Lane Repurposing Corridor Study

SR A1A/S Roosevelt Boulevard

From Bertha Street to East End of Smathers Beach

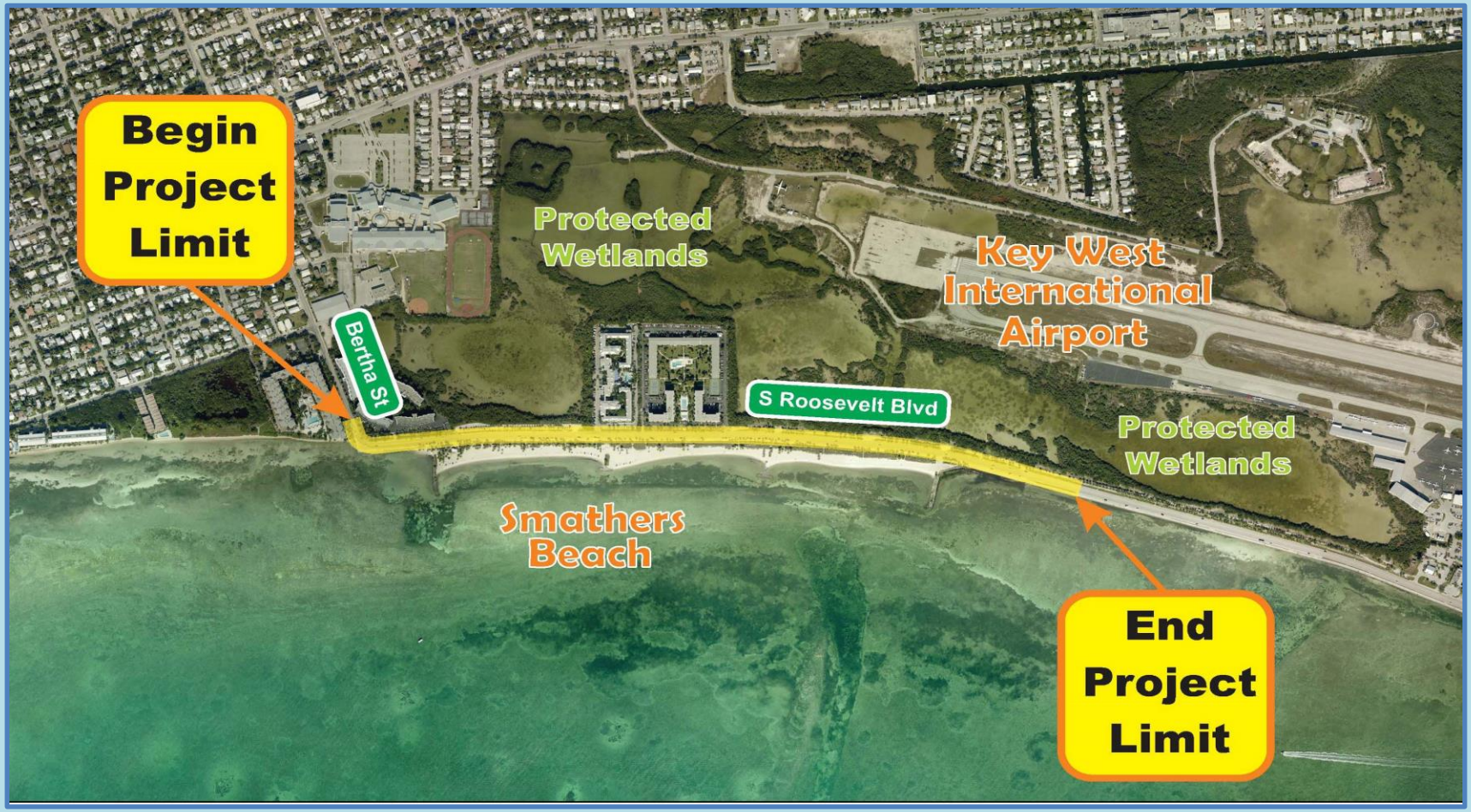
February 7th, 2017

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

PLANNING

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PUBLIC INPUT & WORKSHOP

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PRESENTATION TO KEY WEST CITY COMMISSION

