

Lane Repurposing Corridor Study

SR A1A/S Roosevelt Boulevard

From Bertha Street to East End of Smathers Beach



February 7th, 2017

FDOT District 6

Complete Streets District Wide Contract



Evaluation Area



 - FDOT Project Limits

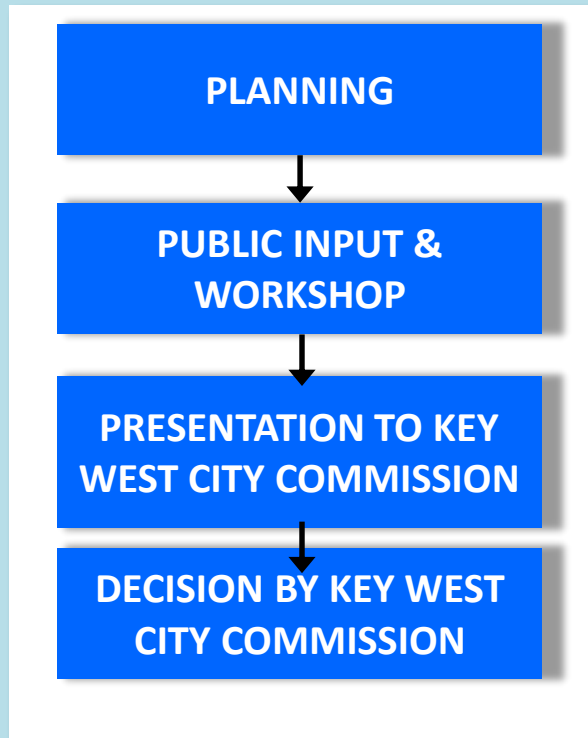


Project Considerations



- **Facilitate All Users**
 - Emergency Vehicles, Pedestrians, Cyclists, On-Street Parking, Taxis, Vendors, Tourists
- **Enhance the Scenic Boulevard**
- **Enhance the safety at Bertha Street**
- **Public Preference**
- **No Delay to Ongoing FDOT Project**
- **Fit within proposed Curb and Gutter Section**

PROCESS



← We are here









Current Design Project



- Roadway Reconstruction – 0.977 mile long
- Drainage improvements the entire length of the project
- Three crosswalks – one existing and two new at the request of the local community
- Rectangular Rapid Flashing Beacons (RRFB) at all three crosswalks to facilitate pedestrian crossings
- Four-Lane undivided roadway with bike-shared outside lanes (Sharrows)
- Improvements to Seawall Cap

Typical Section Preference



<p>Current Design:</p> <p>Undivided 4-Lane Roadway with Sharrows & Crosswalks</p>  <p>25 26</p>  <p>25 26</p>	<p>Option 1: Divided 3-Lane Roadway with Mountable Median & Bike Lanes in Both Directions</p>  <p>24 9</p>  <p>24 9</p>
<p>Option 2: Undivided 3-Lane Roadway with Continuous Bike Lanes in Both Directions</p>  <p>27 10</p>  <p>27 10</p>	<p>Option 3: Undivided 2-Lane Roadway with Outer Bike/Emergency Vehicle Lanes</p>  <p>8 21</p>  <p>8 21</p>

Current Design



Four-Lane Roadway without Turn Lanes, Shared Bike Lanes (Sharrows), and maintain existing Parking & Sidewalk



11'



11'



11'



11'

7'

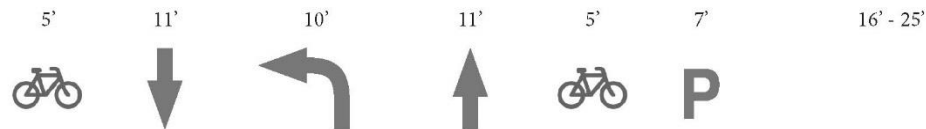
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16' - 25'

Possible Option



Two-Lane Roadway with Center Turn Lane, Intermittent Striped Medians, Continuous Bike Lanes, and Maintain Existing Parking & Sidewalk



Public Workshop Conclusions



- In General, the current design and two of the three options presented received *similar* favorable preference.
- The favorable Concepts were preferred in the following order:
 - Option 2 – Two Lanes with turn lanes, bike lanes, and intermittent striped median
 - Current Design – Four Lanes, without turn lanes, without bike lanes, and without median
 - Option 1 – Two Lanes with turn lanes, bike lanes, and with median

Questions/Comment



Thank you!

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