Florida Department of Transportation

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GOVERNOR

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SECRETARY

MEMORANDUM

DATE: January 22, 2025

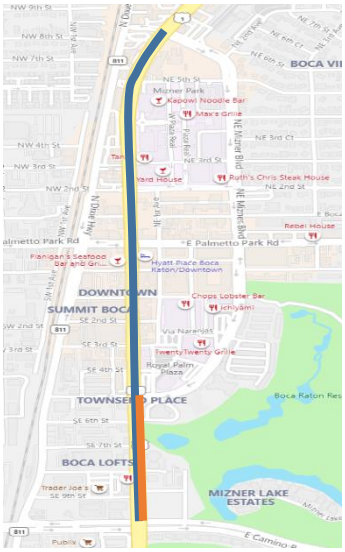
TO: Cesar Martinez, District Planning & Environmental Administrator

FROM: Chon Wong, District Lane Repurposing Coordinator

COPIES: Thuha Nguyen

SUBJECT: SR-5/US-1/Federal Highway Complete Streets Study – Update Study Requirements

BACKGROUND



District Four's multi-disciplinary Lane Repurposing (LR) Review Team completed its review of the LR application for SR-5/US-1/Federal Highway from Camino Real to SE Mizner Boulevard. City of Boca Raton proposed to repurpose one lane in each direction of the 0.3-mile segment, as highlighted in orange, from 6-lane divided to 4-lane divided. It should be noted that US-1 north of SE Mizner Boulevard already has a 4-lane cross section. This lane repurposing project is a part of an approximately 1.2-mile resurfacing and intersection improvement project on US-1 between Camino Real and NE 8th Street/NE Mizner Boulevard, as shown in dark blue. The current posted speed limit is 35 mph and will remain unchanged. By removing one travel lane in each direction, sidewalks are to be widened to 10 feet, conventional bike lanes are to be widened to 6 feet and separated from the travel lane by a buffer. In addition, periodic 4-foot planting strips are provided between the sidewalk and the curb.

The LR application was approved by FDOT Central Office on July 1, 2021. The Palm Beach TPA Priority Project #17 (FM 438386-5) which includes this lane repurposed segment is currently under design. Recently, FDOT Central Office has requested additional traffic analysis compliance verification per new analysis requirements enacted from Florida Statues Section 334.61, Traffic Lane Repurposing.

This memorandum includes traffic analysis result, safety analysis result, and community engagement discussion, satisfying the requirements and in compliance with the Lane Repurposing Guidebook and statutory requirements.

ANALYSIS REQUIREMENTS

As directed by FDOT Central Office, this project needs to satisfy the requirements for a Type 1 Corridor Level Traffic Analysis, which examines the benefits and impacts of the proposal.

An evaluation of the potential impacts due to lane repurposing includes a review of measures of effectiveness (MOEs) for the segments and intersections along the project corridor. The MOEs described in the table below should be reported from the analysis for No-Build and Build alternatives. The following sections of this memorandum summarize the results of these MOEs.

Level of Service (LOS)	Intersection LOS
	Segment LOS
Volume-to-Capacity (v/c) Ratio	Intersection v/c
	Segment v/c
Delay	Intersection control delay for all movements
Travel Time	Change in travel time for and the entire corridor
Queue Length	Synchro 95th percentile and/or SimTraffic maximum queue length
	Discussion of any queues blocking driveways or median opening

