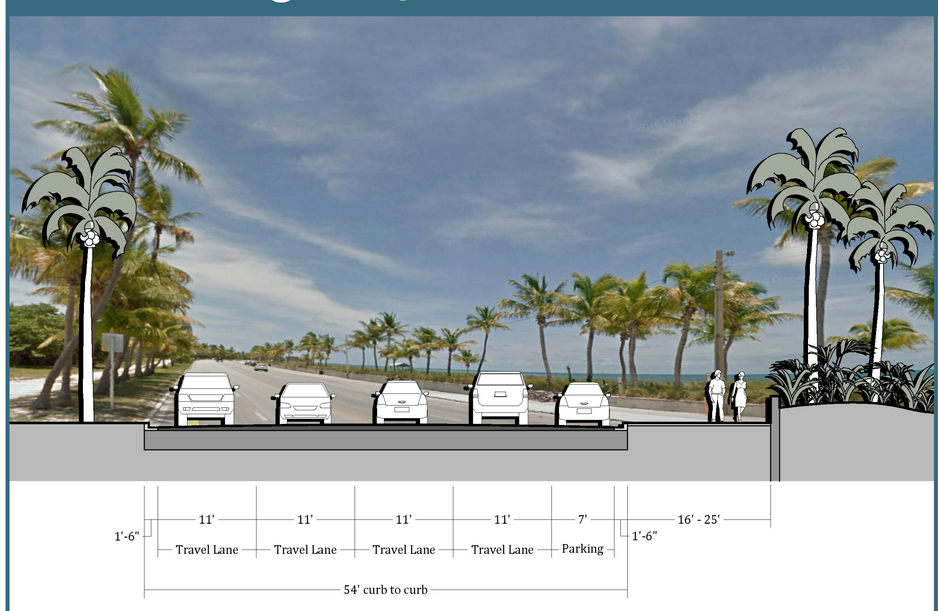
Lane Repurposing Corridor Study: Possible Options
(S. Roosevelt Boulevard / A1A from Bertha Street to US 1 / Overseas Highway)

Place a GREEN dot for images you prefer and a RED dot for the images you like least.

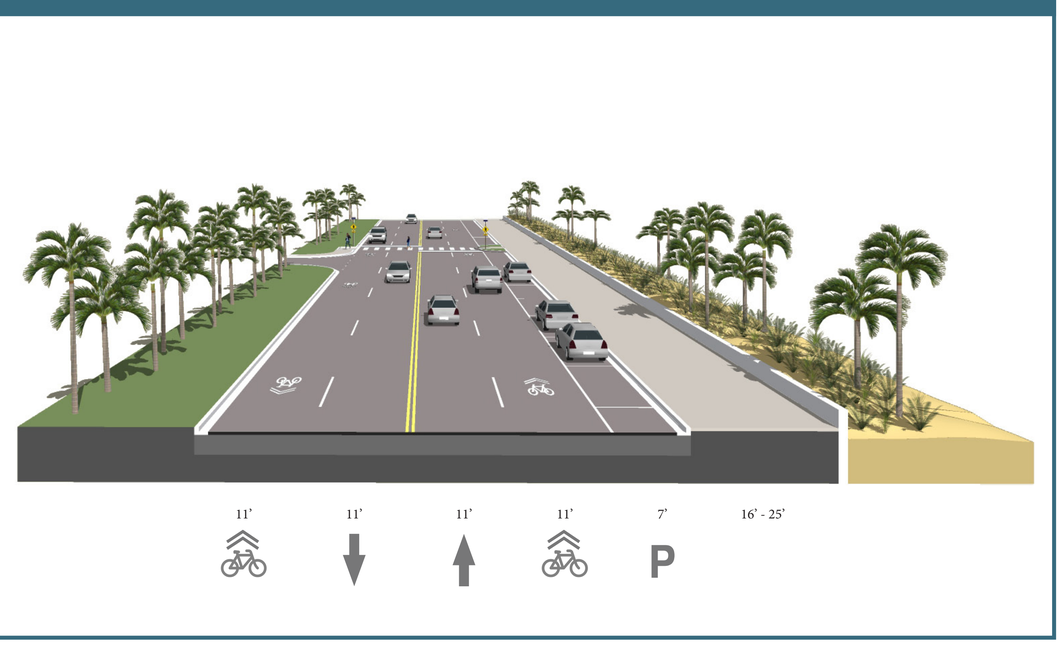
Good

Bad

No Change Option: Current Design - 4-Lane Roadway with On-Street Parking and Sharrows



