



Executive Summary

SR 519 (Fiske Boulevard) Concept Development and Evaluation Study

Introduction

This project has been requested by the Cities of Cocoa and Rockledge to coordinate the development of a multimodal vision for the Fiske Boulevard corridor. In January 2015, the Florida Department of Transportation (FDOT) began a corridor planning study on State Road (SR) 519 (Fiske Boulevard) from County Road (CR) 502 (Barnes Boulevard)/I-95 Northbound Ramps to SR 520 (King Street). Figure 1 illustrates the study area.

This corridor planning study was a high-level evaluation along Fiske Boulevard to identify possible improvement options and planning level cost estimates. The purpose of the study was to develop a multimodal design-driven vision and to establish a long-term plan to guide evolution of the corridor. This corridor planning study was completed in 2016.

This Concept Development and Evaluation Study, which began in 2017, is a continuation of the Corridor Planning study. The objective of this study is to further develop and refine the alternatives identified during the previous study and select a preferred alternative to move forward.

This project will be coordinated with local and regional agency partners, such as the Space Coast Transportation Planning Organization (SCTPO), Brevard County, the Cities of Cocoa and Rockledge, Space Coast Area Transit (SCAT), and the City of Cocoa Diamond Square CRA, to develop potential solutions which establish a more multimodal urban environment utilizing a context-sensitive approach.

Existing Conditions Summary

Since the Corridor Study Planning Study wrapped up in 2016, conditions along the corridor may have changed since the existing conditions was examined, the Existing Conditions Report was updated to reflect the most current data available. Below are some of the highlights from the existing conditions assessment:

- In general, the corridor consists of two travel lanes in each direction, with a center turn lane.
- There are issues with access management due to the presence of many closely spaced driveways.
- Both signalized and unsignalized intersections exist along the corridor. The corridor currently operates above the adopted LOS standard “D”, at an acceptable LOS “C.”
- Lighting is provided along the study corridor, except for a gap between CR 502 (Barnes Boulevard) and Roy Wall Boulevard.
- There are no bicycle lanes along the study area. Sidewalks are present on both sides of the road, except for a few small segments.
- Four out of ten intersections have an average crash rate higher than the statewide average. These intersections are at:
 - SR 519 at CR 502
 - SR 519 at Eyster Boulevard
 - SR 519 at Barton Boulevard
 - SR 519 at St Andrews Drive



- SR 519 at Pluckebaum Road
- SR 519 at SR 520 (King Street)

