

SR-A1A Proposed Roadway Improvements

Florida Department of Transportation
Palm Beach Transportation Planning Agency

Discussion of Potential Impacts

December 2022



BACKGROUND

- In 2021, the Palm Beach Transportation Planning Authority (TPA) conducted a study of proposed FDOT improvements along SR-A1A
- TPA identified 14 projects between Boca Raton and Riviera Beach where pedestrian and bicycle improvements could be made.
- The FDOT resurfacing project FM #4476631 would allow for the utilization of State funding to improve the bicycle and pedestrian facilities between Lake Avenue and Ibis Way.



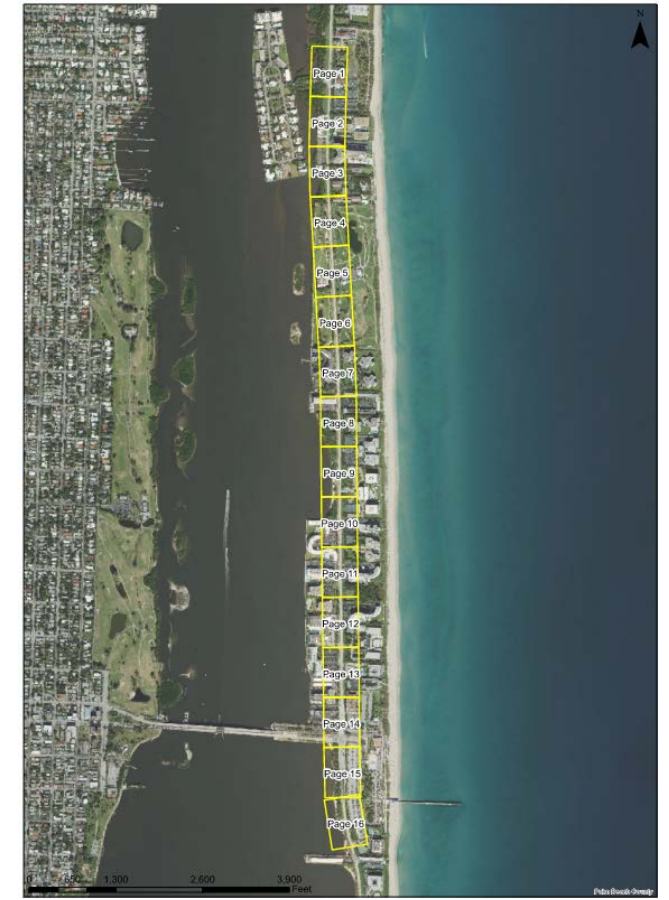
SR-A1A Proposed Bicycle / Pedestrian Improvements
March 2022

BACKGROUND

- Proposed limits are from Ibis Way to Lake Ave
- No current plans for extension to the north or south
- No land available to expand bike lane and walking path north to Sloan's Curve or farther north along the beach.



Potential Roadway Impacts
FM #: 447663-1
A1A from south of Lake Avenue to north of Ibis Way



SR-A1A Proposed Bicycle / Pedestrian Improvements
March 2022



BACKGROUND

- June 2022 – FDOT Public Meeting at Tideline Hotel
 - FDOT Presentation
 - Comments from Town Council Members, Town Staff, and Town Residents
 - All public comments expressed concern with any changes to the roadway width as it applied to bicycle lanes and safety.

