126 Lane Repurposing Projects

Modification for Non-Conventional Projects:
Delete ***FDM 126***.

126.1 General

Lane repurposing projects (a.k.a., “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 travelled way can be used to accommodate other uses such as separated bicycle lanes, buffered bicycle lanes, improving existing sidewalks, adding sidewalks, landscaping, on-street parking, bulb-outs, traffic calming, transit, and pedestrian refuge islands marked with crosswalks. Guidance on the development and review processes for repurposing lanes on the State Highway System (SHS) is provided in the Department’s ***FDOT Lane Repurposing Guidebook*****.** Lane repurposing projects will not be considered on the Strategic Intermodal System (SIS).

A local government entity (e.g., municipality, county) or the Department can submit a request for the repurposing of travel lanes on the 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 and analysis, lane repurposing projects are often delivered in conjunction with Resurfacing, Restoration and Rehabilitation (RRR) projects. Identify and analyze lane repurposing projects in advance of RRR projects through a planning exercise such as a district area wide multimodal mobility plan, community vision plan, or downtown redevelopment plan. Obtain approval for the lane repurposing project from the Chief Engineer prior to incorporating into a RRR project.

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,
- Include a safety analysis,
- Include network-wide traffic analysis with diversion (see ***FDOT Traffic Analysis Handbook***),
- Be consistent with ***Section 334.61, Florida Statute (F.S.)*** for Traffic Lane Repurposing (a "traffic lane" as described in this ***F.S.*** is the same as "travel lane" as defined in FDM 102.2).

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 in the vicinity of interchanges require additional analysis and coordination with FHWA, per the ***FDOT Interchange Access Request User's Guide.***

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

The analysis of a lane repurposing project must also consider 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)
- Impacts due to traffic diversion to parallel routes

Four-lane undivided roadways with AADT ≤ 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 the Office of Modal Development/Public Transit and the local transit agency.

In addition to public involvement requirements in ***Section 334.61 Florida Statute (F.S.)***, 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 Area Boundary and Functional Classification Handbook***.

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

Follow the lane repurposing process as given in the ***Lane Repurposing Guidebook***. This process allows the applicant, the district, and Central Office to agree on the purpose, need and methodology of the project.

The application process consists of three main steps: coordination between the applicant and the district, a preliminary review and approval by the district, and the final review and

approval by Central Office (CO). The ***Lane Repurposing Guidebook*** includes the instructions and the forms that are utilized during this process:

- Lane Repurposing Initial Meeting Checklist
- Lane Repurposing Initial Notice to Central Office
- Type 1 Traffic Analysis Methodology
- Type 2 or 3 Traffic Analysis Methodology
- Lane Repurposing Final Approval
- Lane Repurposing Withdrawal Notice.

Temporary, demonstration, or pilot lane repurposing projects must follow the same process as permanent projects.

126.3.1 Project Initiation

(1) The applicant submits the lane repurposing request to the District Lane Repurposing Coordinator.

(2) The applicant submits the required information in the Lane Repurposing Initial Meeting Checklist form 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 and Central Office Systems Implementation Office (SIO) Review Team, which includes the following offices and positions:

   (a) Planning

   (b) Environmental Management

   (c) Modal Development

   (d) Design

   (e) Safety

   (f) Traffic Operations

   (g) Central Office Lane Repurposing Coordinator and Systems Management Administrator

(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 the Central Office Systems Implementation Office (SIO). This will include:

(a) Lane Repurposing Initial Meeting Checklist form

(b) Meeting Minutes

(c) Lane Repurposing Initial Notice to Central Office form, with concurrence from the District Planning and Environmental Administrator, District Design Engineer and District Traffic Operations Engineer.

(6) The Central Office Systems Management Administrator will review and approve or deny the proposed traffic analysis methodology.

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 the district reviewer's acceptance, a Final Concept Report must be signed at the district level and submitted along with the Lane Repurposing Final Approval form to CO for review. The District Lane Repurposing Coordinator will work closely with CO staff during this review phase.

126.3.3 Central Office Final Review and Approval

The Final Review and Approval process is to obtain the Chief Engineer's final approval or disapproval. Follow the process found in the Lane Repurposing Guidebook.

The Final Review and Approval process is as follows:

(1) The District Lane Repurposing Coordinator submits the Lane Repurposing Final Approval form to the Central Office Systems Implementation Office, 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 concept report and the signed Lane Repurposing Final Review and Approval form.

(5) Use the Lane Repurposing Withdrawal Notice form to withdraw projects that have been previously approved.