing project.

- Polls
- Media
- Workshop
- Virtual meetings



# Public Involvement Resources

[Florida Statute 335.199](#)

[FDM 104- Public Involvement](#)

[Public Involvement Handbook](#)

[Office of Policy Planning](#)



# Application Process

Lane Repurposing Projects | Florida Department of Transportation



# Who can be an Applicant?

Local  
Government

Department

Private  
Entity

# Review Teams

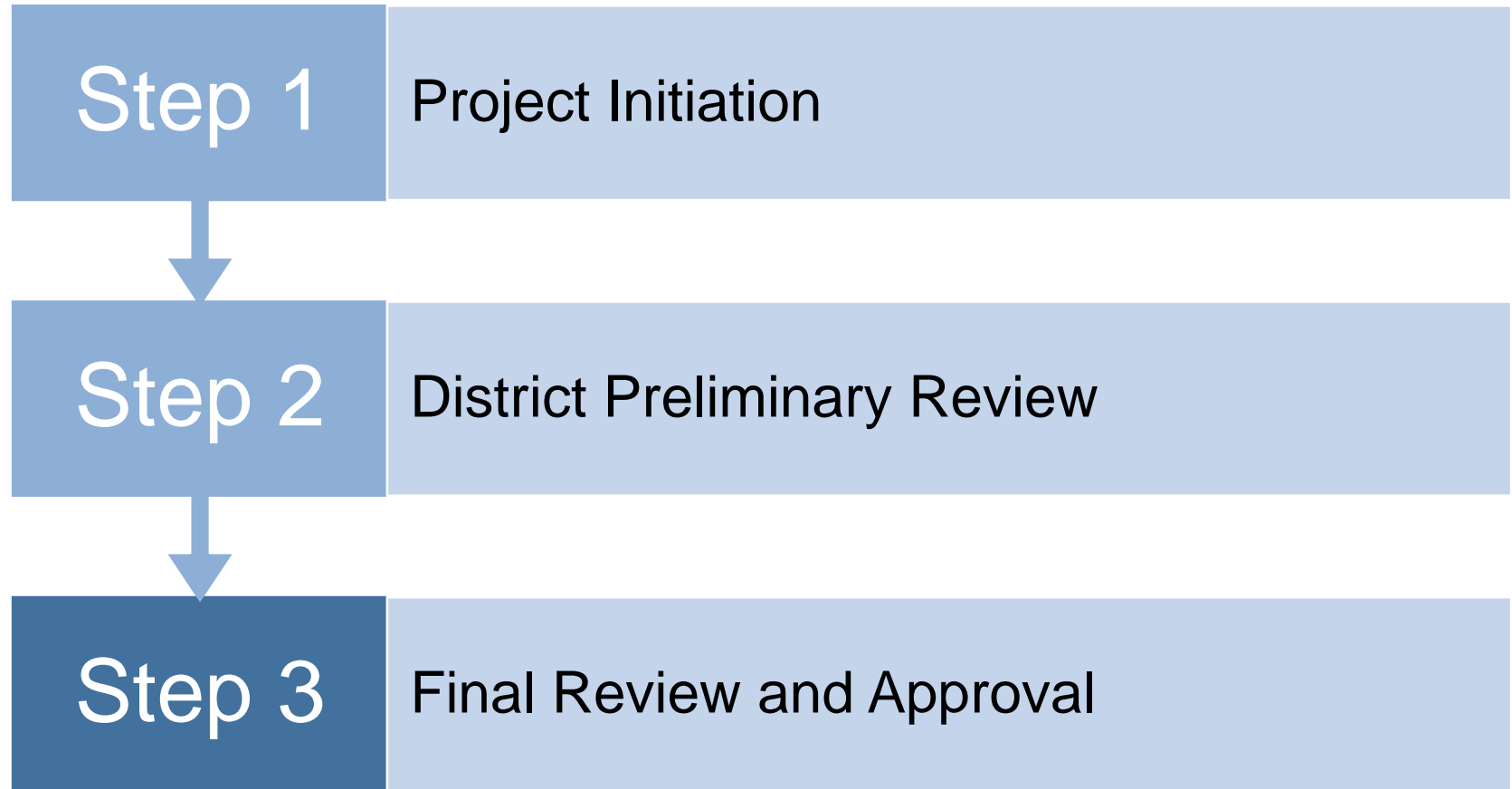
## District Team

- Planning Office
- Environmental Management Office
- Modal Development Office
- Design Office
- Traffic Operations Office

## Central Office Team

- Systems Implementation Office
- Roadway Design Office
- Traffic Engineering and Operations Office
- Chief Planner
- Chief Engineer

