

**POMPANO G.O. BOND
SR A1A STREETScape IMPROVEMENTS
TERRA MAR DRIVE TO HILLSBORO INLET
CITY PROJECT NO. 19353**

SECOND PUBLIC OUTREACH MEETING

JULY 24, 2019



Tradition, Integrity, Excellence



SR A1A STREETScape IMPROVEMENTS

PROJECT DESCRIPTION



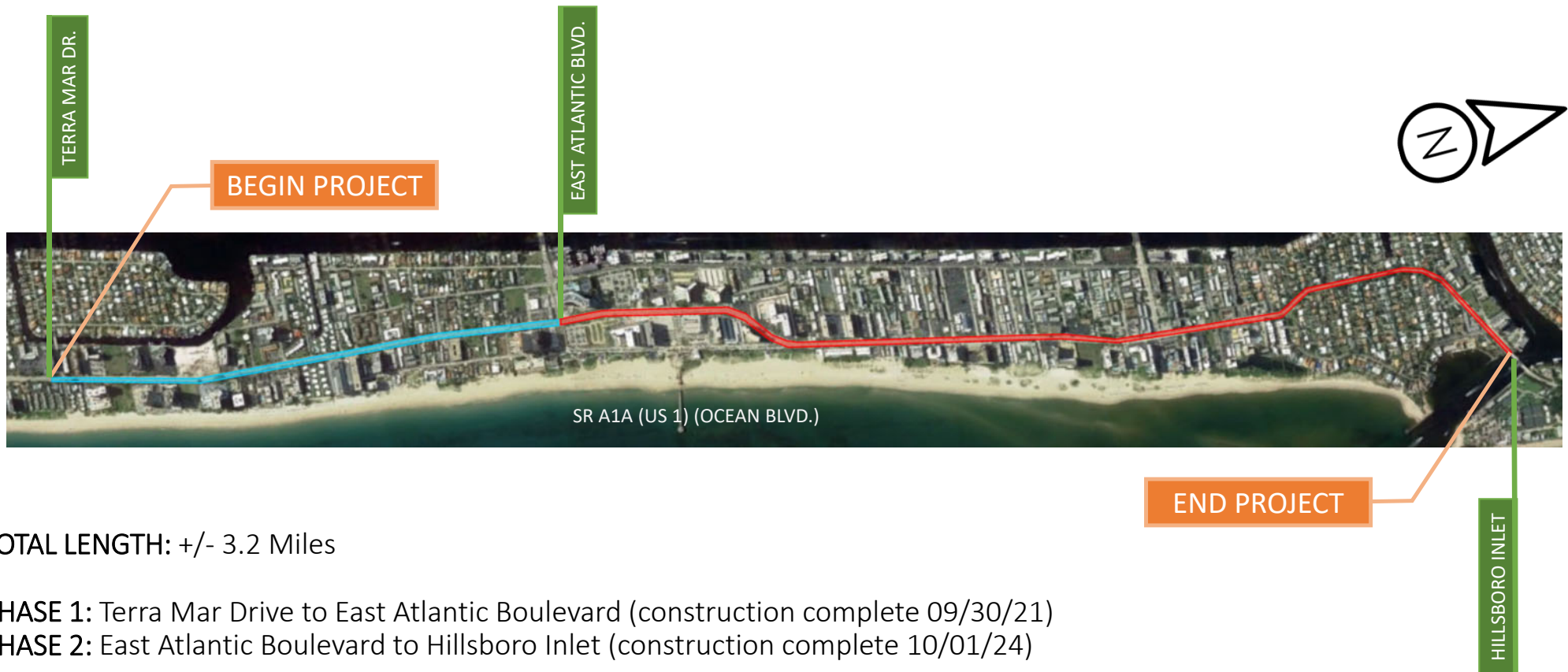
Undergrounding overhead utilities on SR A1A from Terra Mar Drive to Hillsboro Inlet to reduce power outages during storms and improve the aesthetics of the corridor.



Improvements to include sidewalk widening, designated bike lanes, lighting, and raised median.