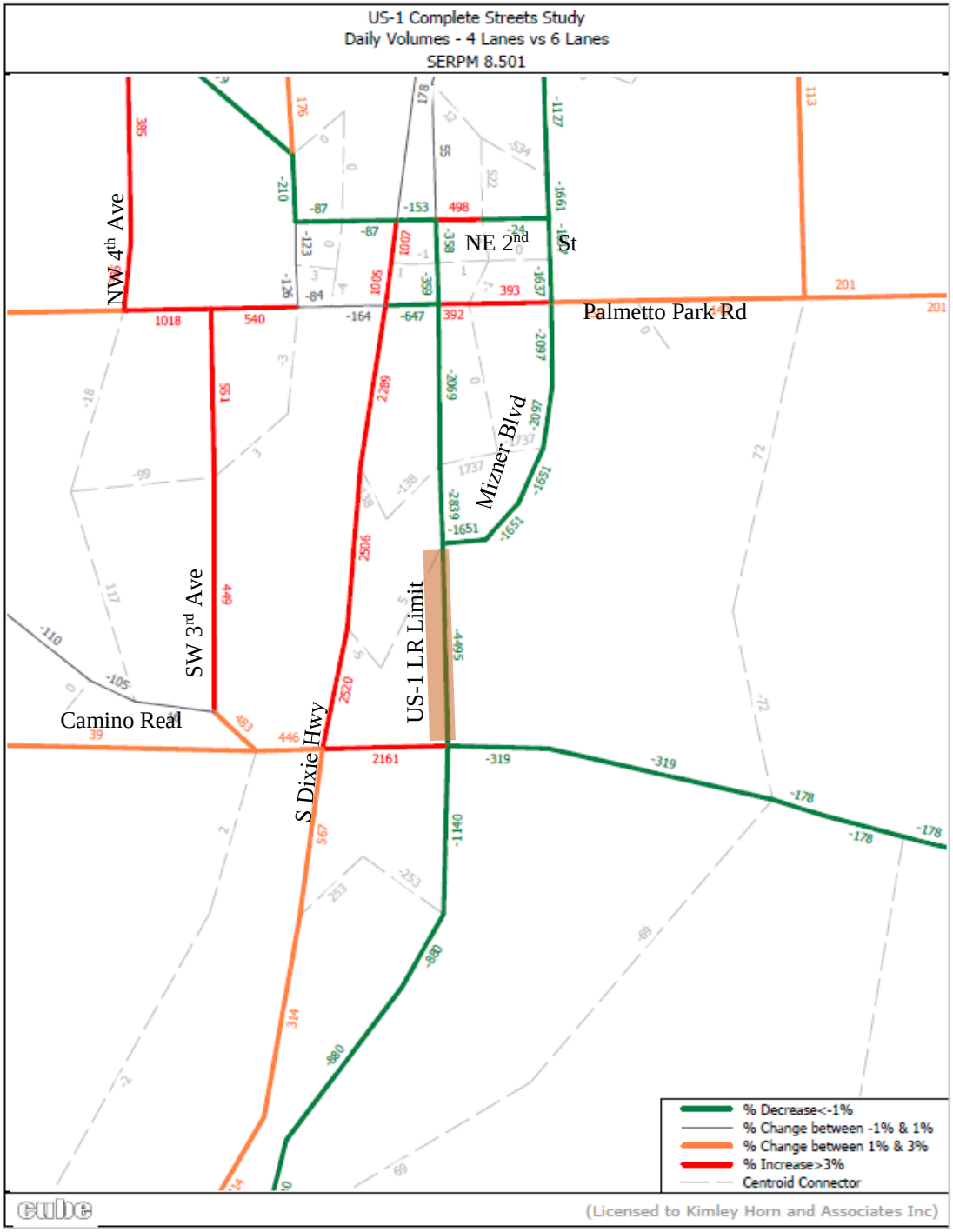
Conduct network analysis to determine the impacts of the diversion

Establish Area of Influence

Area of influence was determined for the diversion analysis, as shown in the figure on the next page. The diversion analysis was conducted using the then-latest Southeast Florida Regional Planning Model (SERPM) 8.501 to compare the 2040 future no-build conditions with the 2040 future build conditions (i.e., with lane repurposing). The model output shows the added and subtracted traffic volumes, denoted by red and green numbers, respectively.

The results show that approximately 4,500 daily trips are expected to divert from US-1 to other roadways. The diverted volume corresponds to 11% of the 2040 future volumes. In this area, South Dixie Highway runs parallel to US-1 (to the east) and the Florida East Coast Railway tracks (to the west). The grid roadway network substantially absorbs the diverted traffic, with South Dixie Highway receiving most of the diverted trips of up to 2,520 daily trips. Some minor diversions are also expected on other roads, including NW 4th Avenue, SW 3rd Avenue, Camino Real, Palmetto Park Road, and NE 2nd Street.