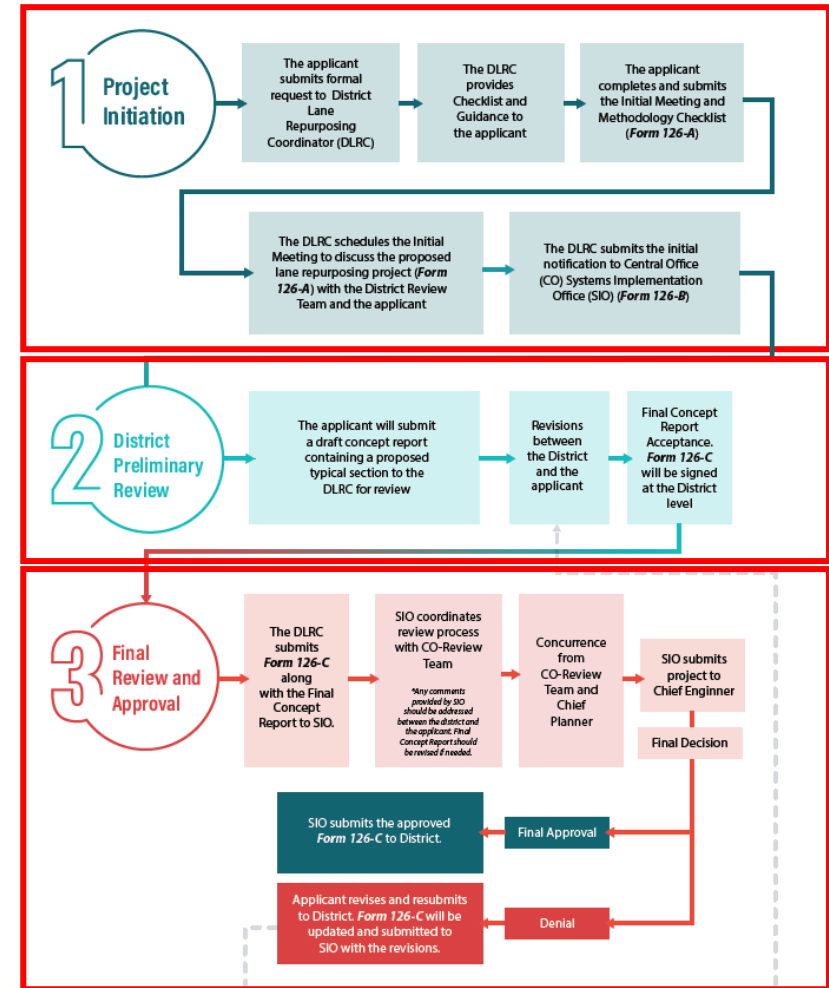
# Application Process



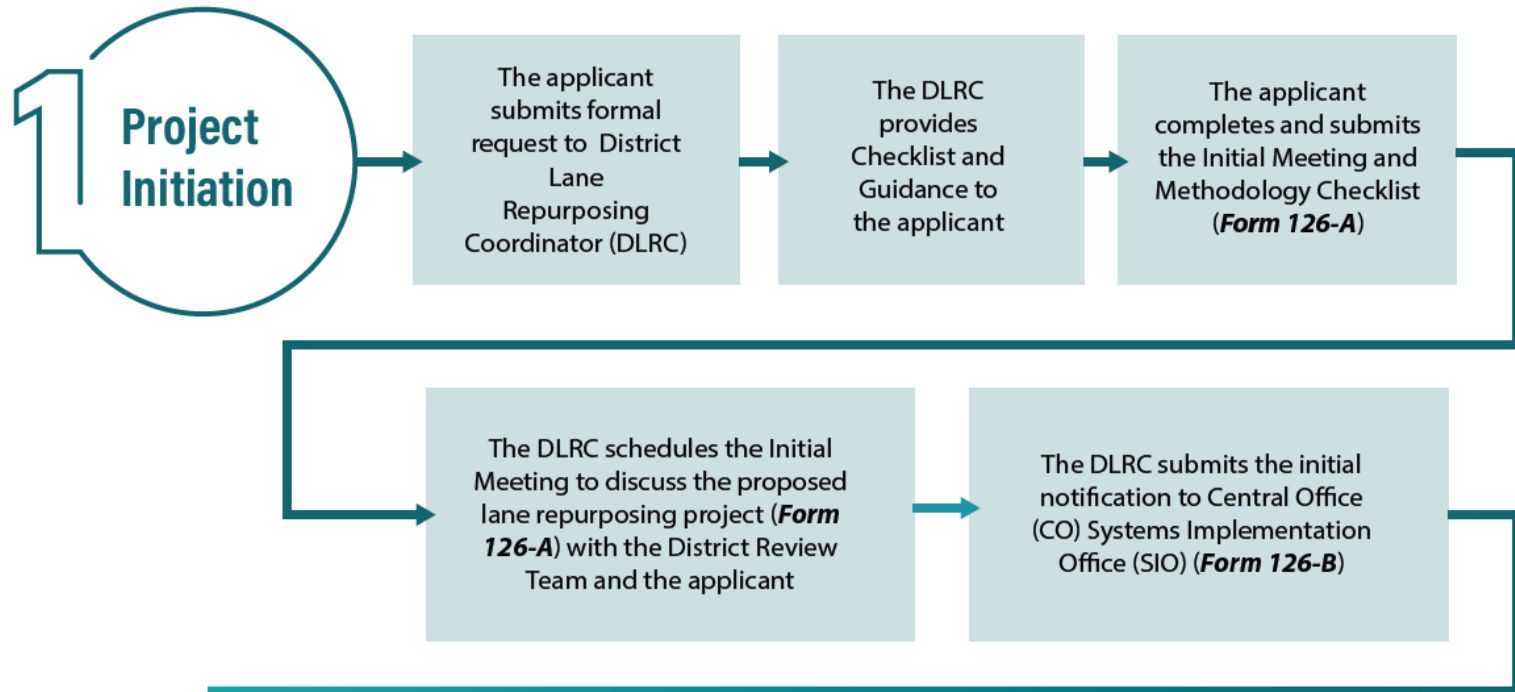
# Application Process

The application process consists of three main steps:

1. Coordination between Applicant and the District
2. A preliminary review and approval by District
3. The final review and approval by Central Office (CO).

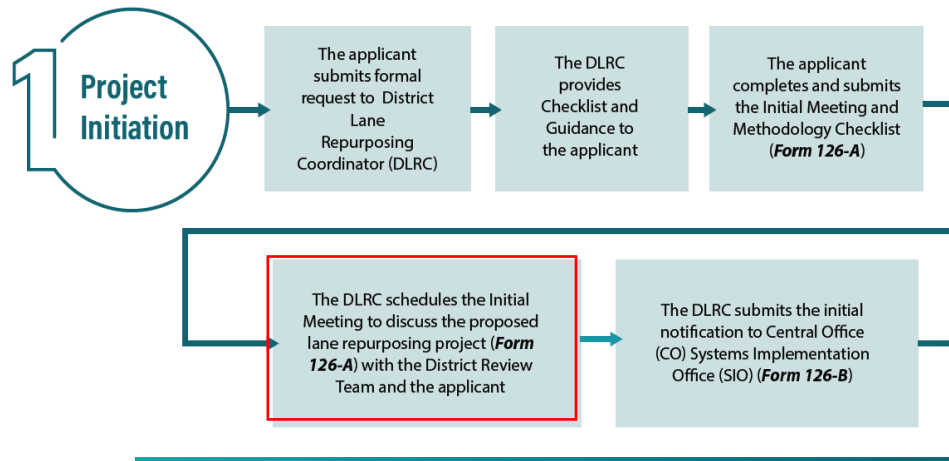


# Application Process | Step 1



# Application Process | Step 1

## Initial Meeting



Form 126-A

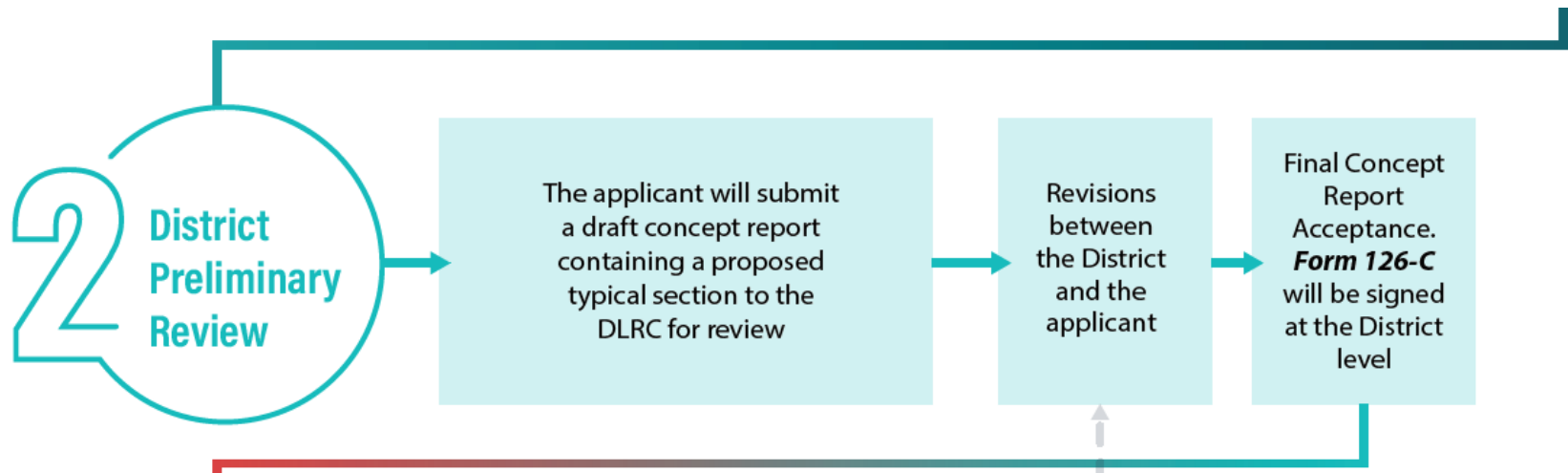
### INITIAL MEETING AND METHODOLOGY CHECKLIST

This is a list of items that the Applicant should prepare to discuss at the initial meeting and the District Review Team may require the Applicant to address these items in the Concept Report, as needed.

