



JULY 2025

District 4 Lane Repurposing **SUMMARY GUIDE**

FOR PROJECTS IN BROWARD, PALM BEACH, MARTIN,
ST. LUCIE, AND INDIAN RIVER COUNTIES



FLORIDA DEPARTMENT OF TRANSPORTATION
SYSTEMS IMPLEMENTATION OFFICE

DISTRICT 4 LANE REPURPOSING REVIEW AND APPROVAL

Lane repurposing (LR) is the technique of reassigning roadway space by reducing the number of through movement traffic lanes and allocating the space for other uses such as bicycles, pedestrian facilities, or transit. FDOT Central Office has developed an application process* for counties and local municipalities to propose lane repurposing projects on the SHS**.

This summary was prepared by District 4 to provide prospective Applicants an overview of the lane repurposing application review and approval process, including the District’s role and areas of emphasis.

*See FDOT [Lane Repurposing Guidebook](#), dated February 2025, for reference and additional information.

**Lane repurposing on Strategic Intermodal System (SIS) roadways is not allowed.

FDOT CORRIDOR CAPACITY POLICY

It is the policy of the Department that any proposed improvements must meet the current and future needs of the State Highway System and any adverse operational and safety impacts mitigated. For more information, refer to FDOT Corridor Capacity [Policy](#) (Topic No.: 000-525-075).

LEGISLATION

- Florida Statutes (F. S.) Section 334.61 *Traffic Lane Repurposing*, enacted in 2024, requires government entities to perform a traffic study and address any potential adverse impacts of the LR project
- The legislation also added new community engagement requirements
- F. S. Section 341.051(2)(c) requires LR projects relating to public transits must be approved by a two-thirds vote of the transit authority board in a public meeting

TYPES OF TRAFFIC ANALYSIS

The following types of traffic analyses are required depending on the project scope and congestion level along the corridor:

TYPE 1

Corridor Level Traffic Analysis

examines the benefits and impacts of a lane repurposing proposal on the corridor; required for all projects.

TYPE 2

Network Level Traffic Analysis

examines potential impacts of a lane repurposing proposal on the surrounding roadways and intersections, when traffic diversion is expected.

TYPE 3

Transit Analysis

focuses on understanding transit ridership, mode shift, and potential network impacts of a lane repurposing for transit proposal.

If a lane repurposing proposal has the potential to impact interchange ramp terminal intersection, an [interchange access request](#) (IAR) must be performed.

TYPE 1 Corridor Level Traffic Analysis

- Required for all lane repurposing projects
- Traffic analysis should be performed for existing and future year
- Analysis should be focused on meeting vehicular Level of Service (LOS) targets for the project roadway segments and intersections

When Type 1 results show roadway performing below the LOS targets or more than 10% traffic diverted to other roadways, Type 2 network level traffic analysis is required.

TYPE 3 Transit Analysis

- Required for projects involving removal of a travel lane for transit infrastructure
- Must meet a minimum ridership threshold of 3,000 existing passengers/day and 6,000 opening year passengers/day
- Transit forecast should be performed using approved models, including an assessment of mode shifts
- Required to conduct a network-level microsimulation or mesoscopic simulation analysis

TYPE 2 Network Level Traffic Analysis

- Required when lane repurposing projects show degradation to a corridor or diversion greater than 10% of daily traffic
- Travel demand model maybe used to establish area of influence (AOI)
- Dynamic Traffic Assignment (DTA) tools maybe used for complex networks
- Microsimulation results are reported as a part of the traffic study

When Type 2 analysis results show that the lane repurposing project may cause unacceptable operating conditions within the AOI, mitigation measures shall be identified.

Safety Analysis

- Required for all lane repurposing projects, including historical crash analysis and predictive safety analysis
- Historical crash analysis should be completed for latest available five-year crash history
- Corridor and network predictive safety analysis should be based on Highway Safety Manual (HSM) methods, utilizing either Safety Performance Functions (SPF) or Crash Modification Factors (CMF)

LANE REPURPOSING APPLICATION PROCESS

The Applicant must be a local government entity (i.e., municipality or county).

Metropolitan Planning Organizations (MPO) or Transportation Planning Organizations (TPO) should not be the Applicant but can serve as supporters to the Applicant.