This diversion analysis approach is consistent with the guidelines in the new *Lane Repurposing Guidebook* Final Draft (dated July 9, 2024). Once the level of diversion was determined within the area of influence, link-level and signalized intersection analyses were performed for US-1 and South Dixie Highway.


US-1 Complete Streets Study
Daily Volumes - 4 Lanes vs 6 Lanes
SERPM 8.501
NW 4th Ave
NE 2nd St
Palmetto Park Rd
Mizner Blvd
SW 3rd Ave
US-1 LR Limit
S Dixie Hwy
Camino Real
% Decrease<-1%
% Change between -1% & 1%
% Change between 1% & 3%
% Increase>3%
Centroid Connector
cube
(Licensed to Kimley Horn and Associates Inc)

Segment Analysis

Roadway segment analysis was conducted for existing, 2040 future no-build, and 2040 future build (with diversion). Results show that South Dixie Highway has adequate capacity to accommodate the additional diverted traffic from US-1. South Dixie Highway is expected to operate at level of service (LOS) C during both 2040 future no-build and 2040 future build conditions. US-1 is expected to operate at LOS E or better during both 2040 future no-build and 2040 future build conditions.

Daily Link Analysis	2023 Existing		2040 No-Build		2040 Build (LR with diversion)	
	Daily Traffic	Daily LOS | v/c	Daily Traffic	Daily LOS | v/c	Daily Traffic	Daily LOS | v/c
S Dixie Hwy	24,000	C | 0.68	27,000	C | 0.76	29,500	C | 0.83
US-1/Federal Hwy	35,000	D | 0.70	39,500	D | 0.79	35,000	E | 1.03

**LOS D threshold used as "capacity" for v/c calculations*

Peak Hour Link Analysis	2023 Existing		2040 No-Build		2040 Build (LR with diversion)	
	Peak Hour Traffic	Peak Hour LOS | v/c	Peak Hour Traffic	Peak Hour LOS | v/c	Peak Hour Traffic	Peak Hour LOS | v/c
S Dixie Hwy	2,265	C | 0.70	2,566	C | 0.80	2,806	C | 0.87
US-1/Federal Hwy	2,970	D | 0.66	3,365	D | 0.75	2,978	D | 0.97

** LOS D threshold used as "capacity" for v/c calculations*

The report states that the City of Boca Raton's adopted LOS is LOS E, which was used as a benchmark for the LOS assessment. FDOT Policy 000-525-006-c Level of Service Targets for the State Highway System states that *"…automobile mode level of service targets for the State Highway System during peak travel hours are "D" in urbanized areas...*" Roadway segments are expected to operate at LOS D or better during the peak hour of travel.

Intersection Analysis

In addition to the intersections along US-1, analysis was also performed for intersections along South Dixie Highway with Camino Real and with Palmetto Park Road. All intersections are expected to operate at LOS E or better during 2040 future build condition. It should be noted that, with the lane repurposing project and its associated mitigations, LOS at South Dixie Highway/Camino Real intersection is expected improve by one letter grade (from LOS F to LOS E) between the 2040 future no-build and 2040 future build conditions. No significant impact due to lane repurposing is expected to any intersections except for the US-1/Camino Real intersection, where the LOS is expected to degrade by one letter grade. The westbound approach including the right-turn movement is expected to perform at LOS D for 2040 future no-build to LOS E for 2040 future build. The northbound approach, eastbound approach including right-turn movement is expected to perform at LOS E for 2040 future no-build to LOS F for 2040 future build.

At this intersection, the northbound left-turn's 95th percentile queue is expected to exceed storage in 2040 condition without the lane repurposing. With the lane repurposing project and its associated mitigations, the queue is expected to be reduced and is accommodated by the existing storage. The southbound left-turn and right-turn's 95th percentile queue is expected to exceed storage in 2040 condition without the lane repurposing. With the lane repurposing, the southbound left-turn queue remains the same as without lane repurposing, and the southbound right-turn queue is expected to increase by no more than two (2) vehicles. Mitigations are noted later in this memo.