SR A1A STREETScape IMPROVEMENTS

PROJECT LIMITS



TOTAL LENGTH: +/- 3.2 Miles

PHASE 1: Terra Mar Drive to East Atlantic Boulevard (construction complete 09/30/21)

PHASE 2: East Atlantic Boulevard to Hillsboro Inlet (construction complete 10/01/24)

SR A1A STREETScape IMPROVEMENTS

BENEFITS AND CHALLENGES



- UTILITY UNDERGROUNDING BENEFITS
 - Less visual impact
 - Reduced transmission loss
 - Reduced power outages due to storms



- STREETScape IMPROVEMENTS BENEFITS
 - Improve walking and cycling conditions
 - Increase traffic safety due to narrower streets and slower traffic
 - Increase property values
 - Improve neighborhood safety
 - Improves the road's visual appeal



- IMPLEMENTATION CHALLENGES
 - Permitting through FDOT
 - Traffic disruption during construction

SR A1A STREETScape IMPROVEMENTS

SAFETY – PEDESTRIAN CROSSINGS



Rectangular Rapid Flashing Beacon (RRFB)



Raised Crosswalk (Speed Table)

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SAFETY – PEDESTRIAN CROSSINGS

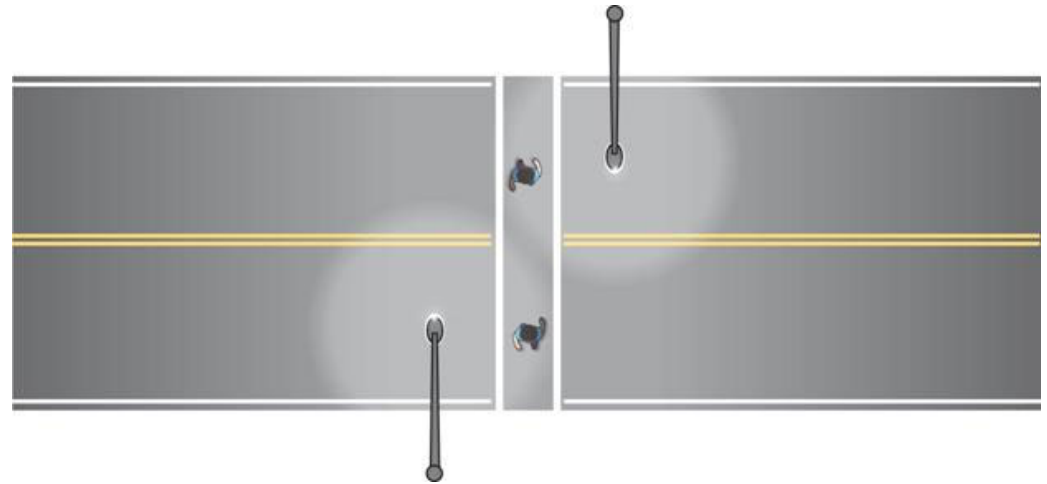


Consolidate crosswalks at intersections

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SAFETY – INTERSECTIONS

- LIGHTING
 - Meet requirements for pedestrian lighting levels in crosswalks
 - LED light fixtures with undergrounding
- SIDE STREET INTERSECTIONS
 - Crosswalk markings for side streets



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SAFETY – TRAFFIC CALMING MEASURES