The Applicant should ensure that all affected stakeholders are notified.

Application Process

1 Project Initiation, Analysis, and Documentation

2 District Review

3 Final Review and Decision

4 Reevaluation (if needed)



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STEP ONE: Project Initiation, Analysis, and Documentation

1.A. Project Initiation

- Applicant will prepare *Traffic Analysis Methodology* and submit it to District Lane Repurposing Coordinator (DLRC) who will transmit it to Central Office prior to a Project Initiation Meeting.
- For cases when microsimulation is required, the Applicant will coordinate with the FDOT Systems Implementation Office to determine the AOI and other analysis requirements.
- The Project Initiation Meeting will be held with the District Review staff and Central Office staff.
- Applicant may proceed with data collection and analysis as agreed upon in the methodology.

1.B. Traffic Analysis

- Applicant will prepare a Traffic Analysis Technical Memorandum and submit it to District and Central Office prior to the Traffic Analysis Review Meeting.
 - » If traffic analysis shows that the project will operate at an acceptable level of service, Applicant may proceed with development of the Concept Report as Type 1 Analysis.
 - » If the project is shown to degrade the operating conditions or has more than 10% traffic diversion to other roadways, Type 2 Analysis methodology will be discussed and agreed upon.
 - » If the application includes transit accommodation and meets the minimum ridership thresholds, Type 3 Analysis methodology will be discussed and agreed upon.
- After the meeting, the Applicant will proceed with traffic analysis accordingly.

1.C. Project Documentation

The Applicant will draft the Concept Report. A Professional Engineer (PE) registered to practice in the State of Florida must sign and seal the Concept Report in accordance with F. S. Chapter 471.



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STEP TWO: District Review

- The DLRC and District staff will review the draft Concept Report and all relevant documents*.
- If accepted at the District level, the DLRC will send the draft Concept Report, other relevant documents, a signed *Lane Repurposing Final Notice and Recommendation* form to the Central Office Statewide Lane Repurposing Coordinator (SLRC) for distribution to Central Office reviewing staff.
- If rejected at the District level, DLRC will work with the Applicant to identify other steps (e.g. application withdrawal or denial letter).

**The District recommends a resolution of support from the local municipality along with the lane repurposing application.*

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STEP THREE: Final Review and Decision

- The SLRC will coordinate the review of the lane repurposing application with other Central Office staff.
- The FDOT Chief Planner and FDOT Chief Engineer have the final authority for approval or denial of an LR application.
- If approved, *Lane Repurposing Final Notice and Recommendation* form signed by both the Chief Planner and Chief Engineer will be provided.

Approval of the lane repurposing does not constitute design approval; it simply means acceptance of the concept, allowing it to proceed through the project development process. The Applicant is strongly recommended to work closely with the District Design Office staff to finalize the design elements to their satisfaction.



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STEP FOUR: Reevaluation (if needed)

- The Applicant is responsible for ensuring that the project is advancing towards construction.
- If the project has not begun construction within five (5) years of the Lane Repurposing application approval, FDOT reserves the right to request a reevaluation.
- Some reasons that trigger a reevaluation include, but not limited to, significant changes in traffic patterns, substantial changes in approved concept, and/or an updated adopted travel demand model.
- If a project is required to complete a reevaluation, the Applicant must return to Step One of the process.

Community Engagement

- Resolution of support from the local municipality is recommended for all Lane Repurposing applications.
- Additionally, F. S. Sections 334.61, and 341.051(2)(c) specify the minimum requirements of community engagement, as follows:
 - » Notify all affected property owners, impacted municipalities, and the counties at least 180 days before the design phase is completed.
 - » Hold at least one public meeting specifically for the project, with at least 30 days prior notice, before completing the design phase.
 - » Review and consider all comments from the public meeting in the final design.
 - » For Type 3 Transit Analysis, the proposal must be approved by a two-thirds vote of the transit authority board in a public meeting.

Community engagement associated with the design/construction may be separated from the LR community engagement.



Pilot or Temporary Projects

These projects must follow the review and approval process, including all analyses. Duration of implementation, plans for monitoring and evaluation, and plans for permanent installation or removal should be provided.