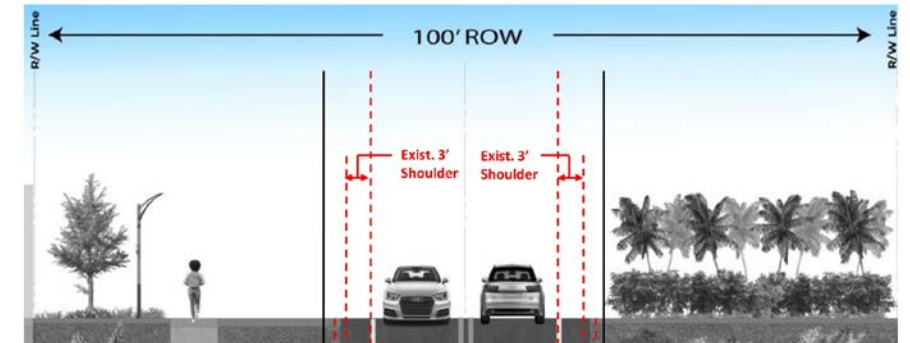


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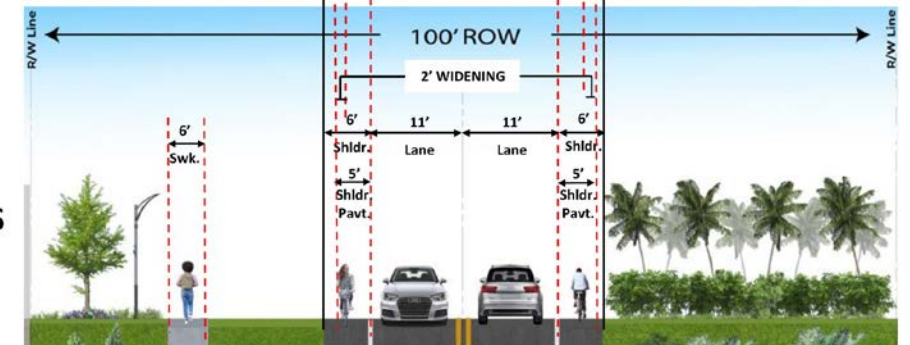
BACKGROUND

- October 2022 – FDOT Meeting with Public Works
 - Conceptual revision discussed
 - Roadway widening of 4-ft total instead of 6-ft
 - Pathway widening remaining at 10-ft
 - Change in pavement marking to show bicycle use on pathway as “Shared Use Path” instead of on the roadway shoulder.