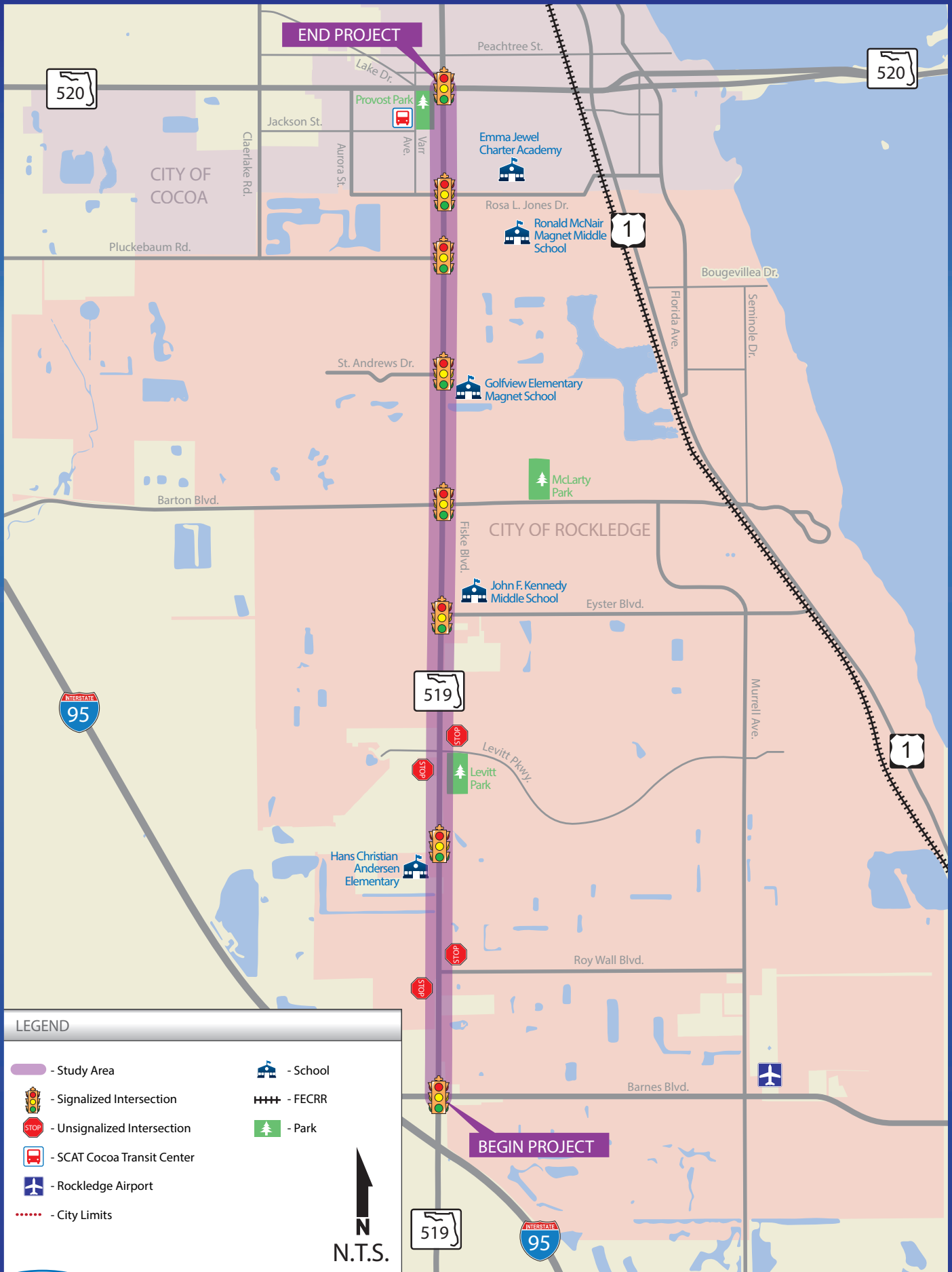
Issues and Opportunities

The assessment of existing conditions was developed to provide a more comprehensive understanding of the SR 519 study corridor and to provide a solid foundation to support the next phases of the planning process.

- Improve Center Turn Lane Widths – improve consistency throughout the SR 519 study corridor.
- Improve Access Management – reduce the number of driveways to improve safety and operations.
- Improve Bus Stop Access – construct landing pads to connect sidewalk to bus stop pad.
- Improve Transit Access - upgrade the existing transit amenities and/or service including upgrades to the existing bicycle and pedestrian network.
- Improved Multimodal Facilities – add/improve bicycle and pedestrian facilities along the corridor.
- Improve Intersection Geometry – improve intersection operations by modifying the current type of traffic control.
- Improve Lighting – install street lighting along the stretch from CR 502 to Roy Wall Boulevard to increase safety.

Next Steps

The next step in the project will be to finalize the update the analysis of future conditions, finalized the development of potential alternatives to address issues observed in the existing and future conditions analysis. These potential alternatives will then be evaluated and presented to stakeholders. Feedback received from this outreach will be used to select and refine the preferred alternative to be presented to the public for input.



LEGEND

- Study Area
- Signalized Intersection
- Unsignalized Intersection
- SCAT Cocoa Transit Center
- Rockledge Airport
- City Limits
- School
- FECRR
- Park

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