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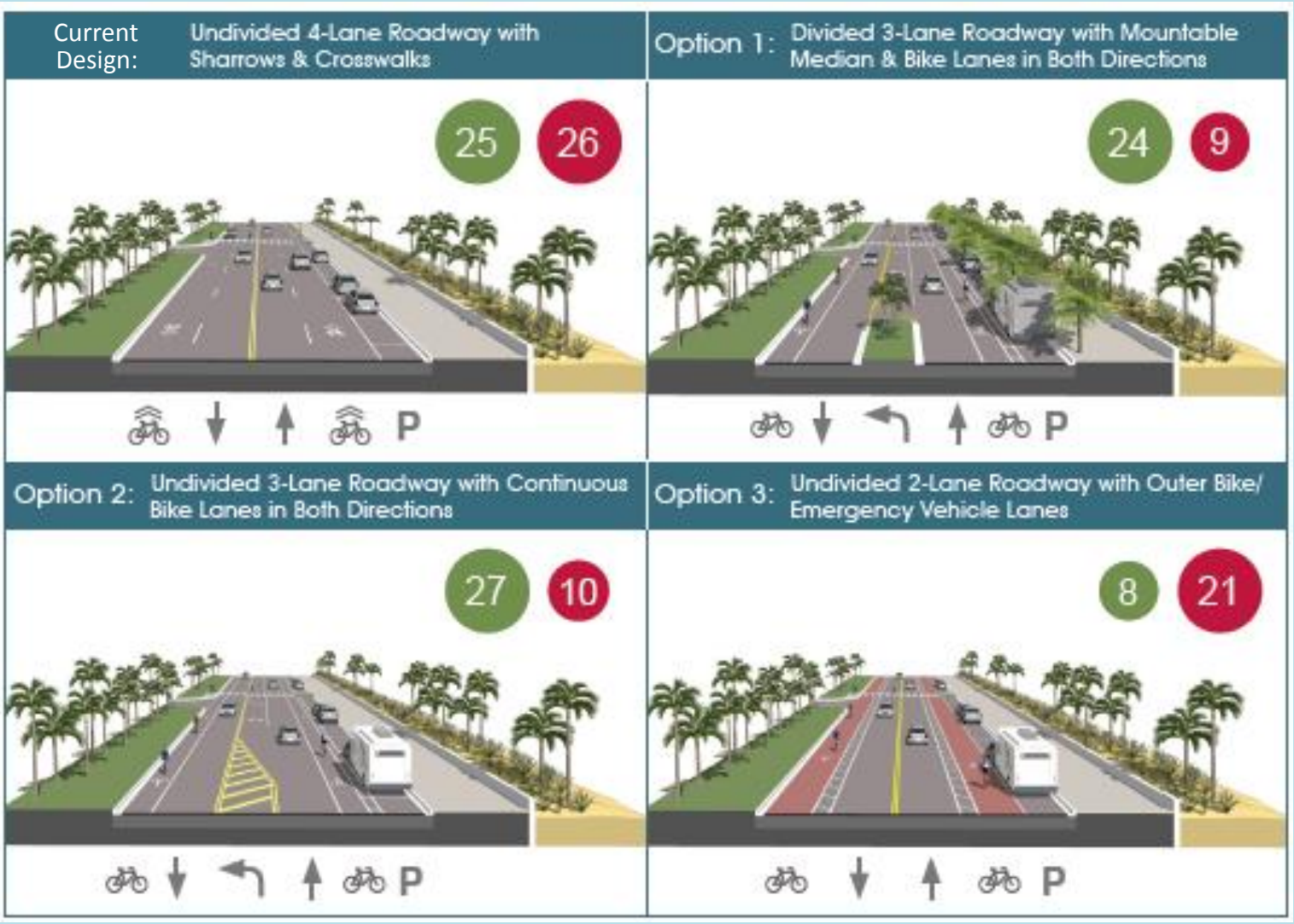
DECISION BY KEY WEST CITY COMMISSION