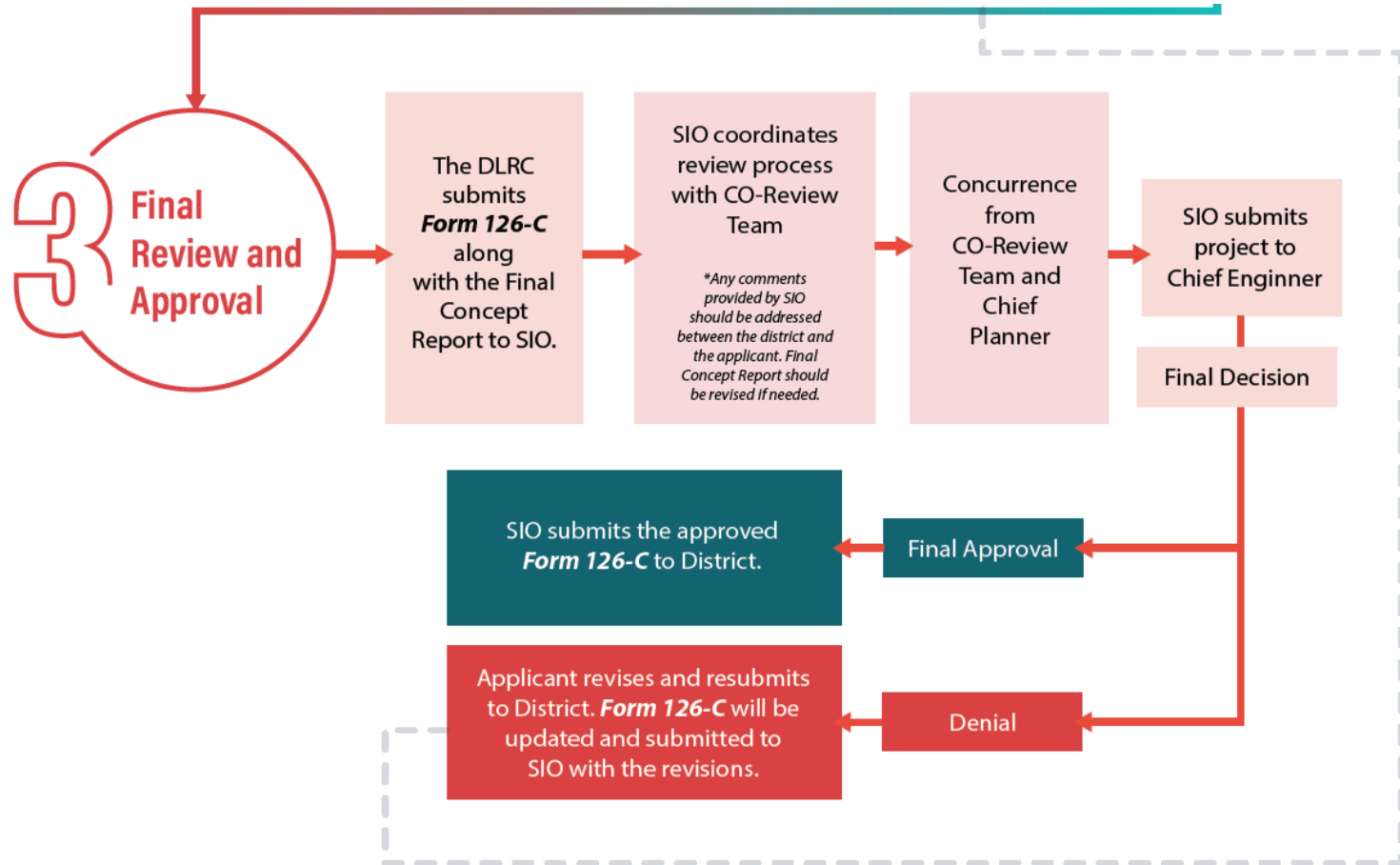
#### Project Information

- |   |  |
|---|--|
| <input type="checkbox"/> Project Location   | <input type="checkbox"/> Jurisdiction(s) in which the Project is Located   |
| <input type="checkbox"/> Project Limits   | <input type="checkbox"/> Proposed Change in Lane Configuration   |
| <input type="checkbox"/> Project Length   | <input type="checkbox"/> Project Schedule  |
| <input type="checkbox"/> Project Purpose  | <input type="checkbox"/> Context Classification  |
| <input type="checkbox"/> Conceptual plan (including transitions to and from the lane repurposing section) that meet FDOT Design Standards for all modes   | <input type="checkbox"/> Public Involvement, agency outreach and endorsement.  |
| <input type="checkbox"/> Existing and long-range future AADT (the latter based on historical growth and the regional travel demand model)   | <input type="checkbox"/> Existing design and posted speeds   |
| <input type="checkbox"/> Consistency of the proposed project with the applicable Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Transit Development Plan (TDP), comprehensive plan, master plans, visions, and Complete Streets initiatives | <input type="checkbox"/> Existing and future typical section   |
| <input type="checkbox"/> Status of the roadway as an Evacuation Route, freight route, and part of the Strategic Intermodal System (SIS)   | <input type="checkbox"/> Target speed with anticipated changes in posted speed limits and design speeds  |
| <input type="checkbox"/> Status of the roadway as a major transit corridor per the LRTP or TDP  | <input type="checkbox"/> Need for design variations or design exceptions   |
| <input type="checkbox"/> Proposed use(s) for the right-of-way after lanes are eliminated (e.g., widened sidewalks, bicycle lanes, landscaping, on-street parking, transit lanes)  | <input type="checkbox"/> Plan for obtaining input and review from businesses, residents, and other stakeholders  |
| <input type="checkbox"/> Impact on bicycle/pedestrian infrastructure and connectivity   | <input type="checkbox"/> Plan for receiving endorsement from elected officials   |
| <input type="checkbox"/> Impact on parking  | <input type="checkbox"/> Funding source and cost estimates   |
| <input type="checkbox"/> Impact on transit routes, stop locations (including appropriateness of turn radii and lane widths), include total number of stops and routes in the area.  | <input type="checkbox"/> Size of impact area-parallel and cross streets  |
| <input type="checkbox"/> Existing right-of-way width and any proposed changes to the right-of-way width   | <input type="checkbox"/> Potential implementation strategy and partner commitments   |
| <input type="checkbox"/> Anticipated changes in jurisdictional responsibility for ownership or maintenance of the roadway   | <input type="checkbox"/> Impact on School crossing locations and midblock crossing   |
| <input type="checkbox"/> Anticipated changes in functional classification, context classification, and/or access management classification  | <input type="checkbox"/> Need to add, remove, or modify traffic signals  |
|   | <input type="checkbox"/> Near and long range multimodal level of service (LOS) and queuing analysis for intersections and segments in the impact area under build and no-build scenario. |
|   | <input type="checkbox"/> Mitigation to address the significant adverse impact on state roads and regional transportation system  |
|   | <input type="checkbox"/> Crash data summary and analysis for the segment and intersections in the project limit  |
|   | <input type="checkbox"/> Case-specific special considerations to be determined (e.g., railroad crossing improvements)  |

# Application Process | Step 2



# Application Process | Step 3





# Required Forms FDM Chapter 103

## Form 126 A: Initial Meeting and Methodology Checklist

Form 126-A

### INITIAL MEETING AND METHODOLOGY CHECKLIST

This is a list of items that the Applicant should prepare to discuss at the initial meeting and the District Review Team may require the Applicant to address these items in the Concept Report, as needed.

#### Project Information

- |   |  |
|---|--|
| <input type="checkbox"/> Project Location | <input type="checkbox"/> Jurisdiction(s) in which the Project is Located |
| <input type="checkbox"/> Project Limits   | <input type="checkbox"/> Proposed Change in Lane Configuration           |
| <input type="checkbox"/> Project Length   | <input type="checkbox"/> Project Schedule                                |
| <input type="checkbox"/> Project Purpose  | <input type="checkbox"/> Context Classification                          |
- 
- |  |  |
|--|--|
| <input type="checkbox"/> Conceptual plan (including transitions to and from the lane repurposing section) that meet FDOT Design Standards for all modes  | <input type="checkbox"/> Public Involvement, agency outreach and endorsement.  |
| <input type="checkbox"/> Existing and long-range future AADT (the latter based on historical growth and the regional travel demand model)  | <input type="checkbox"/> Existing design and posted speeds   |
| <input type="checkbox"/> Consistency of the proposed project with the applicable Long-Range Transportation Plan (L RTP), Transportation Improvement Program (TIP), Transit Development Plan (TDP), comprehensive plan, master plans, visions, and Complete Streets initiatives | <input type="checkbox"/> Existing and future typical section   |
| <input type="checkbox"/> Status of the roadway as an Evacuation Route, freight route, and part of the Strategic Intermodal System (SIS)  | <input type="checkbox"/> Target speed with anticipated changes in posted speed limits and design speeds  |
| <input type="checkbox"/> Status of the roadway as a major transit corridor per the RTP or TDP  | <input type="checkbox"/> Need for design variations or design exceptions   |
| <input type="checkbox"/> Proposed use(s) for the right-of-way after lanes are eliminated (e.g., widened sidewalks, bicycle lanes, landscaping, on-street parking, transit lanes)   | <input type="checkbox"/> Plan for obtaining input and review from businesses, residents, and other stakeholders  |
| <input type="checkbox"/> Impact on bicycle/pedestrian infrastructure and connectivity  | <input type="checkbox"/> Plan for receiving endorsement from elected officials   |
| <input type="checkbox"/> Impact on parking   | <input type="checkbox"/> Funding source and cost estimates   |
| <input type="checkbox"/> Impact on transit routes, stop locations (including appropriateness of turn radii and lane widths), include total number of stops and routes in the area.   | <input type="checkbox"/> Size of impact area-parallel and cross streets  |
| <input type="checkbox"/> Existing right-of-way width and any proposed changes to the right-of-way width  | <input type="checkbox"/> Potential implementation strategy and partner commitments   |
| <input type="checkbox"/> Anticipated changes in jurisdictional responsibility for ownership or maintenance of the roadway  | <input type="checkbox"/> Impact on School crossing locations and midblock crossing   |
| <input type="checkbox"/> Anticipated changes in functional classification, context classification, and/or access management classification   | <input type="checkbox"/> Need to add, remove, or modify traffic signals  |
|  | <input type="checkbox"/> Near and long range multimodal level of service (LOS) and queuing analysis for intersections and segments in the impact area under build and no-build scenario. |
|  | <input type="checkbox"/> Mitigation to address the significant adverse impact on state roads and regional transportation system  |
|  | <input type="checkbox"/> Crash data summary and analysis for the segment and intersections in the project limit  |
|  | <input type="checkbox"/> Case-specific special considerations to be determined (e.g., railroad crossing improvements)  |

## Form 126 B: Lane Repurposing Initial Notice to Central Office

Form 126-B

### LANE REPURPOSING INITIAL NOTICE TO CENTRAL OFFICE

To: \_\_\_\_\_ From: \_\_\_\_\_ Date: \_\_\_\_\_  
Systems Management Administrator District Lane Repurposing Coordinator

The intent of this notice is to inform Central Office that District \_\_\_\_\_ has received a request for lane repurposing on the State Highway System.

#### PROJECT INFORMATION

State Road and Project Location: \_\_\_\_\_

Roadway ID: \_\_\_\_\_ Project Limits (MP) from \_\_\_\_\_ to \_\_\_\_\_

Roadway ID: \_\_\_\_\_ Project Limits (MP) from \_\_\_\_\_ to \_\_\_\_\_

Context Classification: \_\_\_\_\_

Applicant: \_\_\_\_\_

Project Description: \_\_\_\_\_

Proposed Change in Cross Section: From \_\_\_\_\_ lanes to \_\_\_\_\_ lanes

☐ SIS ☐ NHS

#### ACTIONS AND OUTCOMES TO DATE

District staff participated in a meeting with \_\_\_\_\_ on \_\_\_\_\_ to formally commence the lane repurposing review process. At that meeting, District staff provided an overview of the lane repurposing review process and the Applicant shared initial information about the lane repurposing project. The District determined the specific review process and analysis methodology for the lane repurposing request.