Intersection Analysis	2023 Existing		2040 No-Build		2040 Build (LR with diversion and mitigations)	
	AM	PM	AM	PM	AM	PM
South Dixie Highway/Camino Real	E	D	F	E	E	E
South Dixie Highway/Palmetto Park Road	D	D	E	E	E	E
US-1/Camino Real	D	D	E	D	E	E
US-1/SE 8th St *(a new signal)*	-	-	A	B	B	B
US-1/SE Mizner Blvd	B	C	B	D	B	C

Intersection movement delays, volume-to-capacity (v/c) ratio, and 95th percentile queues are all required MOEs for a Type 1 analysis. The following tables summarize these MOEs obtained from the traffic study.

AM Summary Results (Delay and v/c)								
Intersection	**Scenario**	**Approach**	**Movement**					
			Left		**Thru**		**Right**	
			Delay (s)	**v/c**	**Delay (s)**	**v/c**	**Delay (s)**	**v/c**
South Dixie Highway/Camino Real	2023 Existing	EB	63.2	0.83	26.8	0.41	27.4	0.37
		WB	78.3	0.83	26.1	0.25	-	-
		NB	45.6	0.78	128.3	1.13	129.5	1.13
		SB	43.8	0.61	49.5	0.65	44.8	0.27
	2040 No-Build	EB	62.3	0.84	29.6	0.49	30.3	0.44
		WB	83.1	0.85	28.3	0.3	-	-
		NB	71.1	0.94	192.9	1.29	197.7	1.3
		SB	43.3	0.65	50.7	0.71	44.6	0.31
	2040 with LR	EB	62.3	0.85	36.4	0.56	37.5	0.51
		WB	81.1	0.85	34.0	0.35	-	-
		NB	41.3	0.81	114.5	1.11	118	1.12
		SB	41.3	0.67	45.8	0.62	40.6	0.27
South Dixie Highway/Palmetto Park Road	2023 Existing	EB	67.9	0.8	20.0	0.45	21.6	0.47
		WB	24.2	0.15	22.9	0.23	22.9	0.23
		NB	66.5	0.88	72.9	0.96	72.5	0.96
		SB	63.0	0.36	48.3	0.62	36.9	0.2
	2040 No-Build	EB	66.8	0.81	21.4	0.52	23.6	0.54
		WB	25.2	0.19	24.4	0.27	24.4	0.28
		NB	69.6	0.9	113.2	1.1	113.6	1.1
		SB	62.9	0.38	53.8	0.77	37.8	0.23
	2040 with LR	EB	67.0	0.81	23.2	0.54	25.6	0.56
		WB	26.5	0.2	26.0	0.29	26.0	0.29
		NB	61.4	0.90	152.1	1.21	155.0	1.21
		SB	62.9	0.38	54.0	0.77	38.0	0.23
US-1/Camino Real	2023 Existing	EB	67.9	0.82	43.2	0.29	63.4	0.87
		WB	65.5	0.8	46.4	0.36	48.7	0.55
		NB	79.6	0.92	29.4	0.86	18.0	0.21
		SB	70.8	0.77	24.4	0.34	24.2	0.25
	2040 No-Build	EB	70.4	0.84	41.3	0.3	68.4	0.91
		WB	68.2	0.81	44.8	0.37	47.3	0.57
		NB	93.0	0.97	67.6	1.06	21.3	0.26
		SB	84.3	0.86	29.7	0.44	29.4	0.32
	2040 with LR	EB	59.2	0.83	48.2	0.4	185.4	1.24
		WB	64.6	0.8	52.3	0.54	70.0	0.83
		NB	58.9	0.9	107.8	1.17	15.6	0.23
		SB	90.6	0.88	25.5	0.53	22.6	0.27