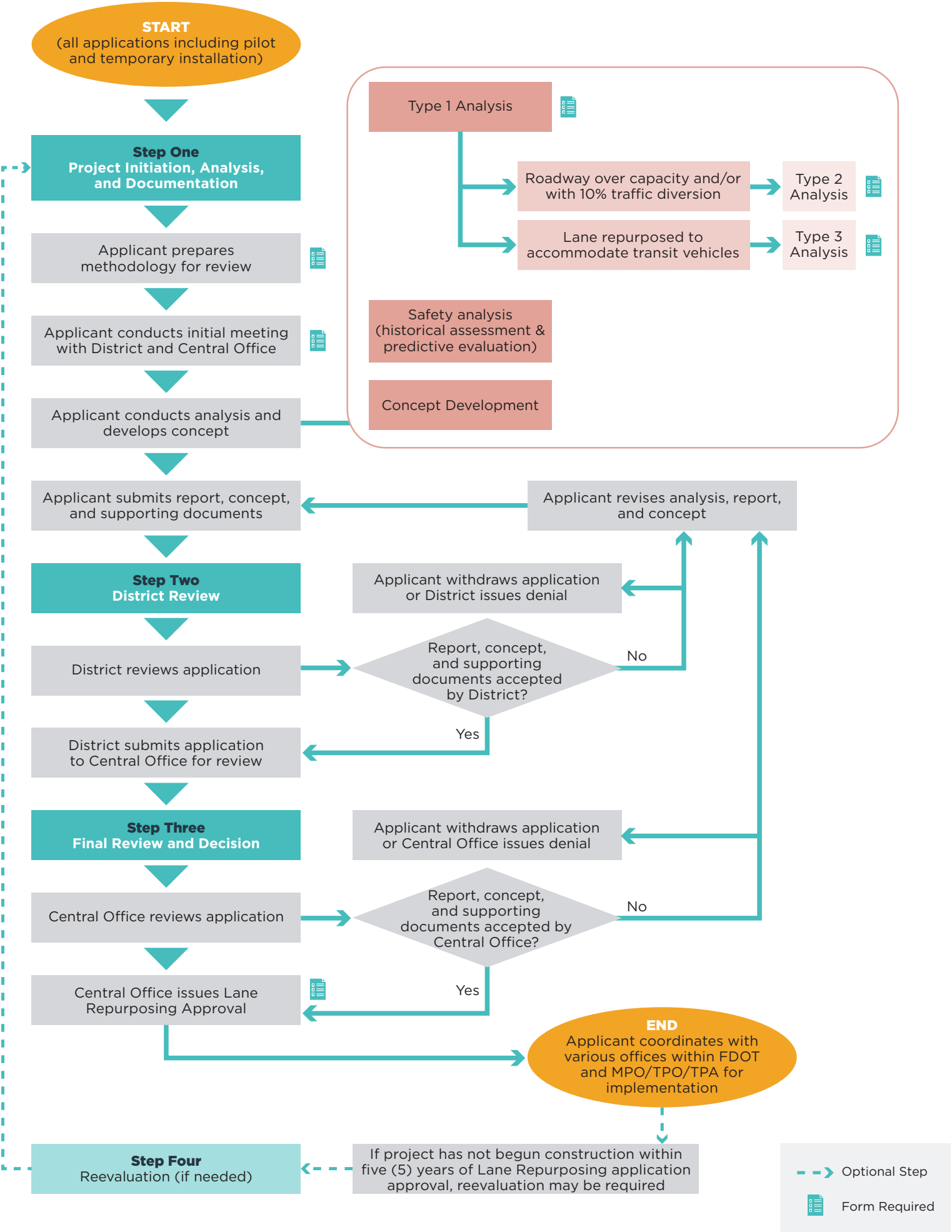
Reversal of Support

In the event that the local Applicant withdraws support for the lane repurposing project within five (5) years of construction, state funds must be restored, consistent with FDOT Corridor Capacity Policy.

Forms

The following forms may be required for a lane repurposing project application depending on the scope of the project.

- 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



**For additional information,
contact the FDOT D4 Lane
Repurposing Coordinator**

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