**NEXT STEPS:** The Applicant will submit a Draft Concept Report (containing proposed typical sections and plan views) as the lane repurposing review process proceeds. If the District reviewers find the Draft Concept Report acceptable, the Applicant submits a formal Application Package (including the Final Concept Report) to the District. If the Application Package is complete and acceptable, the lane repurposing request will be approved at District level. The final Application Package along with signed Form C will be sent to Central Office for final approval.

#### Concurrences:

District Planning and Environmental Administrator \_\_\_\_\_ Date: \_\_\_\_\_

District Design Engineer \_\_\_\_\_ Date: \_\_\_\_\_

District Traffic Operations Engineer \_\_\_\_\_ Date: \_\_\_\_\_

## Form 126 C: Lane Repurposing Final Approval Notice to Central Office

Form 126-C

### Lane Repurposing Final Review and Approval Notice to Central Office

The intent of this notice is to inform Central Office that District \_\_\_\_\_ has completed review for the following lane repurposing project on the State Highway System.

#### PROJECT INFORMATION

State Road and Project Location: \_\_\_\_\_

Roadway ID: \_\_\_\_\_ Project Limits (MP): from \_\_\_\_\_ to \_\_\_\_\_

Roadway ID: \_\_\_\_\_ Project Limits (MP): from \_\_\_\_\_ to \_\_\_\_\_

Context Classification: \_\_\_\_\_ Access Management Classification: \_\_\_\_\_

Target Speed: \_\_\_\_\_ Design Speed: \_\_\_\_\_ Posted Speed: \_\_\_\_\_

Transit facilities (stops and routes): ☐ Yes ☐ No

Applicant: \_\_\_\_\_

Project Description: \_\_\_\_\_

Proposed Change in Cross Section: From \_\_\_\_\_ lanes to \_\_\_\_\_ lanes

☐ SIS ☐ NHS

Attachments: ☐ Concept Report ☐ Plan views ☐ Typical sections

#### District Concurrences:

District Planning and Environmental Administrator \_\_\_\_\_ Date: \_\_\_\_\_

District Design Engineer \_\_\_\_\_ Date: \_\_\_\_\_

District Traffic Operations Engineer \_\_\_\_\_ Date: \_\_\_\_\_

#### Central Office Concurrence:

Chief Planner \_\_\_\_\_ Date: \_\_\_\_\_

#### Final Approval:

Chief Engineer \_\_\_\_\_ Date: \_\_\_\_\_

# Resources

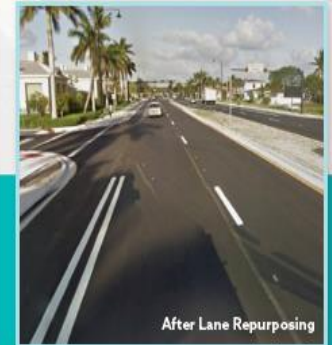
## Lane Repurposing Guidebook

- Resources
- Process
- Forms and Templates
- Examples

<https://www.fdot.gov/planning/systems/programs/sm/lanerepurposing/>

## Lane Repurposing Guidebook

AUGUST 2020



FLORIDA DEPARTMENT OF TRANSPORTATION  
SYSTEMS IMPLEMENTATION OFFICE

# Resources

## FDM Chapter 126

- General information
- Process
- Forms (Chapter 103)

<https://www.fdot.gov/roadway/fdm/>

### 126 Lane Elimination Projects

Modification for Non-Conventional Projects:

Delete **FDM 126**.

#### 126.1 General

Lane elimination projects (a.k.a., "road diets" or "lane reductions") are intended to reduce the number of travel lanes and effective width of the road to achieve systemic improvements. Generally, the purpose of these projects is to reconfigure the existing cross section to allow other uses and travel modes. Lane elimination projects typically provide more livable environments, and contribute to economic development and vitality to a community. The recovered travel way can be used to accommodate other purposes, such as bicycle lanes, wider sidewalks, landscaping, on-street parking, bulb-outs, traffic calming, and refuge islands.

A local government entity (e.g., municipality, county, MPO, TPO) or the Department can submit a request for the elimination of travel lanes on the State Highway System (SHS). A private entity may only submit a request through a local government entity.

If the project has a PD&E phase, the requirements of this chapter are followed during the PD&E study prior to the selection of a preferred alternative. See **Part 1, Chapter 2** of the [PD&E Manual](#) for additional information.

#### 126.2 Requirements

Four-lane undivided roadways with AADT  $\leq$  20,000 are typically good candidates for a lane reduction (e.g., converting to a two-lane, two-way road with a center-left-turn-lane). However, projects are evaluated for lane elimination feasibility on a case-by-case basis.

Lane elimination projects must comply with AASHTO and Department design criteria. A Design Exception or Design Variation is required when a proposed design element is below the governing criteria. See **FDM 122** for information on Design Exceptions and Design Variations.

Lane elimination projects should be consistent with the Long Range Transportation Plans (LRTP), Transportation Improvement Program (TIP), and Transit Development Plan (TDP).

# Resources

## SIO Website

- Contacts
- Guidebook
- Other Resources
- Training and Webinars

<https://www.fdot.gov/planning/systems/>

For Updates on the Pensacola Bay Bridge visit [fdot.gov/PensacolaBay](https://fdot.gov/PensacolaBay)



**Florida Department of  
TRANSPORTATION**  
*Improve Safety, Enhance Mobility, Inspire Innovation*

E-Updates | FL511 | Site Map | Translate

Search FDOT...

Home | About FDOT | **Careers** | Contact Us | Maps & Data | Offices | Performance | Projects

### Systems Implementation Office

**Office Manager**  
Chris Edmonston

605 Suwannee Street  
Tallahassee, FL 32399

Tel: 850-414-4900  
Fax: 850-414-4876  
[E-Mail Us](#)

**Additional Contacts**  
[Staff Directory](#)



#### Office Resources

- [About Us](#)
- [Divisions](#)
- [Documents & Publications](#)
- [Programs & Services](#)
- [Meetings & Events](#)
- [More...](#)

#### Most Requested

- [SIS Public Comment](#)
- [Quality/Level of Service](#)
- [Access Management](#)
- [More...](#)

#### Welcome

The Systems Implementation Office is responsible for the Strategic Intermodal System (SIS) through the development and implementation of the SIS Policy Plan and the SIS Funding Strategy. The Systems Implementation Office also develops policies, procedures, tools, training and technical assistance for planning level traffic studies including access management, level of service standards, roadway designations and interchange access requests. The Shared Use Non-motorized (SUN) Trail program is also developed and maintained by this office.

#### News

##### What's Happening

[SIS Connections - eNewsletter - June 2020](#)

[Welcome to the Strategic Intermodal System \(SIS\) - YouTube link](#)



# Other Resources

## Complete Streets Implementation

### Complete Streets Implementation Welcome



#### Latest Updates

**NEW!** 2020 FDOT Context Classification Guide  
FDOT Design Manual  
District Complete Streets Coordinators  
FDOT Complete Streets Brochure

#### Topics

**ConnectPed FDOT Data Viewer**  
**Complete Streets - Implementation Plan**  
**Complete Streets Policy**  
**Videos and Webinars**  
**FDM 202 Speed Management Webinar**

#### News

**Commuter Assistance Program Presentation ( PDF, 9mb)**  
**1000 Friends Webinar**

**SSTI Webinar:**  
**FDOT Context Classification**

**Walkable downtowns drawing companies**

**Florida embraces Complete Streets**

#### Links

**Aging in Place**

**Florida Transit-Oriented Development**

#### Welcome

The Florida Department of Transportation provides more context-sensitive roads by placing them in the right place."

Contact **DeWayne Carver, AICP**  
State Complete Streets Program Manager, (850) 417-1000

DeWayne Carver's presentation at the Complete Streets Summit, Tallahassee, FL - March 2019  
DeWayne Carver and Billy Hattaway's latest Complete Streets. On the 1000 Friends website.

FDOT's DeWayne Carver and the City of Orlando on the new Context Classification system in the Smart Transportation Initiative (SSTI) Webinar.

Article from ULI indicating trend toward walkable streets will be a strong economic development incentive.

The journal "Public Square" details FDOT's "Complete Streets" statewide.

Complete Streets help build communities with more walkable streets.

