

**Project Clarification**  
**Lane Repurposing Corridor Study**  
**SR A1A/S Roosevelt Blvd From Bertha Street to SR 5/Overseas Highway**

- **Why do we need bike lanes when we already have the Promenade?**

The Promenade, especially along the beach, is crowded with pedestrians who are accessing their cars, the vendors and the amenities along the beach. It is safer to separate bicycle traffic from the pedestrians and cars.

- **Will this project exacerbate crashes at the Bertha Street curve?**

No, the project will include improved alignment geometry to promote a safe driving environment.

- **Will the Bridle Path be removed as part of this project?**

No. This project is intended to maintain the existing edges of pavement.

- **Will vendors be impacted?**

Opportunities for vendor activity will be maintained or improved by the parking delineation and the opportunity to create vendor stations.

- **Is the two-lane intended for the whole section of S Roosevelt Blvd.?**

No. Right now the study is only considering lane repurposing between Bertha Street and north of Smathers Beach, which is also the limits of the FDOT Design project.

- **Taxi cabs are concerned about the increase in travel time to the Airport?**

The operational analyses evaluated roadway operations during the peak hour. This analysis indicated that similar operating conditions/Levels of Service will be maintained. The project also will not reduce the speed limit of the S. Roosevelt Boulevard.

- **If FDOT has already designed this roadway, why are we doing it over?**

The FDOT has policies in place to evaluate and study State Roadway corridors and alignments prior to implementing roadway improvements as these are permanent and can be expensive. The portion of the roadway which has already been designed is from Bertha Street to the north of Smathers Beach. The flooding issues encountered here have already been addressed in this design. The corridor evaluation is looking at the use of the

(over)

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pavement within the deigned curb lines to provide improved multimodal operations for all users, not just vehicles.

- **Will a Fire Truck or Ambulance be able to pass during an Emergency?**

Yes. The project is proposing to provide a minimum of 20 feet of pavement (travel lane + bike lane) in both directions. This can accommodate 2 lanes of traffic in an emergency. Additionally, possible median islands would be located to minimize impact to accessibility and the curbs would be low profile to allow passage over if necessary (mountable curb).

- **Will Sharrows and Rectangular Rapid Flashing Beacons be provided as part of this project?**

Sharrows are required on State Roads if no dedicated bike lanes are provided. The alternatives being reviewed, which incorporate dedicated bike lanes, do not have Sharrows. The current design for the project segment 1, along Smathers Beach, incorporates on-demand Rectangular Rapid Flashing Beacon at crosswalks.

- **Will the access be affected due to the introduction of a median separator?**

No, this project intends to maintain the existing access as point as they currently exist, including turn lane stacking.

# Lane Repurposing Corridor Study

## S. Roosevelt / A1A from Bertha Street to US 1 / Overseas Highway

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1. How often do you travel the S. Roosevelt / A1A corridor between Bertha Street to US 1 / Overseas Highway?

2. How often do you go to Smathers Beach?

3. Are you in favor of a lane repurposing in the interest of providing safer bike facilities? yes / no

4. What else do we need to know to ensure that the lane repurposing project results in a corridor that residents want it to be?

5. Additional Comments & Suggestions (continue on back if necessary)

Thank you for your help and your ideas. Please leave this at the sign-in table or sent to:  
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