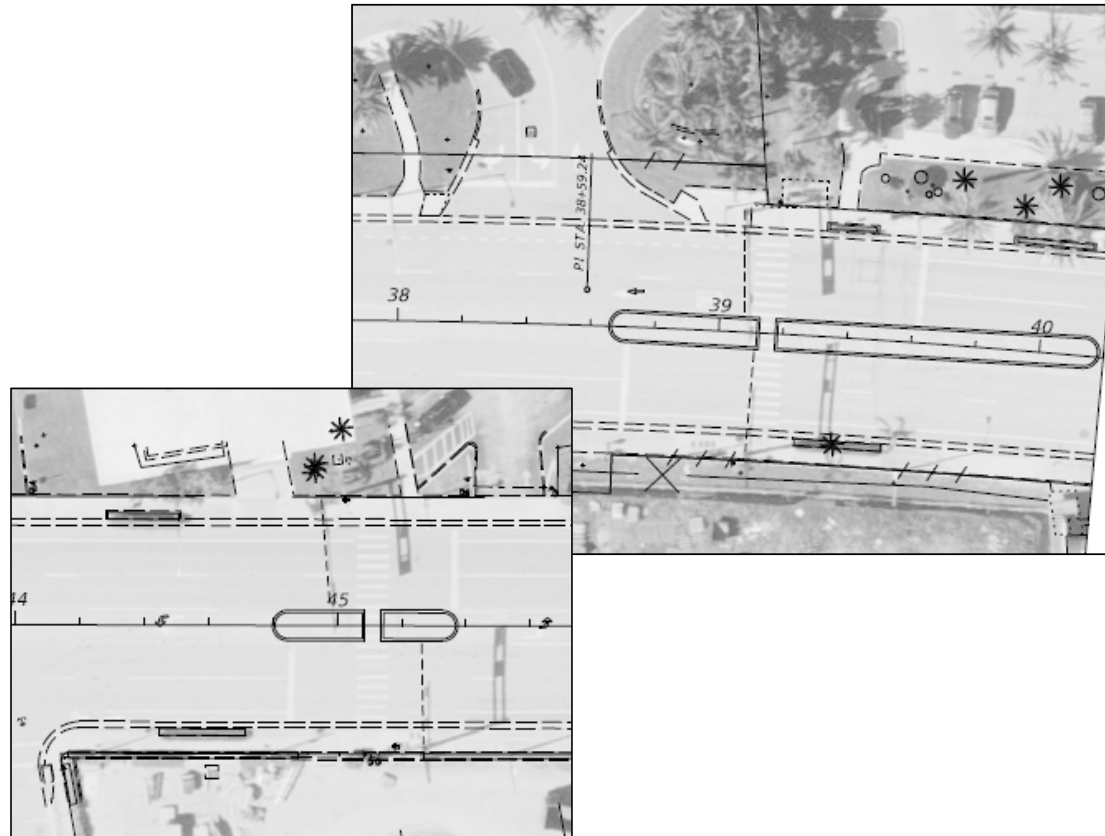
- MEDIANS
- NARROWER LANES
- LANDSCAPE IMPROVEMENTS



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ACCESS MANAGEMENT - PRELIMINARY LAYOUT OF NEW MEDIANS

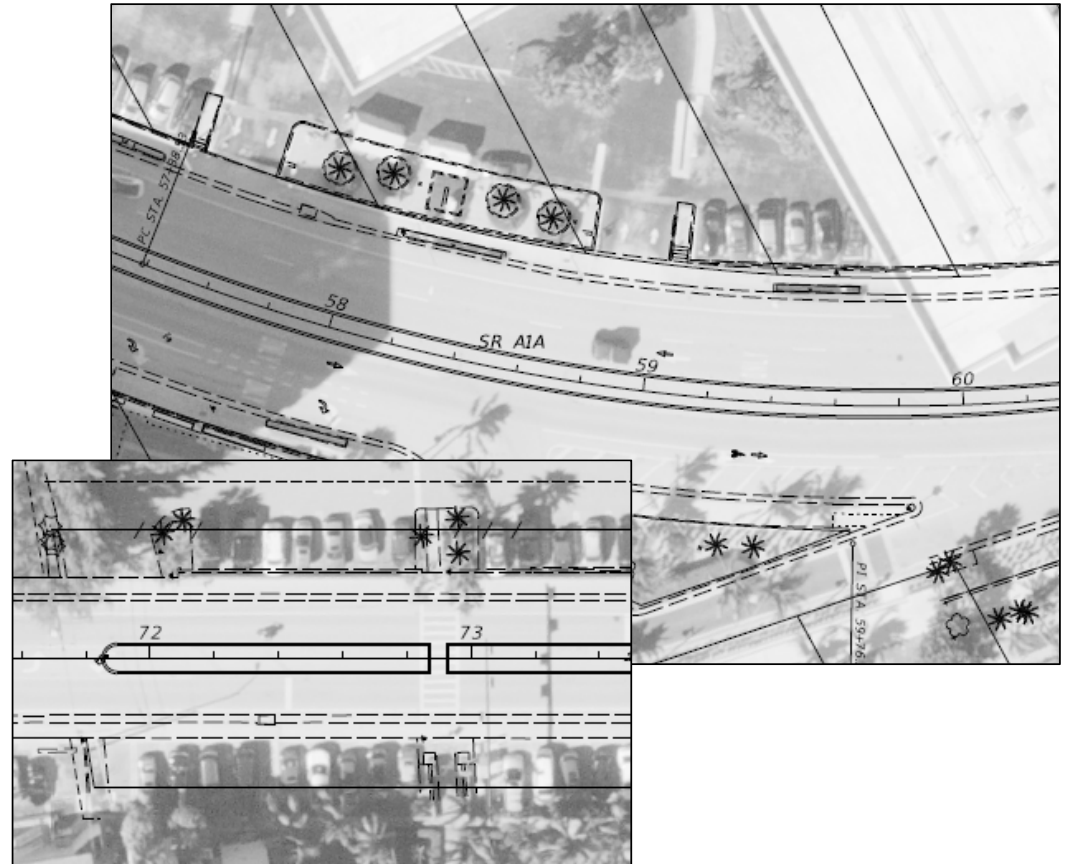
- FIRST LOOK AT LOCATIONS
 - Existing crosswalk locations
 - Crash history
 - Pedestrian generators
 - Properties with single vs. double points of access
- PRELIMINARY
 - To be reviewed by City and then FDOT