← We are here

Current Design Project

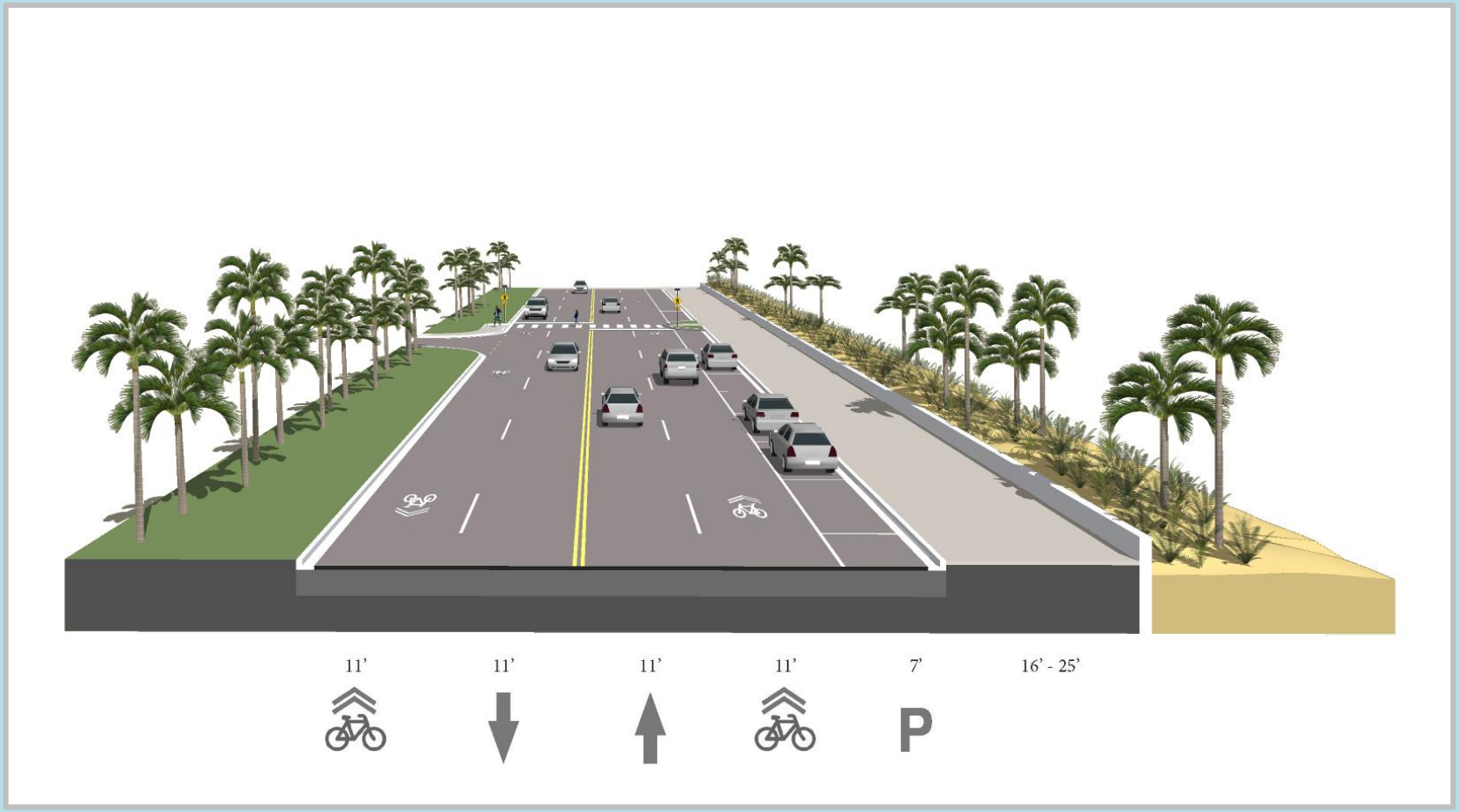
- Roadway Reconstruction – 0.977 mile long
- Drainage improvements the entire length of the project
- Three crosswalks – one existing and two new at the request of the local community
- Rectangular Rapid Flashing Beacons (RRFB) at all three crosswalks to facilitate pedestrian crossings
- Four-Lane undivided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