EXISTING
CONDITIONS



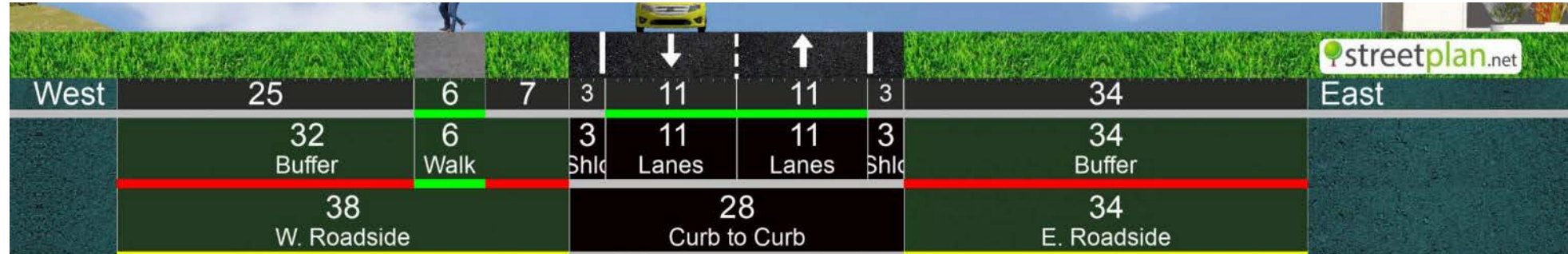
PROPOSED
IMPROVEMENTS



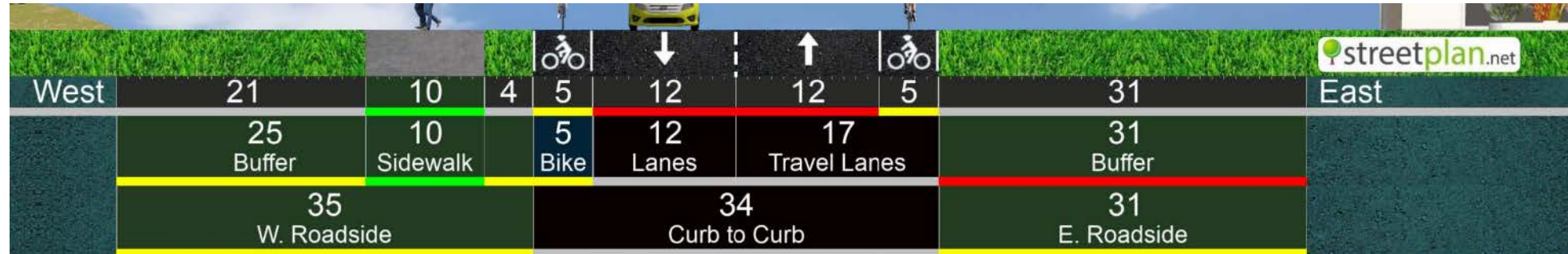
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Proposed Improvements for Bicycles and Pedestrians

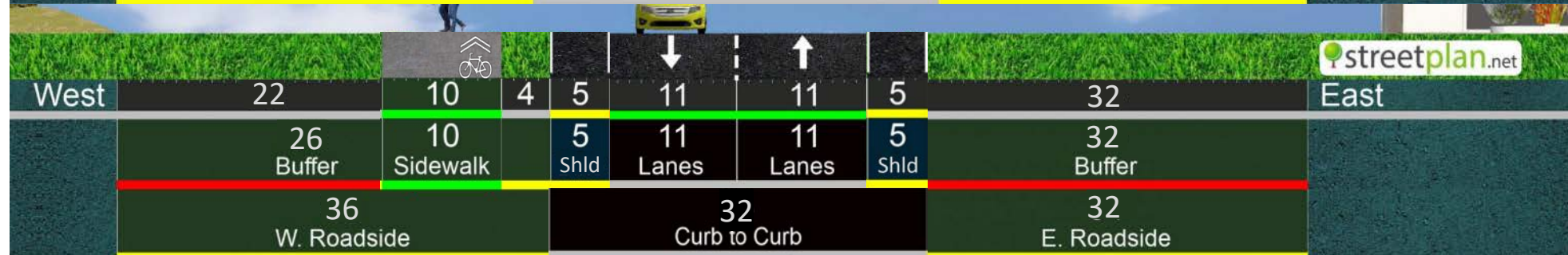
EXISTING



JUNE 22 PROPOSED

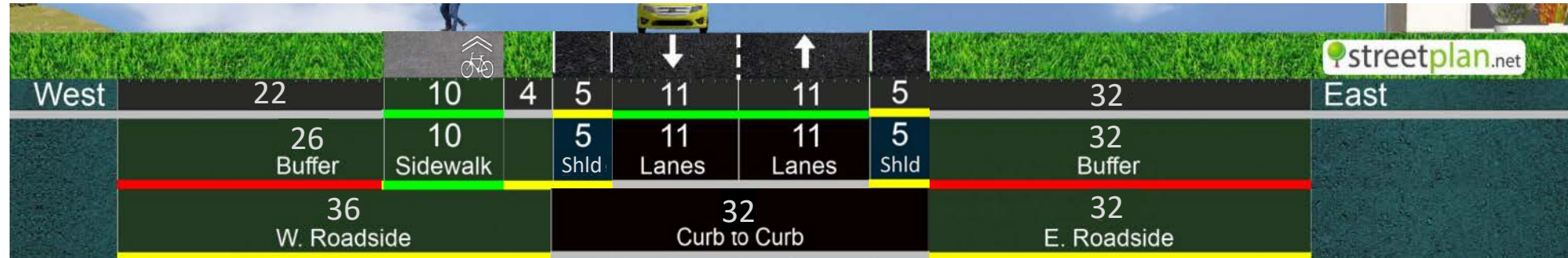


OCT 22 PROPOSED



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SUMMARY OF CONCEPTUAL REVISION



- Widening of total roadway by 4-ft instead of 6-ft by keeping travel lanes at 11-ft.
- Both the original plan and revised plan include a 5-ft paved shoulder on each side of the roadway and a 10-ft wide path on the west side.
- Bicycle markings only on the pathway and not on the roadway shoulder.
- The impacts to existing landscaping, utilities, and other facilities are expected to be roughly the same as the original plan.



