

126 Lane Repurposing Projects

Modification for Non-Conventional Projects:

Delete **FDM 126**.

126.1 General

Lane repurposing projects (a.k.a., “road diets”, “lane elimination”, or “lane reduction”) are intended to reduce the number of travel lanes to achieve systemic improvements. Generally, the purpose of these projects is to reconfigure the existing cross section to enhance other uses and travel modes. Lane repurposing projects typically contribute to the economic development, livability, and vitality of a community. The recovered travel way can be used to accommodate other uses such as separated or buffered bicycle lanes, wider sidewalks, landscaping, on-street parking, bulb-outs, traffic calming, transit, and pedestrian refuge islands. Guidance on the development and review processes for repurposing lanes on the SHS is provided in the Department’s **FDOT Lane Repurposing Guidebook**.

A local government entity (e.g., municipality, county, Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO) or the Department can submit a request for the repurposing of travel lanes on the State Highway System (SHS)). A private entity may only submit a request through a local government entity. Proposed lane repurposing projects may be part of a larger community vision. With sufficient advanced planning, lane repurposing projects are often done in conjunction with Resurfacing, Restoration and Rehabilitation (RRR) projects. It is preferred that lane repurposing projects be identified ahead of time through a planning exercise such as a district area wide multimodal mobility plan, community vision plan, or downtown redevelopment plan.

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

Lane repurposing projects must comply with AASHTO and Department design criteria. A Design Exception or Design Variation is required when an existing or proposed design element does not comply with the governing criteria. See **FDM 122** for information on Design Exceptions and Design Variations.

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

Analyze impacts of a lane repurposing project with consideration for the following:

- Utilities
- Access management
- Businesses
- Traffic operations
- Safety
- Pedestrian and bicyclist activities
- Transit and freight routes
- Environmental impacts
- Evacuation routes
- Emergency responders
- Functional classification
- Context classification
- Landscaping (shade or architectural)
- Speed (target, design and posted)
- Traffic impact due to diversion to parallel routes

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

If exclusive bus lanes/business access & transit (BAT) lanes are proposed in the lane repurposing project, coordinate with Office of Modal Development/Public Transit and local transit agency.

In addition to impacts of lane repurposing projects, conduct public involvement activities in accordance with the [Public Involvement Handbook](#).

126.2.1 Federal-Aid Projects

Follow the National Environmental Policy Act (NEPA) for lane repurposing projects that use federal funding.

126.2.2 Roadway Functional Reclassification

A lane repurposing project can potentially change the functional classification of a roadway, which could affect planning, funding eligibility, traffic analyses, project prioritization, and state and federal reporting requirements.

A request for a change in functional classification requires review and approval by the Department and FHWA. Approval is typically requested during the preliminary review process. More information is provided in the Department's [Urban Boundary and Functional Classification](#) Handbook. This handbook can be found at the FDOT Transportation Data and Analytics website:

<https://www.fdot.gov/statistics/tsopubs.shtm>.

A proposed change in functional classification of a roadway on the National Highway System (NHS) requires coordination between the Department, local officials, and FHWA.

126.3 Application Process

The application process consists of three main steps: coordination between Applicant and the District, a preliminary review and approval by District, and the final review and approval by Central Office (CO). **FDM 103** includes the **Forms 126-A, B, and C** that are utilized during this process. **Form 126-A** is used as guidance for project meetings, reports and methodology, **Form 126-B** establishes the initial notification to CO Systems Implementation Office (SIO) and **Form 126-C** confirms the final review and approval from CO.

126.3.1 Project Initiation

- (1) The applicant submits the lane repurposing request to the District Lane Repurposing Coordinator.
- (2) The applicant submits required information in the Initial Meeting and Methodology Checklist (**Form 126-A**) to the district prior to the initial meeting.
- (3) The District Lane Repurposing Coordinator schedules the initial meeting to discuss the proposed lane repurposing project with the District Review Team, which includes the following district offices:
 - (a) Planning
 - (b) Environmental Management

- (c) Modal Development
 - (d) Design
 - (e) Safety
 - (f) Traffic Operations
- (4) The applicant attends this initial meeting to discuss the process and requirements of the lane repurposing request.
- (5) The District Lane Repurposing Coordinator submits the initial notification to Central Office Systems Implementation Office. This will include:
- (a) Initial Meeting and Methodology Checklist (**Form 126-A**)
 - (b) Meeting Minutes
 - (c) Initial Notice to Central Office (**Form 126-B**), with concurrence from the District Planning and Environmental Administrator, District Design Engineer and District Traffic Operations Engineer.

126.3.2 District Preliminary Review

The District Preliminary Review is as follows:

- (1) The applicant will submit a draft concept report containing a proposed typical section to the District Lane Repurposing Coordinator for review.
- (2) The District Lane Repurposing Coordinator will coordinate the review of the project and concept report with the District Review Team.

After District reviewer's acceptance, a Final Concept Report must be submitted along with **Form 126-C** and signed at the District level to Central Office for review. The District Lane Repurposing Coordinator will work closely with Central Office staff during this review phase.

126.3.3 Final Review and Approval

The Final Review and Approval process is as follows:

- (1) The District Lane Repurposing Coordinator submits the Final Review and Approval Notice to Central Office Systems Implementation Office (**Form 126-C**), signed by the District Planning and Environmental Administrator, the District Design Engineer, and the District Traffic Operations Engineer, along with the Final Concept Report.

- (2) The Systems Implementation Office coordinates the review of the lane repurposing request with the different offices in Central Office (e.g., Design, Traffic Engineering and Operations) and obtains concurrence from the Chief Planner.
- (3) The Systems Implementation Office submits the lane repurposing request for obtaining the final approval or denial to the Chief Engineer. The Chief Engineer has the final authority to approve, deny or object (with comments) to the lane repurposing request.
- (4) The Systems Implementation Office submits notification to the District Lane Repurposing Coordinator of the Chief Engineer's decision.
 - (a) Approved: application process is complete.
 - (b) Denied: includes an explanation for the denial.
 - (c) Objection with comments: the applicant may resubmit the lane repurposing proposal to the District once the comments have been addressed. The resubmittal must include an updated and signed **Form 126-C** (included in **FDM 103**).