Typical Section Preference



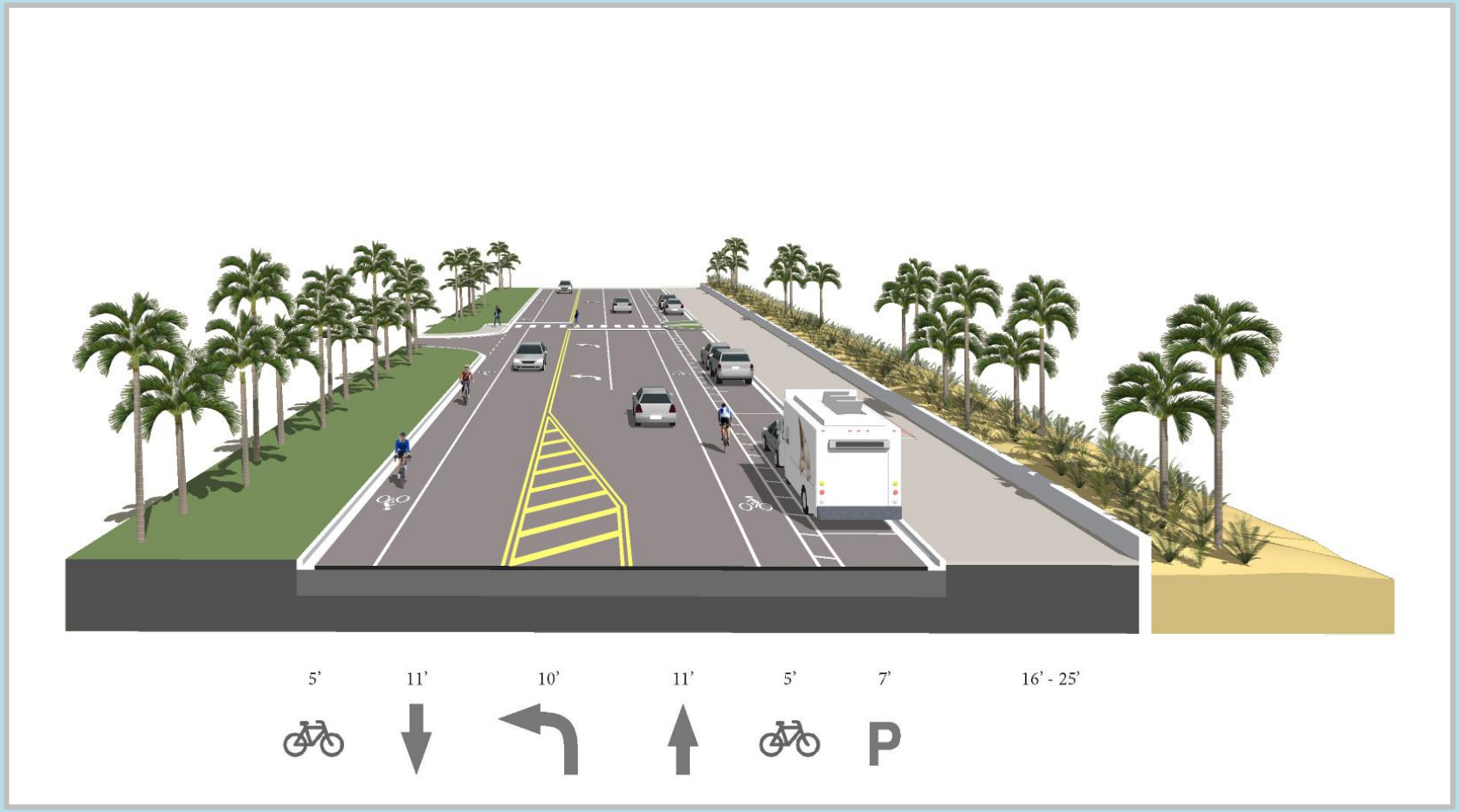
Current Design

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



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!

Kenneth Jeffries
Project Contact
FDOT District 6

Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111, Miami, FL 33172

(305) 470-5445
Ken.Jeffries@dot.state.fl.us