FDOT's guidance on creating transit-oriented walkable design and complete streets

## Safety

About Office of Safety Programs Initiatives Resources Contact

FHWA Home / Safety / Road Diets (Roadway Reconfiguration)

### Guidance and Policies

#### Newsletter

#### Case Studies

#### Resources

### Program Contact

Becky Crowe  
[rebecca.crowe@dot.gov](mailto:rebecca.crowe@dot.gov)  
(202) 507-3699

## Road Diets (Roadway Reconfiguration)

FHWA is offering State DOT's **FREE** Road Diet related Technical Assistance. This assistance is that advance Road Diets within your state. As examples, technical assistance requests may include:

- Reviewing State's Draft Road Diet policy or guidance documents;
- Development of a Road Diet presentation aimed at either leadership or the general public;
- Animations demonstrating how Road Diets improve safety;
- Providing design guidance about unusual Road Diet configurations;
- Providing examples of other Road Diets around the country that are similar to the request;
- Providing guidance about Road Diet implementation including selecting candidate locations, public outreach response, evaluation metrics, EMS, slow moving vehicles, etc.

Lastly, FHWA is also offering **FREE** Road Diet workshops. Find out more about them [here](#).

A roadway reconfiguration known as a Road Diet offers several high-value improvements at a low cost when applied to traditional four-lane undivided highways. In addition to low cost, the primary benefits of a Road Diet include enhanced safety, mobility and access for all road users and a "complete streets" environment to accommodate a variety of transportation modes.

A classic Road Diet typically involves converting an existing four-lane, undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane.

The resulting benefits include a crash reduction of 19 to 47 percent, reduced vehicle speed differential, improved mobility and access by all road users, and integration of the roadway into surrounding uses that results in an enhanced quality of life. A key feature of a Road Diet is that it allows reclaimed space to be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, bus shelters, parking or landscaping.

Why consider a Road Diet? Four-lane undivided highways experience relatively high crash frequencies — especially as traffic volumes and turning movements increase over time — resulting in conflicts between high-speed through traffic, left-turning vehicles and other road users. FHWA has deemed Road Diets a proven safety countermeasure and promotes them as a safety-focused design alternative to a traditional four-lane, undivided roadway. Road Diet-related crash modification factors are also available for use in safety countermeasure benefit-cost analysis.

As more communities design "complete streets" and more people access them, it's important to find opportunities to better



Road Diet on Ed

## Roadway Design

Roadway Design / Roadway Criteria / FDOT Design Manual

## FDOT Design Manual

Subscribe to our FDOT Contact Management Subscription Service to receive the most current notices, bulletins, memoranda, and other important information. Submit FDOT Design Manual (FDM) questions, comments, or suggestions by email to: **Bobby Bull, P.E.**

2019 FDOT Design Manual  
2018 FDOT Design Manual  
Plans Preparation Manual (PPM)

### 2020 FDOT Design Manual

To view the Implementation Bulletin for the current FDM, please see **RDB19-07**

## Development and Processes - Complete FDM Part 1

Chapter	Webinar	Bulletin	Errata	Description
<b>Introduction</b>				
100				Introduction
Link				Context Classification
102				Glossary of Terms
103				Standard Forms
104				Public Involvement
105				Aesthetic Design
106				Exempt Public Documents
<b>Plans Development Processes</b>				
110	Webinar			Initial Engineering Design Process
111	Webinar	RDB20-03	Errata	Final Engineering Design Process
112				Update Engineering Design Process
113				Right of Way Requirements
114				Resurfacing, Restoration, and Rehabilitation (RRR)
115				Standard Plans and Standard Specifications
116				Roundabout Evaluation (Evaluation Forms)
<b>Plans Submittal, Review, and Processing</b>				
120	Webinar		Errata	Design Submittals
121	Webinar			Bridge Project Development
122	Webinar			Design Exceptions and Design Variations
123				Engineering Design Estimate Process

# Contacts

## Central Office

### ***Jenna Bowman, PE***

Systems Management Administrator

Systems Implementation Office

[jenna.bowman@dot.state.fl.us](mailto:jenna.bowman@dot.state.fl.us)

(850)414-4909

### ***Gina Bonyani***

Transportation Planner

Systems Implementation Office

[gina.bonyani@dot.state.fl.us](mailto:gina.bonyani@dot.state.fl.us)

(850)414-4707

## District Lane Repurposing Coordinators

District 1	Christopher Simpron	(863) 519-2343
District 2	James Knight	(904) 360-5646
District 3	Mark Brock	(850) 330-1536
District 4	Chon Wong	(954) 777-4659
District 5	Heather Garcia	(386) 943-5077
District 6	Ken Jeffries	(305) 470-5445
District 7	Chad Stewart	(815) 975-6926
Turnpike	Eric Gordin	(407) 264-3316



# District 4

**Thuha Nguyen, PE, PTOE**

*Via planning, Inc.*

# Access Management Webinar

## District Four Lane Repurposing

Chon Wong  
Thuha Nguyen

November 17, 2020





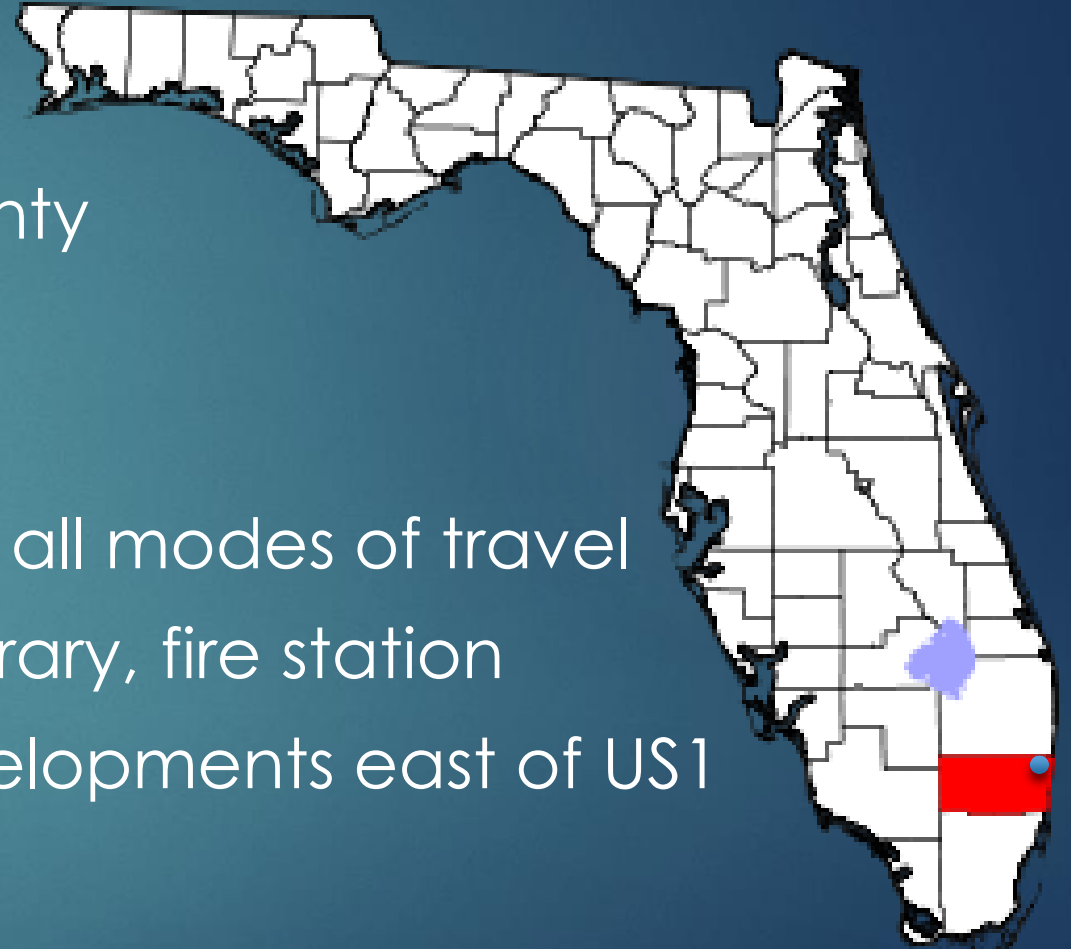
# Presentation Outline

- ▶ Lane Repurposing Project Examples
  - ▶ Hillsboro Boulevard in Deerfield Beach
  - ▶ South Dixie Highway in West Palm Beach
- ▶ Before and After Evaluation
- ▶ Keys to Success