Note: Estimated Dimensions



Advantages:

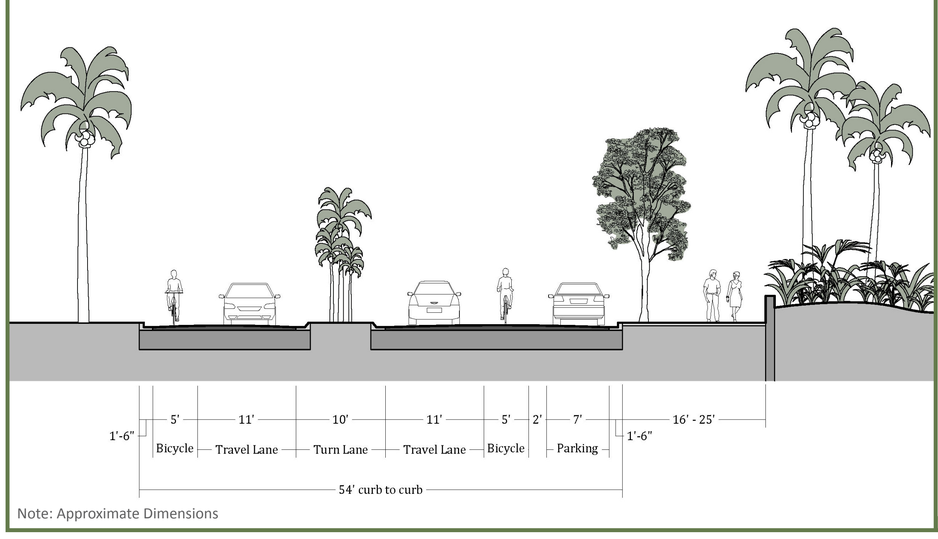
- Maintains status quo while still adding sharrows and pedestrian cross-walk

Disadvantages:

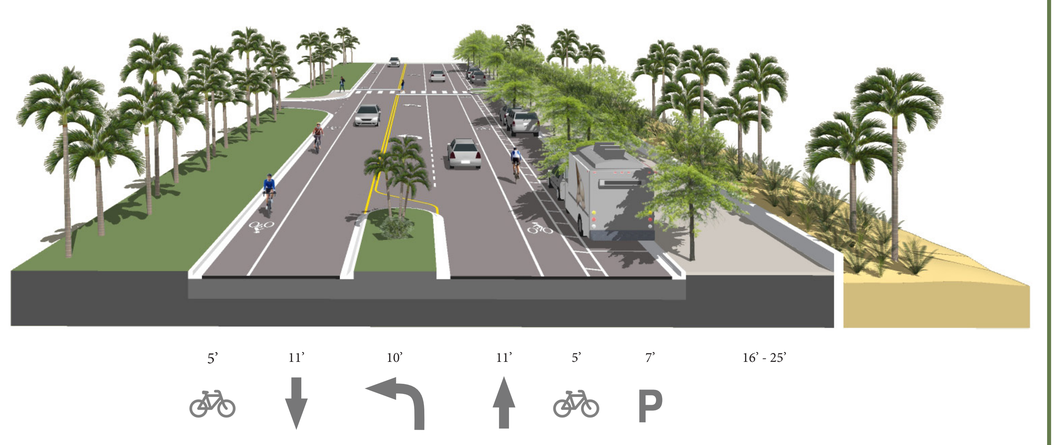
- Not ideal for pedestrians or bicycles
- More unshaded area of asphalt