AM Summary Results (Delay and v/c) - continued								
Intersection	**Scenario**	**Approach**	**Movement**					
			Left		**Thru**		**Right**	
			Delay (s)	**v/c**	**Delay (s)**	**v/c**	**Delay (s)**	**v/c**
US-1/SE 8th St (a new signal)	2023 Existing	EB	-	-	-	-	-	-
		WB	-	-	-	-	-	-
		NB	-	-	-	-	-	-
		SB	-	-	-	-	-	-
	2040 No-Build	EB	*	*	*	*	49.5	0
		WB	*	*	*	*	49.8	0.05
		NB	48.1	0.73	5.2	0.63	**	**
		SB	78.7	0.12	3.0	0.27	**	**
	2040 with LR	EB	*	*	*	*	49.5	0.0
		WB	*	*	*	*	49.8	0.05
		NB	43.1	0.73	12.7	0.82	**	**
		SB	75.0	0.12	5.1	0.38	**	**
US-1/SE Mizner Blvd	2023 Existing	EB	75.9	0.43	**	**	54.4	0.26
		WB	61.4	0.78	**	**	46.6	0.16
		NB	9.1	0.27	7.1	0.65	8.0	0.59
		SB	10.6	0.1	6.9	0.34	6.8	0.34
	2040 No-Build	EB	74.1	0.44	**	**	54.6	0.3
		WB	61.2	0.8	**	**	46.0	0.17
		NB	9.8	0.32	9.5	0.75	10.6	0.69
		SB	12.9	0.15	8.1	0.4	8.1	0.4
	2040 with LR	EB	74.1	0.44	**	**	54.6	0.3
		WB	61.2	0.8	**	**	46.0	0.17
		NB	9.4	0.23	7.3	0.66	8.7	0.69
		SB	11.1	0.13	7.3	0.39	7.2	0.39

** Only right-turn movements allowed*
*** Through lane shared with right-turn lane*

PM Summary Results (Delay and v/c)								
Intersection	**Scenario**	**Approach**	**Movement**					
			Left		**Thru**		**Right**	
			Delay (s)	**v/c**	**Delay (s)**	**v/c**	**Delay (s)**	**v/c**
South Dixie Highway/Camino Real	2023 Existing	EB	67.1	0.69	39.7	0.50	40.2	0.43
		WB	81.4	0.87	32.9	0.49	-	-
		NB	67.1	0.92	39.2	0.64	39.3	0.64
		SB	33.5	0.50	80.8	1.01	42.1	0.49
	2040 No-Build	EB	66.6	0.71	47.8	0.66	48.8	0.56
		WB	84.6	0.89	38.2	0.61	-	-
		NB	73.2	0.94	40.4	0.71	40.4	0.71
		SB	33.8	0.59	128.2	1.15	43.6	0.55
	2040 with LR	EB	66.6	0.71	47.8	0.66	48.8	0.56
		WB	86.6	0.89	38.4	0.61	-	-
		NB	73.0	0.94	50.0	0.81	50.0	0.81
		SB	124.9	1.13	128.2	1.15	43.6	0.55
South Dixie Highway/Palmetto Park Road	2023 Existing	EB	82.9	0.82	27.0	0.48	31.8	0.60
		WB	30.6	0.20	34.1	0.47	34.0	0.47
		NB	76.7	0.89	38.8	0.66	38.8	0.66
		SB	68.0	0.49	67.7	0.95	34.9	0.37
	2040 No-Build	EB	88.1	0.84	31.1	0.58	39.5	0.73
		WB	33.0	0.27	39.9	0.58	39.8	0.58
		NB	83.4	0.93	40.1	0.72	40.1	0.72
		SB	68.2	0.54	101.7	1.07	34.4	0.41
	2040 with LR	EB	88.1	0.84	32.5	0.60	47.4	0.83
		WB	32.7	0.35	39.9	0.58	39.8	0.58
		NB	83.4	0.93	40.1	0.72	40.1	0.72
		SB	68.2	0.54	158.9	1.22	34.4	0.41
US-1/Camino Real	2023 Existing	EB	70.5	0.84	49.9	0.40	121.7	1.06
		WB	73.4	0.83	51.5	0.42	52.6	0.49
		NB	89.3	0.91	22.6	0.46	20.4	0.21
		SB	86.7	0.90	30.0	0.77	27.4	0.55
	2040 No-Build	EB	71.9	0.86	50.6	0.46	172.4	1.21
		WB	79.5	0.85	52.3	0.48	54.0	0.57
		NB	117.8	1.02	25.2	0.54	22.3	0.25
		SB	108.5	0.99	37.9	0.91	31.5	0.65
	2040 with LR	EB	66.8	0.86	50.5	0.46	378.4	1.70
		WB	79.5	0.85	52.3	0.48	54.0	0.57
		NB	64.2	0.84	32.0	0.78	22.3	0.25
		SB	101.5	0.99	51.0	1.02	22.9	0.57