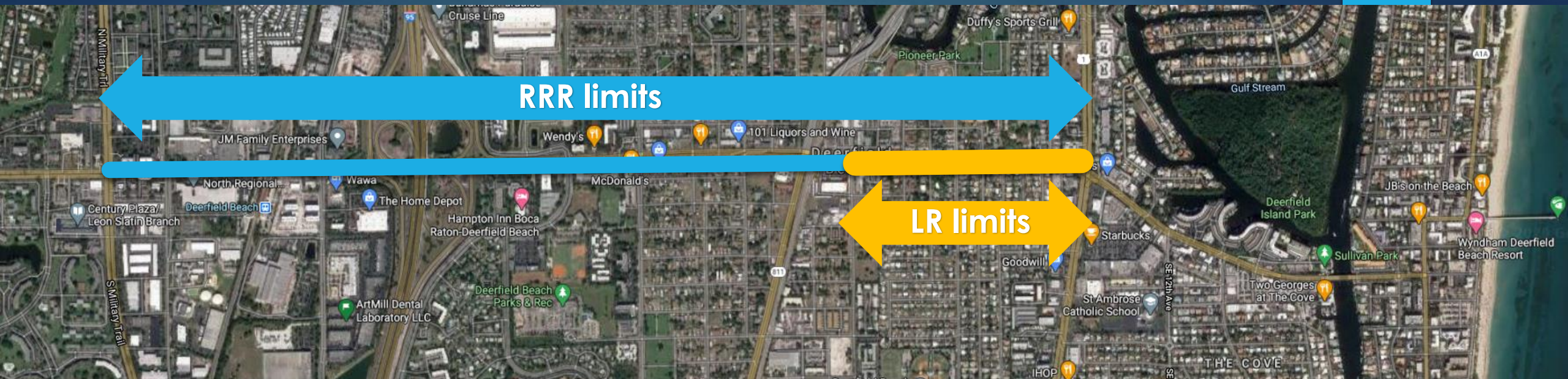
# Project Examples

# Hillsboro Blvd., 2<sup>nd</sup> Ave. to US1

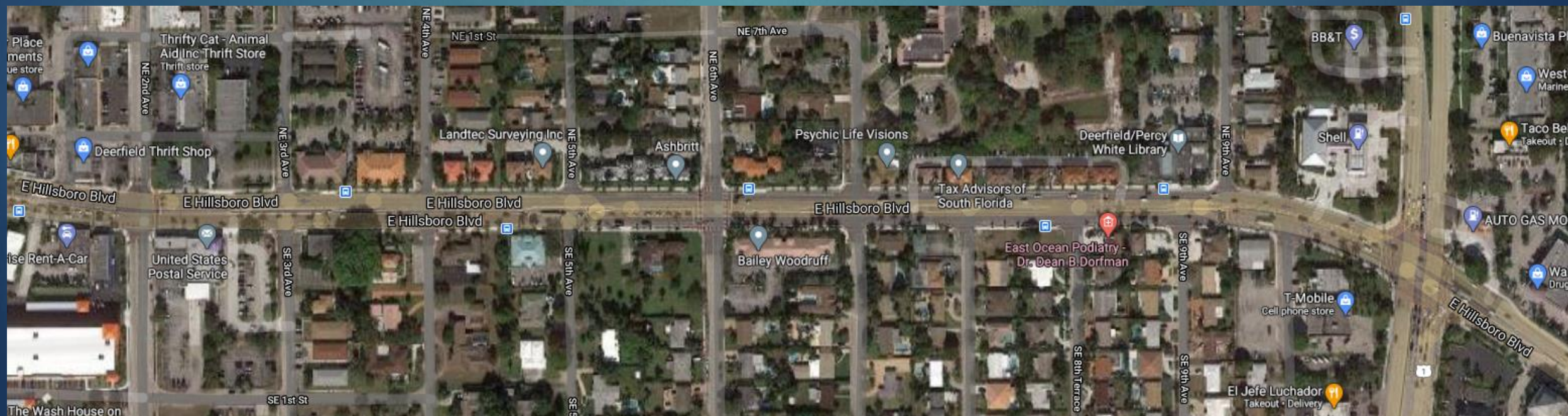
- ▶ Deerfield Beach, Broward County
- ▶ 6 lanes to 4 lanes; 0.7 mile
- ▶ Approved 2014, built 2017
- ▶ RRR project, improve safety for all modes of travel
- ▶ City hall, school, post office, library, fire station
- ▶ Gateway to the beach; redevelopments east of US1



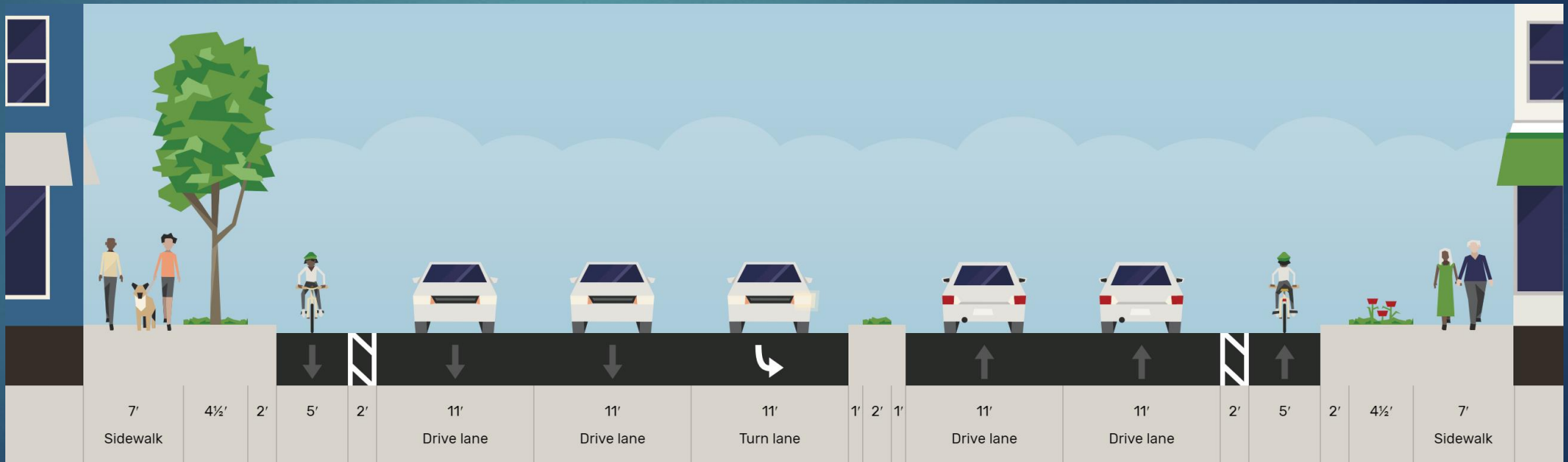
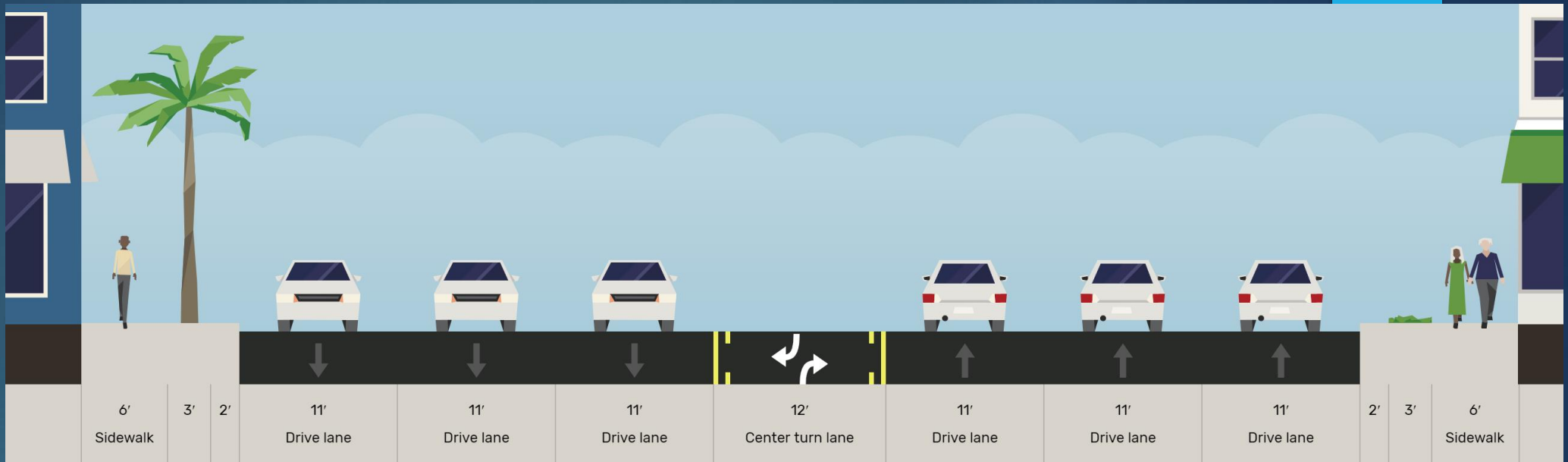