Analysis of Potential Impacts

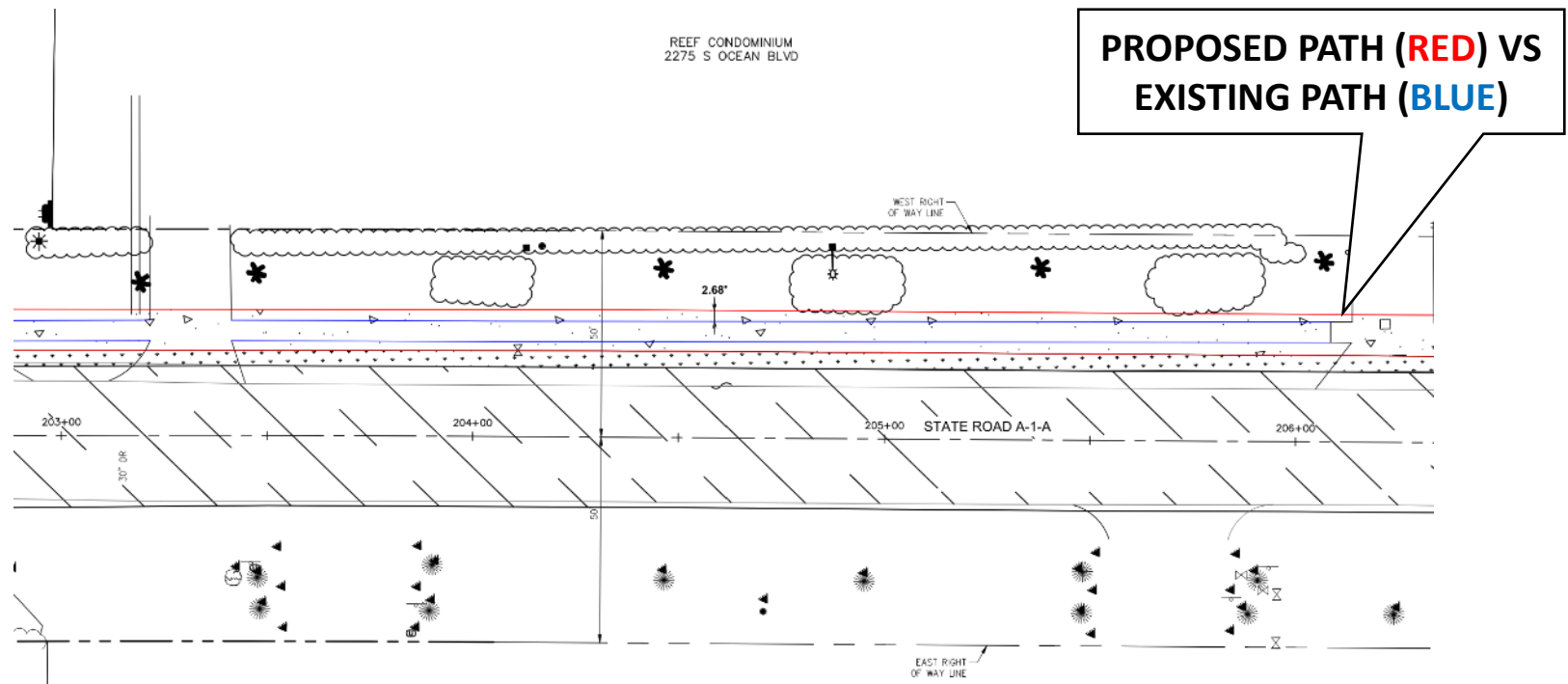
- Prepared a CAD drawing of proposed pavement compared to existing features (Utility Undergrounding Survey)

JUNE 2022 PLAN

Removes **1.8** acres of landscaped area for 1.5-mile corridor
Removes **0.4** acres of sod within the Town Par 3 Golf Course

