



Lane Repurposing Workshop

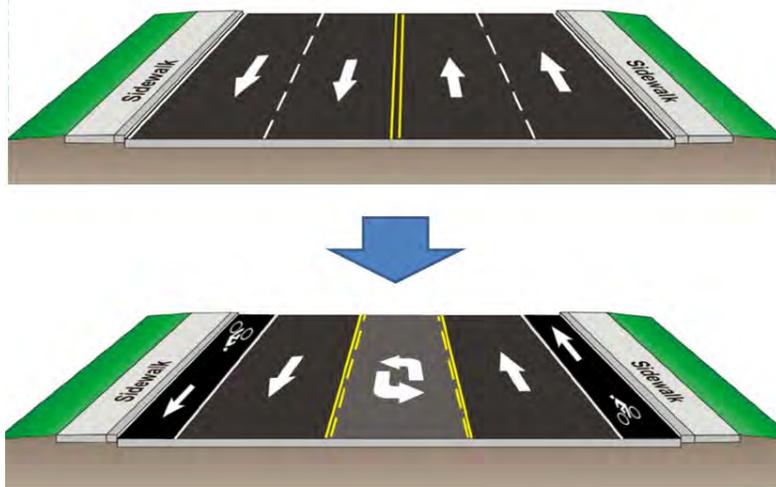
The Palm Beach Transportation Planning Agency (TPA) is hosting a Federal Highway Administration (FHWA) Lane Repurposing Training Workshop for its local agency partners to learn about the latest successful practices for implementing lane repurposing projects. The workshop will cover the benefits of lane repurposing projects, when they are appropriate, and how to overcome common concerns and challenges.

Target Audience

City and County planners, engineers and elected officials. Seating is limited, so please register at your earliest convenience to reserve your spot.

Register

https://tpa_fhwa_workshop.eventbrite.com



Event Details

WHEN

Friday, November 6, 2020

Why? What? & Where?

10:00am - 11:30am

When? & How?

1:30pm - 3:00pm

WHERE

This live web based workshop has two segments (am & pm).

Participants may choose to attend both, or just one, depending upon interest and current knowledge level.

Contact

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Lane Repurposing Workshop

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A roadway lane repurposing (also referred to as lane reconfigurations, eliminations and “Road Diets”) is a proven and low-cost strategy to reduce crashes and improve multi-modal mobility within the existing footprint of a street. Reconfigurations utilize the existing physical width of the roadway footprint in new ways to better serve community needs. There are many options for reconfiguring a roadway to better serve the various goals and objectives that a community may have for improving the safety, function, or purpose of a street. Examples include providing turn lanes, bicycle lanes, on-street parking, or transit priority lanes and pull-outs. Lane reconfigurations are a proven safety measure and can be very effective in corridors with frequent crashes, high incidents of speeding, or for streets that pass through sensitive areas like school zones or recreation areas.

This web-based workshop will introduce participants to the important considerations for assessing reconfigurations to make better use of the existing roadway cross sectional area by implementing features that improve safety, create “complete streets” to benefit all users, and contribute to community development goals.

This workshop is presented in two segments and participants may choose to attend both, or just one, depending upon interest and current knowledge level.

The **first segment** (10:00am - 11:30am) covers introductory topics addressing the common “*Why? What? & Where?*” questions about road reconfigurations. These topics are of broad interest and this segment may be of interest to:

- Transportation engineers and planners
- Pedestrian & bicycle and Safe Routes to School program coordinators
- Local police, fire, EMS and transit personnel
- Community policy leaders
- Community advocates and stakeholders

Why consider a road reconfiguration?

- **Safety:** Reconfigurations can make the roadway safer for all users.
- **Multi-modal Mobility:** Reconfigurations can help communities advance “Complete Streets” efforts to make roads more usable for all users.
- **Community Development:** Reconfigurations can help transform streets to a more aesthetic, welcoming, and walkable community that supports community economic and livability goals.
- **Cost-efficiency:** Reconfigurations can be implemented within the existing roadway cross sectional area and when planned in conjunction with resurfacing projects can be achieved essentially for the cost of restriping the pavement.

What types of road reconfigurations are possible?

- Overview of potential reconfiguration options and opportunities

Where are communities successfully using road reconfigurations?

- The workshop will showcase some examples of where lane reconfiguration projects in high growth areas from around the country were successfully implemented to achieve community goals

The **second segment** (1:30pm - 3:00pm) addresses the “*When? & How?*” questions and provides technical information to professional staff of transportation agencies and consulting engineers that plan and design road improvements. These topics may also be of interest to others.

When should reconfigurations be considered?

Road reconfigurations are not appropriate or feasible in all locations. There are numerous feasibility factors that transportation agencies should consider when deciding whether a lane reconfiguration is an appropriate solution. This workshop offers key considerations and evaluative questions that transportation professions should assess when screening and evaluating candidate projects. The information presented is focused on reconfigurations of existing four-lane undivided roads but may also be useful for considering other types of reconfigurations.

- Stage 1 - Initial screening and systemically identifying candidate locations
- Stage 2 - Detailed feasibility assessment

How should reconfigurations be implemented?

- Public engagement and stakeholder outreach
- Design considerations

WORKSHOP FACILITATOR: Mark Doctor, P.E.

Mark is a Senior Safety & Design Engineer with the Federal Highway Administration’s Resource Center. He provides technical services and training on deploying innovative and flexible design and safety practices on a national level. Mark was part of the FHWA team advancing the implementation of Road Diets under the Every Day Counts initiative. Mark is a licensed professional engineer in Georgia and received his Bachelor’s degree in Civil Engineering from Clemson University and his Master’s degree in Transportation Engineering from the University of Florida.

REGISTRATION INFORMATION:

Register here: https://tpa_fhwa_workshop.eventbrite.com