PM Summary Results (Delay and v/c) - continued								
Intersection	**Scenario**	**Approach**	**Movement**					
			Left		**Thru**		**Right**	
			Delay (s)	**v/c**	**Delay (s)**	**v/c**	**Delay (s)**	**v/c**
US-1/SE 8th St (a new signal)	2023 Existing	EB	-	-	-	-	-	-
		WB	-	-	-	-	-	-
		NB	-	-	-	-	-	-
		SB	-	-	-	-	-	-
	2040 No-Build	EB	*	*	*	*	72.1	0.71
		WB	*	*	*	*	57.0	0.10
		NB	94.2	0.15	3.4	0.38	**	**
		SB	85.4	0.65	3.3	0.56	**	**
	2040 with LR	EB	*	*	*	*	72.1	0.71
		WB	*	*	*	*	57.0	0.10
		NB	89.5	0.15	3.5	0.55	**	**
		SB	85.9	0.65	8.7	0.73	**	**
US-1/SE Mizner Blvd	2023 Existing	EB	74	0.54	**	**	60.6	0.43
		WB	68.9	0.89	**	**	44.8	0.21
		NB	23.7	0.58	10.1	0.47	10.4	0.41
		SB	13.3	0.13	21.6	0.82	21.3	0.82
	2040 No-Build	EB	73.8	0.57	**	**	61.1	0.49
		WB	71.6	0.91	**	**	43.4	0.22
		NB	59.7	0.85	12.4	0.55	12.8	0.49
		SB	15.2	0.18	41.3	0.96	41.0	0.96
	2040 with LR	EB	73.8	0.57	**	**	61.1	0.49
		WB	71.6	0.91	**	**	43.4	0.22
		NB	30.9	0.66	12.2	0.55	12.50	0.49
		SB	15.1	0.18	26.8	0.86	26.50	0.86

** Only right-turn movements allowed*
*** Through lane shared with right-turn lane*

95th Percentile Queue Summary					
Intersection	**Scenario**	**Approach**	**Storage (ft)**	**AM Queue** (ft)**	**PM Queue** (ft)**
South Dixie Highway/Camino Real	2023 Existing	EBL	210	155	78
		WBL	185	174	208
		NBL	240	226	329
		SBL	175	79	108
	2040 No-Build	EBL	210	173	87
		WBL	185	211	257
		NBL	240	302	417
		SBL	175	92	122
	2040 with LR	EBL	210	173	87
		WBL	185	211	285
		NBL	240	247	417
		SBL	175	95	539
South Dixie Highway/Palmetto Park Road	2023 Existing	EBL	315	126	163
		WBL	130	38	50
		NBL	250	226	255
		SBL	225	31	47
	2040 No-Build	EBL	315	84	199
		WBL	130	21	153
		NBL	250	197	314
		SBL	225	15	52
	2040 with LR	EBL	315	140	199
		WBL	130	48	72
		NBL	250	266	314
		SBL	225	34	52
US-1/Camino Real	2023 Existing	EBL	285	147	169
		WBL	255	123	163
		NBL	305	289	358
		SBL	235	156	331
	2040 No-Build	EBL	285	182	190
		WBL	255	137	184
		NBL	305	322	430
		SBL	235	165	242
	2040 with LR	EBL	285	158	162
		WBL	255	133	184
		NBL	305	272	162
		SBL	235	165	281

** *Queues as reported in Synchro outputs*

95th Percentile Queue Summary - continued					
Intersection	**Scenario**	**Approach**	**Storage (ft)**	**AM Queue** (ft)**	**PM Queue** (ft)**
US-1/SE 8th St (a new signal)	2023 Existing	EBL	-	-	-
		WBL	-	-	-
		NBL	-	-	-
		SBL	-	-	-
	2040 No-Build	EBL	*	*	*
		WBL	*	*	*
		NBL	130	159	46
		SBL	150	54	113
	2040 with LR	EBL	*	*	*
		WBL	*	*	*
		NBL	130	130	35
		SBL	150	52	123
US-1/SE Mizner Blvd	2023 Existing	EBL	120	16	40
		WBL	230	119	253
		NBL	190	112	161
		SBL	125	15	30
	2040 No-Build	EBL	120	18	45
		WBL	230	132	291
		NBL	190	96	172
		SBL	125	17	34
	2040 with LR	EBL	120	18	45
		WBL	230	132	291
		NBL	190	57	172
		SBL	125	17	34