Source: Google Maps







Source:  
Streetmix



Source: Google Maps



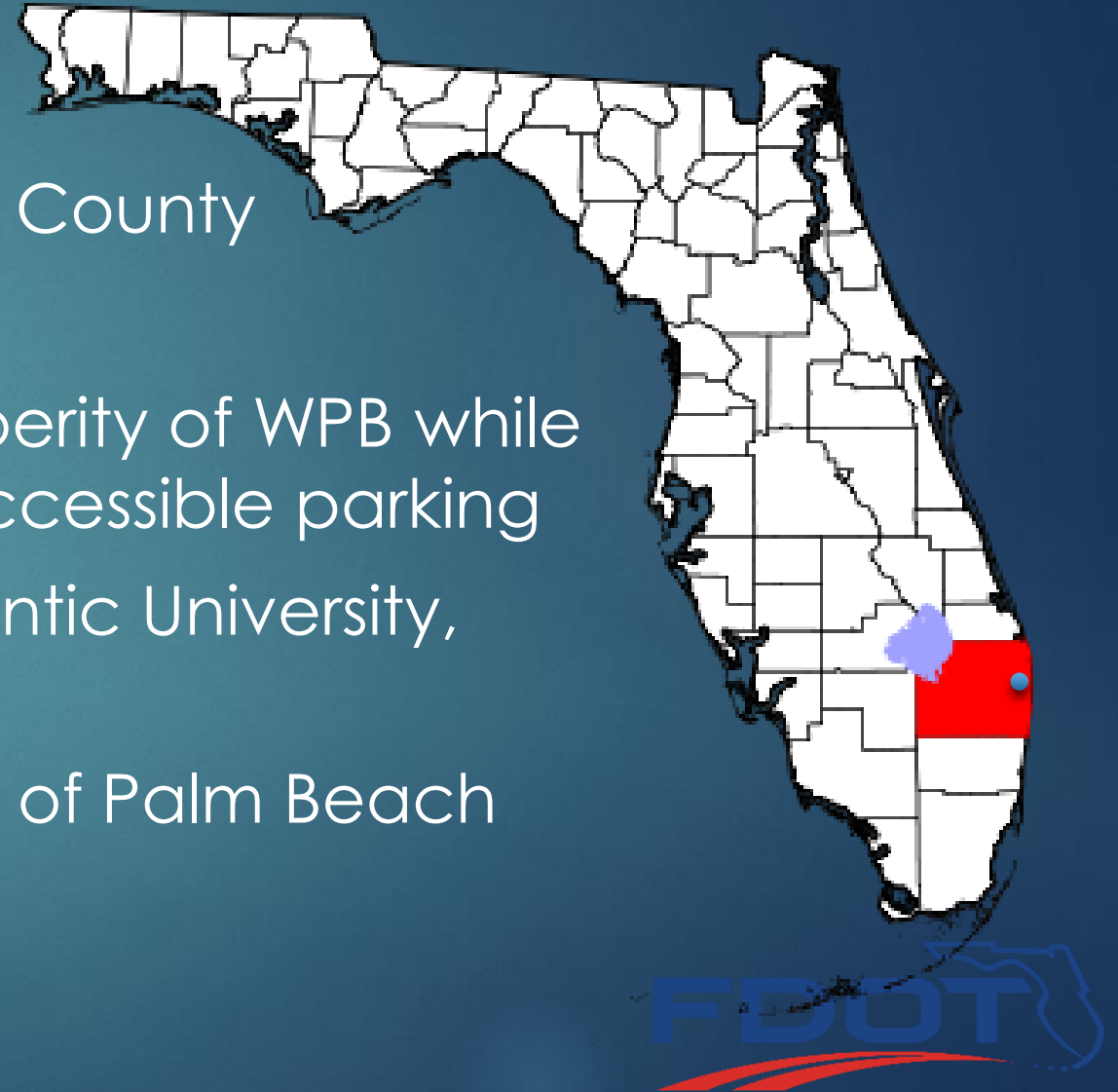
# Challenges / Contributions to Success

- ▶ Design schedule challenge to include LR elements
- ▶ New Commissioners between approval and construction
- ▶ Access Management change to add raised median (public hearing)
- ▶ Consistency with MPO's LRTP Bike Plan, City's Comp Plan
- ▶ Funding sources:
  - ▶ 65% of budget from RRR project
  - ▶ Broward MPO contributed ~\$2.7M for bike lanes, median, ped lightings
  - ▶ City contributed funds/grants for beautification/ landscaping