OCT 2022 PLAN

Removes **1.4** acres of landscaped area for 1.5-mile corridor
Removes **0.3** acres of sod within the Town Par 3 Golf Course



Analysis of Potential Impacts

- October conceptual revision of 1-ft has the same impacts on existing facilities



- Additional pavement will require retrofit of existing drainage infrastructure
- Could include underground construction for installation of new inlets and pipes



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Analysis of Potential Impacts

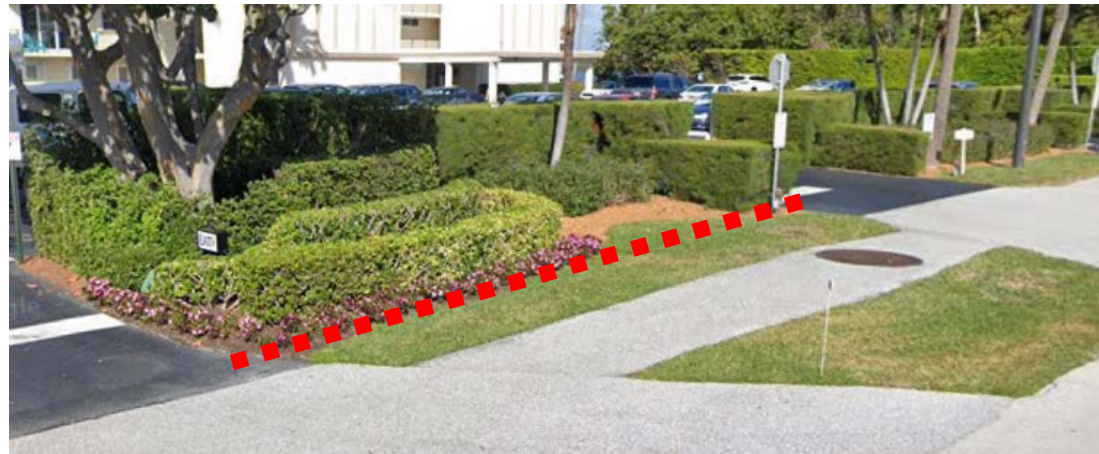
- Conflicts with existing utilities include pullboxes and landscape lighting, no impacts apparent to streetlights.



Potential Impacts – Landscaping

West Side of SR A1A:

- Flower beds at 2760 South Ocean Blvd
- Shrubs, trees, and brush along Lake Worth Lagoon



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Potential Impacts – Landscaping

East Side of SR A1A:

- Hedge at 2500 South Ocean Blvd
- Seagrape at 2770 South Ocean Blvd
- Flower beds at 2780 South Ocean Blvd



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Potential Impacts – Specialty Driveways

Items that would require specialty restoration:

- Paver driveway at 2300 South Ocean Blvd
- Paver driveway at 2660 South Ocean Blvd
- Paver driveway at 2760 South Ocean Blvd



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Potential Impacts – Specialty Signage

Items that would require specialty relocation:

- Lighted sign at 2773 South Ocean Blvd
- Lighted sign at 2860 South Ocean Blvd



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Potential Impacts – Utilities, Drainage, Irrigation

General items that would require FDOT/FPL/WPB/Other retrofit:

- Drainage inlets
- Water meters
- Electrical pullboxes
- Communication panels
- Irrigation equipment
- Low voltage lighting equipment

None of the new light poles are affected



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Findings of Additional Investigation

- The predominant impacts are to three types of features:
 - Landscaping that will be removed, relocated, or replaced by FDOT
 - Infrastructure owned by FDOT or utilities that will require retrofit or coordinated relocation
 - Specialty improvements (pavers, minor lighting, minor signage, irrigation) that will require restoration or relocation coordinated by FDOT



Additional Considerations

- The proposed improvements to the bicycle lanes and pedestrian path cannot be continued to the north of Ibis Way without more significant impacts on the west side of the right-of-way.
- The increase in pavement may necessitate additional drainage improvements by the FDOT (more inlets due to more runoff).
- Construction effort for drainage installation is anticipated to be 6-9 months



Questions and Discussion



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