** Only right-turn movements allowed*
*** Storage and queues as reported in Synchro outputs*

Travel Time Comparison

The 0.3-mile segment along US-1 extending from Camino Real to SE Mizner Boulevard was examined in the travel time analysis. According to the report, results between the future 2040 no-build conditions and the future 2040 build conditions indicate that northbound travel times are expected to experience an increase of 1.9 and 8.3 seconds during the A.M. and P.M. peak hour; and the southbound travel times are expected to experience an increase of 3.8 and 67.3 seconds during the A.M. and P.M. peak hour, respectively. It should be noted that the travel times noted for the southbound movement during the PM peak hours are exaggerated and unrealistic. This is due to the limitation in the software when used to analyze a slightly oversaturated condition. With lane repurposing, it is expected that travel time would increase by no longer than 16 seconds, estimated using the proportion between AM and PM.

Travel Time (sec)	Northbound US-1		Southbound US-1	
	AM	**PM**	**AM**	**PM**
2023 Existing	75.3	61.9	69.8	81.4
2040 No-Build	77.2	68.7	74.4	96.3
2040 with LR (Build)	79.1	77.0	78.2	163.6*
Travel Time Increase (No-Build → Build)	*1.9*	*8.3*	*3.8*	*67.3**

** Unrealistic travel time reported due to software limitations analyzing an oversaturated condition*

Microsimulation

Although microsimulation was not required as a part of the study requirements, the report does include SimTraffic model runs results, from which travel time results were reported, in the table above. Furthermore, according to FDOT Traffic Analysis Handbook, "*…microsimulation must be used only for very complex problems such as those that require interactions of road users or involve oversaturated, congested conditions*." This is a simple lane repurposing project for a 0.3-mile segment to accommodate separated bicycle lanes and wider sidewalks. The multimodal facilities are expected to provide a better experience for active transportation users. The proposed lane configuration is consistent with the corridor's lane configuration immediately to the north. South Dixie Highway, parallel to this corridor, has adequate capacity to accommodate the anticipated diverted traffic from US-1.

Mitigate Impacts

The LR project is not expected to significantly impact the roadway network operations in the study area. The applicant provides appropriate intersection level mitigations as noted below:

- Adding a second northbound-to-westbound left turn lane at US-1/Camino Real intersection to accommodate the diverting traffic and to allocate more green time for the southbound US-1 movement
- Constructing a raised side boarding island for bus passenger boarding and alighting to eliminate the conflict between transit users and bicyclists at bus stops
- Performing signal optimization at all signalized intersections

In addition to the above-mentioned mitigation, several developer-funded improvements at South Dixie Highway/Camino Real intersection have been constructed. They are an exclusive eastbound right-turn lane and a second eastbound left-turn lane.

FDOT's target LOS D during peak hour of travel may only be achieved through widening of the roadways and intersections. This would be contradicting with the City's and the TPA's vision towards promoting multimodal travels and enhancing safety. No additional improvements can be accommodated due to the right-of-way constraints.

Conduct Safety Analysis

Historical Crash Analysis

Five-year crash history was reviewed for the 0.3-mile segment of US-1 from Camino Real to SE Mizner Boulevard. A total of 224 crashes occurred between January 2015 and December 2019, which equates to 45 crashes per year. The review included crash frequency, crash type, and crash severity. The general frequency of crashes decreased over the five-year period. There was one (1) fatal crash and fifty (50) injury crashes. Property damage-only (PDO) crashes accounted for 77% of crashes.

Crash analysis for South Dixie Highway was not part of the traffic analysis report. The historical crashes along the 0.7-mile segment of South Dixie Highway from Camino Real to Palmetto Park Road were reviewed. A total of 155 crashes occurred between January 2015 and December 2019, which equates to 31 crashes per year. There was one (1) fatal crash and thirty-four (34) injury crashes. PDO crashes accounted for 78% of crashes. For the segment parallel to the 0.3-mile US-1 study corridor, 55 crashes occurred over the same 5-year period, which is significantly lower than compared to those on the US-1 study corridor.