What do you think? (Place Dots)

Option 1: Divided 3-Lane Roadway with Parking and Continuous Bike Lanes



Note: Approximate Dimensions



Advantages:

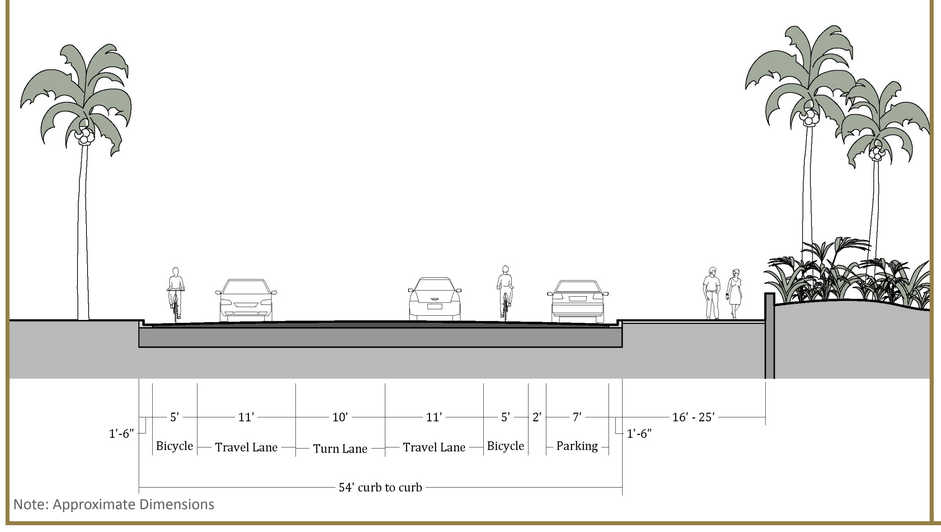
- Bicycle-friendly
- Added cross-walk for pedestrians
- Added shade for pedestrians
- Maintains on-street parking

Disadvantages:

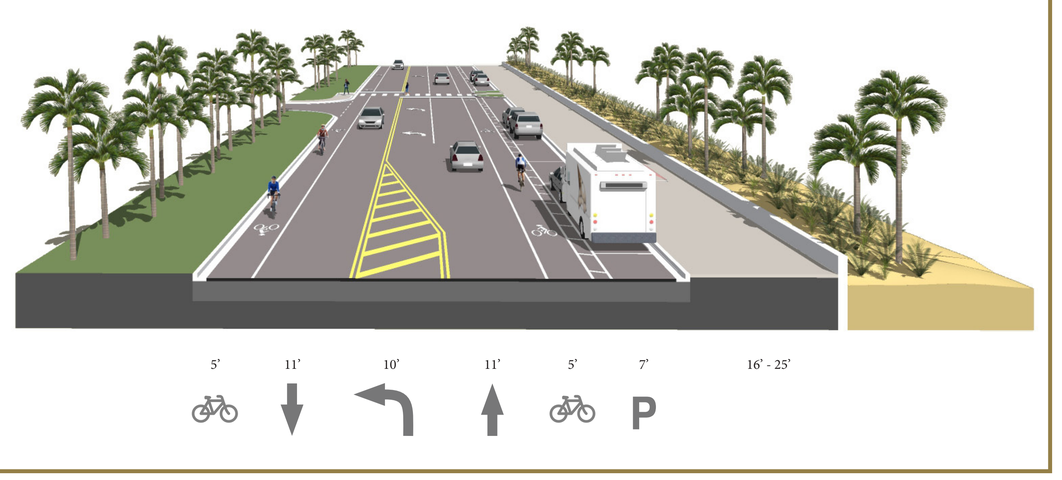
- Bike lanes are not fully protected
- Reduces vehicular capacity

What do you think? (Place Dots)

Option 2: Undivided 3-Lane Roadway with Parking and Continuous Bike Lanes



Note: Approximate Dimensions



Advantages:

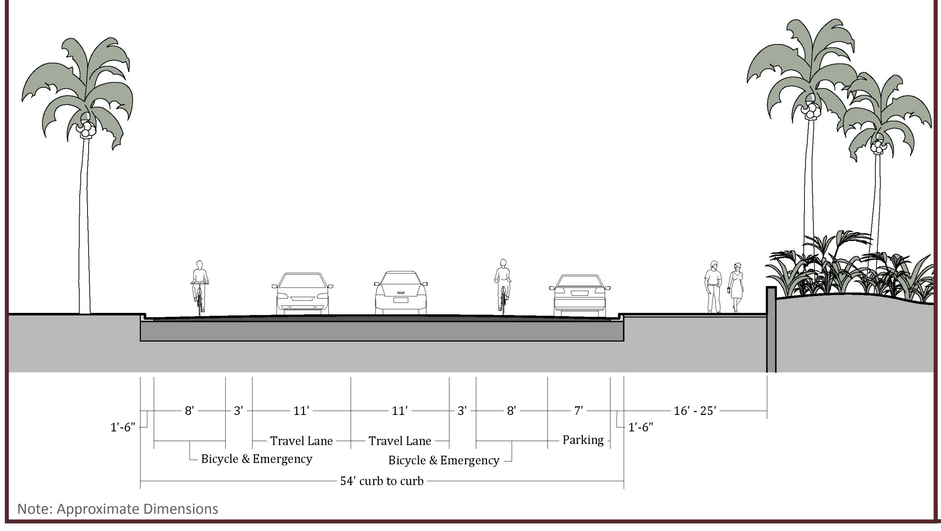
- More bicycle-friendly with added buffer between bikes and cars
- Added cross-walk for pedestrians
- Maintains on-street parking

Disadvantages:

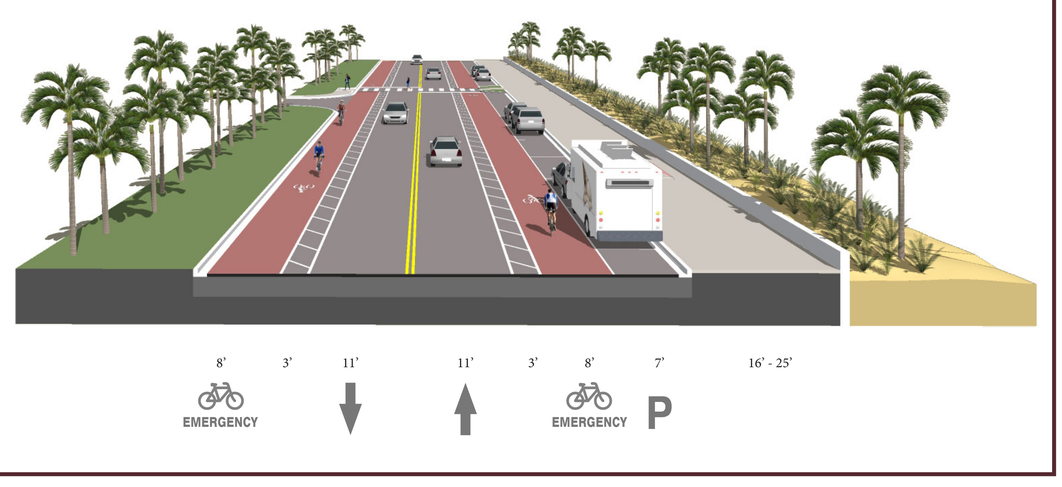
- Maintains a larger area of asphalt
- Reduces vehicular capacity

What do you think? (Place Dots)

Option 3: Undivided 2-Lane Roadway with Parking and Outer Bike/Emergency Vehicle Lanes



Note: Approximate Dimensions



Advantages:

- Bicycle-friendly
- Added cross-walk for pedestrians
- Maintains on-street parking

Disadvantages:

- Bike share lanes with emergency vehicles
- No dedicated space for left turns

What do you think? (Place Dots)