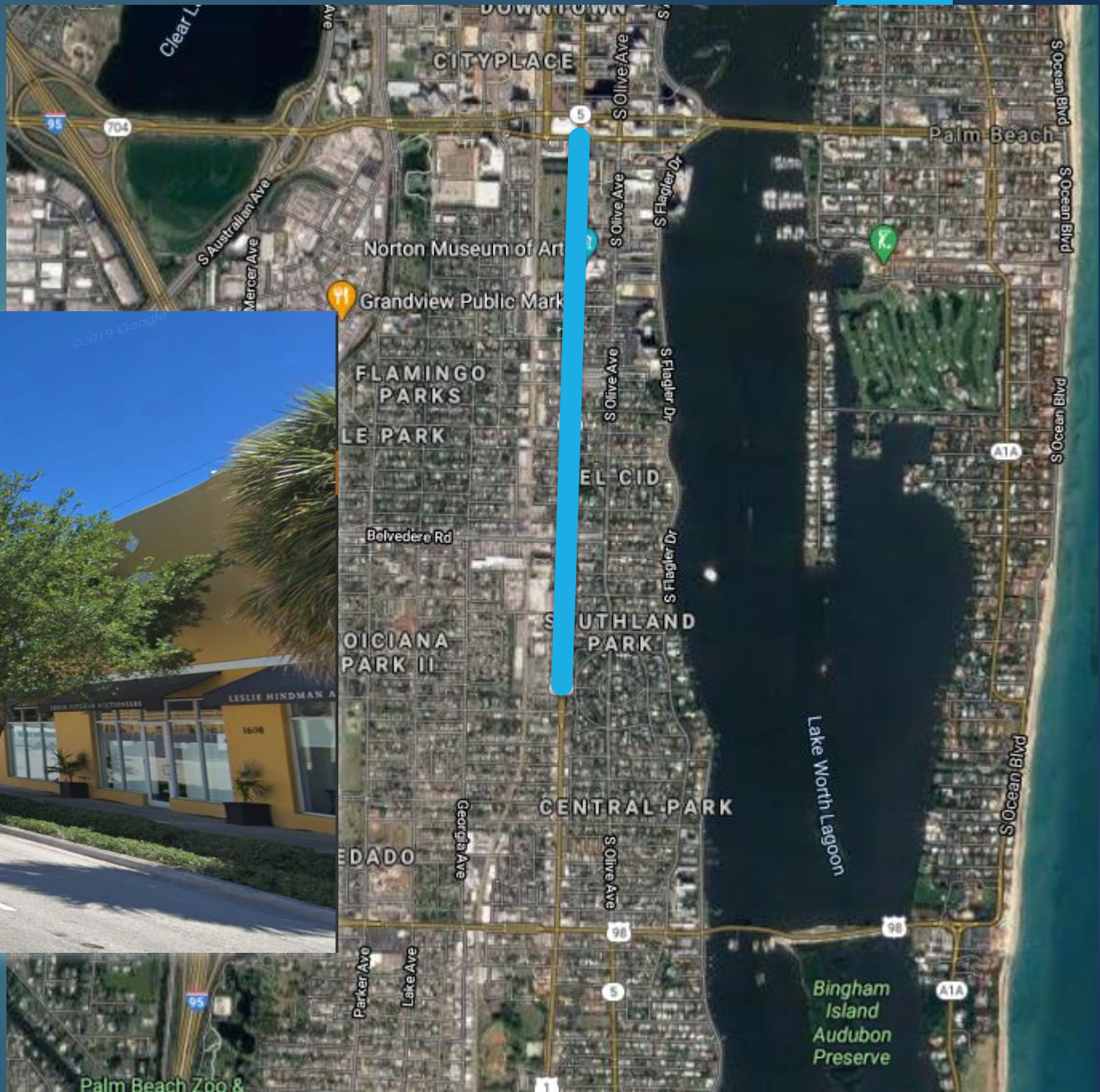


# South Dixie Hwy, Albemarle Rd to Okeechobee Blvd

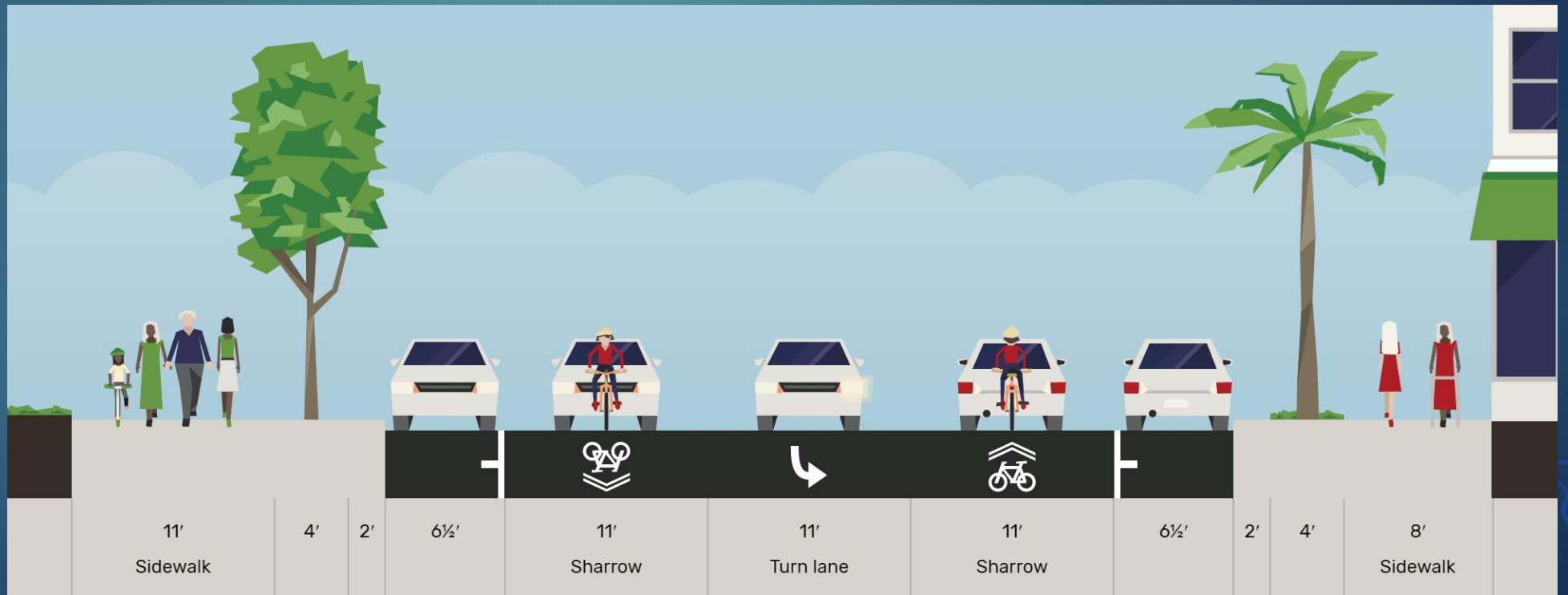
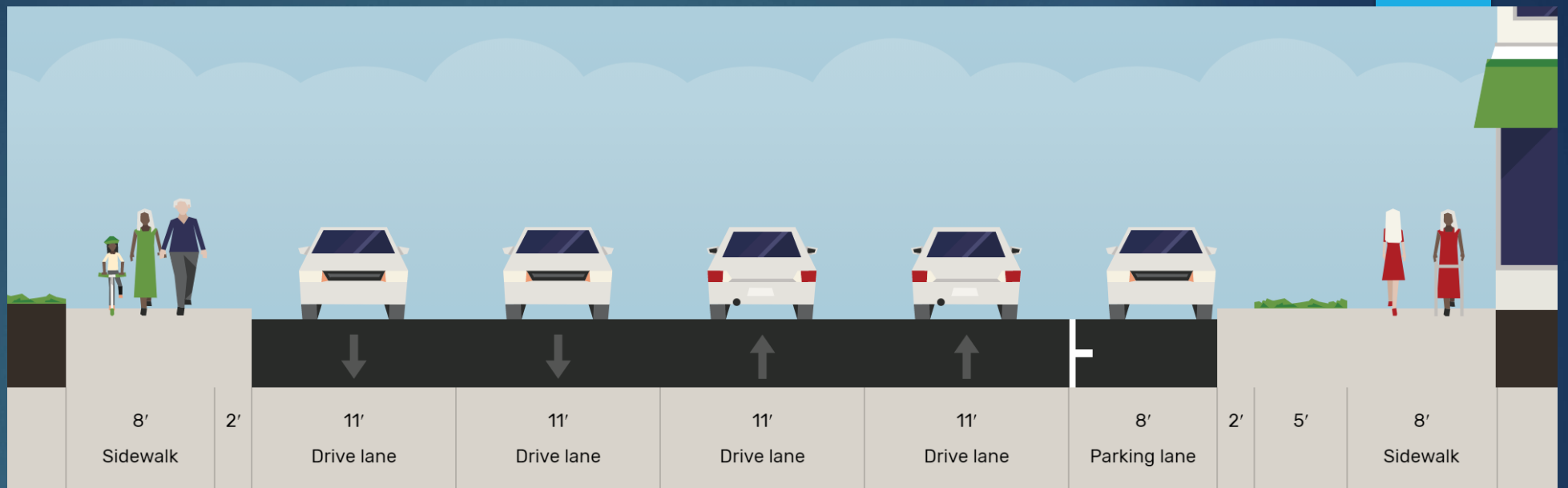
- ▶ West Palm Beach, Palm Beach County
- ▶ 4 lanes to 3 lanes; 1.4 miles
- ▶ Revitalization and overall prosperity of WPB while providing safe ped crossing, accessible parking
- ▶ Norton Museum of Arts, PB Atlantic University, redevelopments
- ▶ Okeechobee is gateway Town of Palm Beach







Source: Google Maps

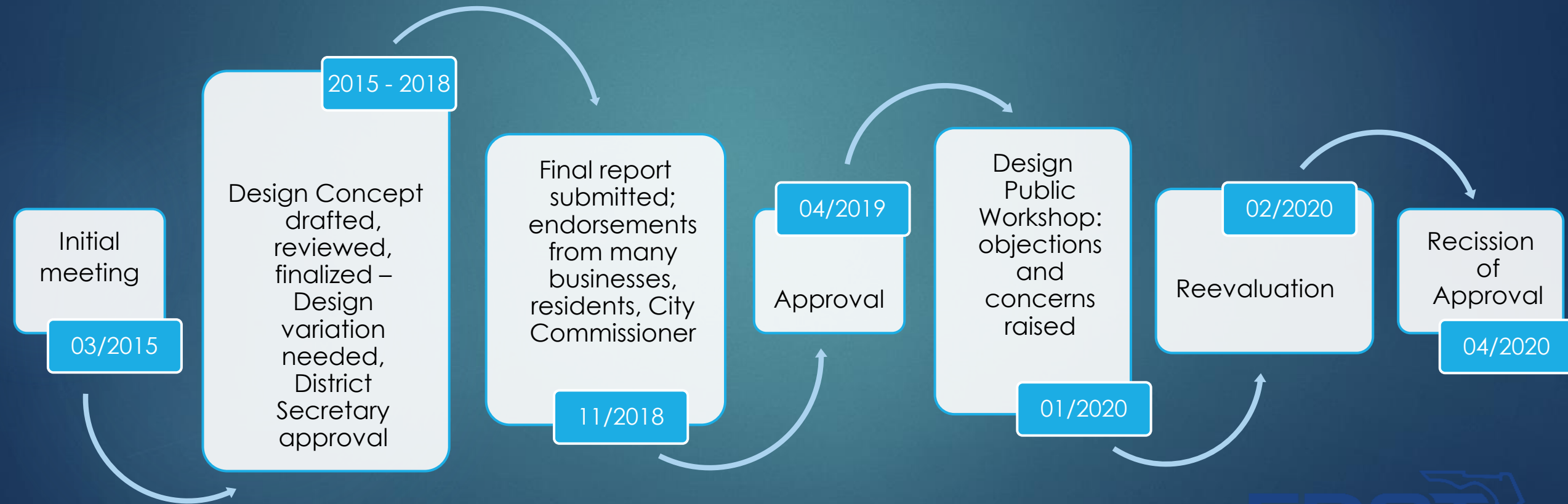


Source:  
Streetmix



# Project Timeline

Coordination with major stakeholders



# Challenges

- ▶ Design challenges
- ▶ Residents' objections
- ▶ Traffic diversion to already-congested corridors
- ▶ City approval of large developments after LR approval
- ▶ Continued neighboring Town's objections
- ▶ New Commissioners after approval



**What we are doing...**

# Before and After Evaluation

- ▶ Goals: Assess the effectiveness of completed LR projects, and assess the application evaluation process
- ▶ Phase 1 completed, included:
  - ▶ Inventory
  - ▶ Literature review and evaluation criteria development
  - ▶ Stakeholder interviews
- ▶ Phase 2 underway
  - ▶ Evaluation of travel time/speed, safety, bike/ped data, and economic impacts
  - ▶ Lessons learned and Recommendations



# Keys to Success

- ▶ Early and often coordination, with all major stakeholders
- ▶ Local “champion” with clear vision
- ▶ Be mindful of process schedule
- ▶ Clear expectations communicated to the public
- ▶ FDOT’s openness/flexibility to discuss and solve challenges

# Contacts

- ▶ Chon Wong - LR Coordinator  
954.777.4659  
chon.wong@dot.state.fl.us
- ▶ Thuha Nguyen - D4 Consultant  
954.560.5251  
thuha.nguyen@viaplanning.com

# Questions



Thank you!

# Contact Info

- [Gina.Bonyani@dot.state.fl.us](mailto:Gina.Bonyani@dot.state.fl.us)
- [Jenna.Bowman@dot.state.fl.us](mailto:Jenna.Bowman@dot.state.fl.us)
- [Karla.Matos@dot.state.fl.us](mailto:Karla.Matos@dot.state.fl.us)