FDOT District Four also reviewed historical crashes along the 0.2-mile segment of Camino Real from US-1 to South Dixie Highway. A total of 89 crashes occurred over the same 5-year period, which equates to 18 crashes per year. There were zero (0) fatal crashes and eighteen (18) injury crashes. PDO crashes accounted for 80% of crashes. Based on the latest available information, neither US-1 nor South Dixie Highway are identified as a high-crash corridor.

Predictive Safety Analysis

Predictive safety analysis was not performed in the traffic analysis report, as it was not a study requirement. FDOT District Four reviewed the FHWA-funded Crash Modification Factors (CMF) clearing house database. Data shows an increase in bike lane width from 4-ft to 6-ft has the potential to slightly decrease all crash types (1%) and slight decrease in bicycle-vehicle crashes (2%). A CMF for converting a 6-lane roadway to a 4-lane roadway is not available.

In general, lane repurposing/road diet is one of FHWA's proven safety countermeasures. The safety benefits are due to the LR project reducing the number of right-angle crashes as motorists have few lanes to cross, limiting pedestrians' exposure with shorter crossing distance, and providing an opportunity to install raised islands to better serve transit riders.

Meet Statutory Community Engagement Requirements

Notify all affected property owners, impacted municipalities, and the counties at least 180 days before the design phase is completed.

Schedule information was obtained from FDOT Design Engineer (Vanita Saini) and FDOT in-house consultant (Nicholas Danu). The current design schedule shows a production date of December 1, 2025. A public information workshop is planned for February/March 2025 timeframe, at which time detailed design elements will be available for public presentation. This planned workshop is at least eight (8) months before the design phase is completed.

During the LR application/planning phase, the City of Boca Raton identified a public involvement officer during the initial assessment phase. Together with the Palm Beach TPA, the City conducted a publicly-advertised workshop on August 24, 2020. The workshop was conducted using an online virtual meeting platform due to COVID-19 meeting restrictions. An e-flyer, as shown to the right, was developed and distributed to advertise the workshop online and through social media.

Hold at least one public meeting specifically for the project, with at least 30 days prior notice, before completing the design phase.

For the Design phase, the public information workshop is planned for February/March 2025 time-frame, at which time detailed design elements will be available for public presentation. This planned workshop is at least eight (8) months before the design phase is completed.

Review and consider all comments from the public meeting in the final design of the project.

Comments from the public received at the planned February/March 2025 Design workshop will be documented.

During the LR application/planning phase public workshop held on August 2020, two comments were received. One supporting the lane repurposing from someone whose opinion is that the project should be implemented since it will provide more and safer multimodal options, and one opposing the lane repurposing from someone whose opinion is that the project should not be implemented due to additional traffic congestion.

SUMMARY

The three-tenths of a mile segment on US-1/Federal Highway from Camino Real to SE Mizner Boulevard is proposed to be repurposed from a 6-lane to a 4-lane roadway. The mitigations proposed at various intersections address the impacts of the lane repurposing across this short roadway segment. The study and this memorandum include the required information, satisfying the requirements and is in compliance with the Lane Repurposing Guidebook and statutory requirements.

2024 FDOT Lane Repurposing Requirements		Status	Note
Conduct network analysis to determine the impacts of traffic diversion	*Establish Area of Influence*	Completed	In report
	Segment Analysis	Completed	In report
	Intersection Analysis	Completed	In report
	Travel Time Comparison	Completed	In report
	Microsimulation	Completed	SimTraffic results in report's appendix
	Mitigate Impacts	Completed	In report
Conduct safety analysis	*Historical Crash Analysis*	Completed	Result for US-1 in report, Results for S Dixie Hwy and Camino Real by District 4 included in this memo
	Predictive Safety Analysis	Completed	By District 4 included in this memo
Meet statutory community engagement requirements	*Notify stakeholders 180 days before design phase is completed*	Planned	February/March 2025
	Hold one public meeting with at least 30 days prior notice before design phase is completed	Planned	February/March 2025
	Review and consider all comments	Ongoing	

CW:tn