



Lane Repurposing Update

Lane repurposing is a technique of reassigning roadway space by reducing travel lanes and allocating the space for other uses such as transit, bicycles, and pedestrian facilities. In order to meet the current and future needs of the State Highway System (SHS) and mitigate any adverse operational and safety impacts, the Florida Department of Transportation (FDOT) has developed a process that allows counties and local municipalities to apply to repurpose parts of the roadways, which are owned by FDOT, for other multimodal transportation purposes.

Legislation

Florida Statutes 334.61 includes new language which requires all projects which remove an existing lane of travel to perform a traffic study to evaluate the potential adverse congestion and safety impacts of the project. FDOT already had requirements for conducting a traffic study, but this new legislation strengthens the need to fully evaluate the potential impacts of these projects.

Florida Statutes 341.051 added new requirements on the government entity requesting the lane repurposing project that they provide notice to all affected property owners, municipalities, and counties at least 180 days before the design phase is completed. There is also a new requirement that the government entity requesting the project hold at least one public meeting and review and consider all comments received during the public meeting in the final design of the project. Projects with a transit component are now required to be approved by a two-thirds vote of the transit authority board in a public meeting.

FDOT Corridor Capacity Policy

The Department's Corridor Capacity Policy, Topic No. 000-525-075 requires that any proposed improvements must meet the current and future needs of the SHS and mitigate any adverse operational and safety impacts. Lane repurposing projects must be requested by counties or local municipalities with a commitment to conduct the required analysis. The required analysis must consider both congestion and safety impacts of the proposed improvements on the subject facility and the surrounding transportation network. Lane repurposing proposals involving public transit projects shall provide a transit ridership analysis demonstrating congestion relief. The Department may implement lane repurposing projects that demonstrate significant safety benefits or are of compelling State interest on the SHS. Lane repurposing on the Strategic Intermodal System will not be considered.

FDOT Guidance Update

Updates were made to the FDOT Lane Repurposing Guidance to reflect the statutory changes and the new policy. In order to provide a comprehensive analysis of potential impacts of lane repurposing projects, counties and local municipalities are required to conduct the following types of traffic analyses depending on the nature of the project and congestion level along the corridor:

- Type 1 analysis – a corridor level analysis which examine the benefits and impacts of a proposal.
 - Applicable in roadway corridors with excess capacity such that the reduction of the number of lanes would not cause any adverse operational or safety impacts.
 - Traffic analysis should be performed using travel demand model and Highway Capacity Manual (HCM) analytical tools such as HCS, Synchro and SimTraffic.



- Future year project traffic projections must be developed based on FDOT Project Traffic Forecasting Handbook guidelines.
- Corridor level traffic analysis should be focused on meeting vehicular Level of Service (LOS) targets for the project roadway segments and intersections, without any substantial traffic diversion in the existing and future years.
- MOEs to be reported include LOS, V/C ratio, delay, travel time, queue length, etc.
- Type 2 analysis – a network level analysis which examine potential impacts of a proposal on the surrounding roadways and intersections.
 - When impacts are anticipated in the surrounding transportation corridors, a network analysis will be conducted.
 - Network analysis is required when traffic diversion is more than 10% for four-lane roadways or 5% for six-lane roadways or three-lane one-way pairs.
 - Microscopic simulation is required for the area of influence (AOI). Mesoscopic analysis may be used when it is not feasible or cost effective to micro-simulate the entire analysis AOI.
 - MOEs to be reported include LOS, delay, queue, speed, travel time, unmet demand at the intersection, corridor, and network levels, as applicable.
- Type 3 analysis – transit analysis focusing on understanding ridership and potential network impacts of a proposal.
 - Lane repurposing projects involving transit must meet a minimum ridership threshold of 3,000 existing passengers per day and 6,000 opening year passengers per day.
 - The transit analysis should provide an understanding of where riders come from and the number of riders that will convert from driving.
 - Transit projects are required to conduct a network-level microsimulation or mesoscopic simulation analysis accounting for transit signal priority, queue jumpers, and other transit operating features.
 - In addition to the MOEs reported in type 2 analysis, type 3 analysis will report transit ridership, mode split and person throughput at a route level.

If a lane repurposing proposal has the potential to impact interchange ramp terminal intersection, an interchange access request (IAR) must be performed according to the FDOT Interchange Access Request User's Guide.

- **Safety Analysis**
 - Involves both historical crash analysis and predictive safety analysis using HSM.
- **Mitigation**
 - Congestion and safety impacts to the corridor and surrounding roadway network must be mitigated prior to the project receiving approval.
 - Mitigation measures may include, but not limited to, improvements such as, signal timing changes, addition of turn lanes, implementing turn prohibition, geometric improvements, and Implementing other TSM&O strategies.
- **Community Engagement**
 - The new requirements of F.S. 341.051 are discussed in the legislation section on page 1.

The final draft [Lane Repurposing Guidance](#) is posted on the FDOT website.