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ACCESS MANAGEMENT – IMPACTED POINTS OF ACCESS

- ACCESS POINTS MAY BE RESTRICTED TO RIGHT IN/RIGHT OUT ONLY
 - Minimize these locations
 - Look to have this where there is a second driveway on the same property
 - Safety – for example, on “the curve”
- ALTERNATIVES
 - This may force additional U-turns
 - This may force use of secondary driveway



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LANDSCAPE ARCHITECTURE

- LANDSCAPE IMPROVEMENTS
 - Low shrubbery in medians
 - Additional landscaping behind sidewalk where right-of-way is available



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LANDSCAPE ARCHITECTURE

- HARDSCAPE IMPROVEMENTS
 - Close gaps in sidewalk
 - Decorative hardscape in median if needed
 - Decorative crosswalks



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STREET FURNITURE

- POTENTIAL FURNITURE
 - Trash receptacles
 - Benches
 - Considerations for micro-mobility



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CORRIDOR BENEFITS



- TRAFFIC CALMING
 - Narrower lanes
 - Allows bicycle lane
- BEAUTIFICATION
 - Utility undergrounding
 - Streetscape improvements
- OVERALL IMPROVEMENTS TO THE CORRIDOR
 - Bicycle lane
 - Sidewalk improvements



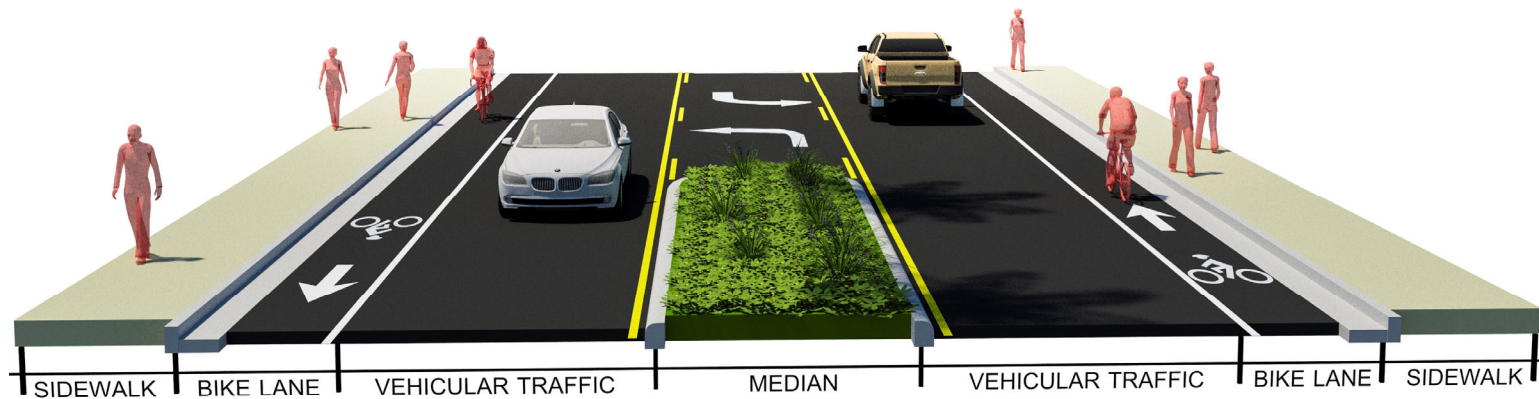
SR A1A STREETScape IMPROVEMENTS
BEFORE



SR A1A STREETSCAPE IMPROVEMENTS
AFTER

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TYPICAL CROSS SECTION AT MEDIAN





#KEITHteam