



SR 520 CORRIDOR PLANNING AND CONCEPT DEVELOPMENT STUDY



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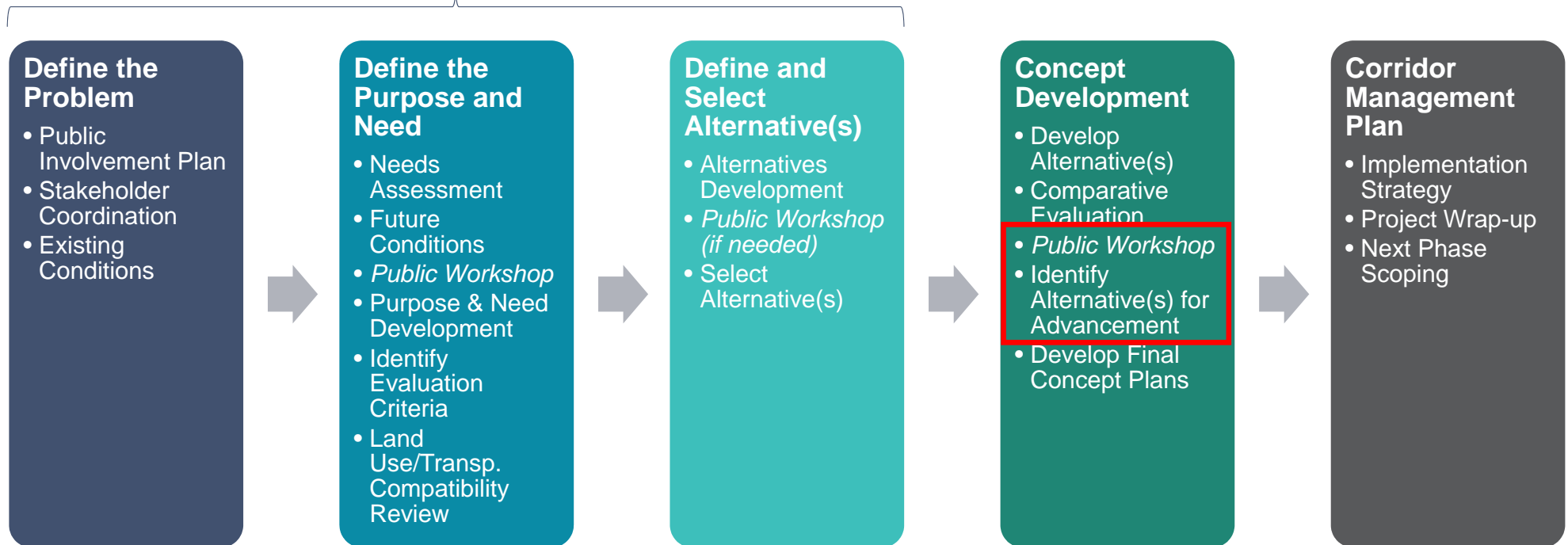
Today's Agenda

- Welcome
- Background
- Alternatives Development



PROJECT

PLANNING PHASE



PRESENTATION OVERVIEW

1 CONTEXT

2 WORKING VISION & NEED

3 COMMUNITY WORKSHOP

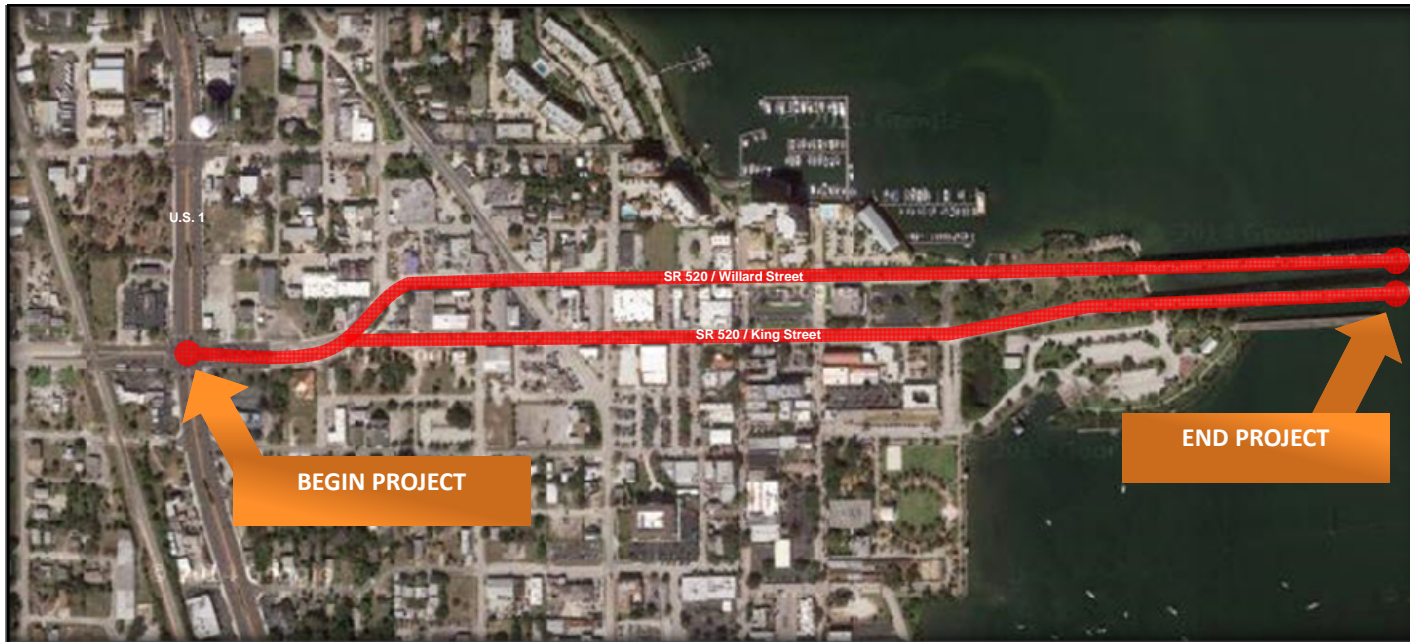
4 DEVELOPMENT OF SCENARIOS

1

CONTEXT

Key background and data

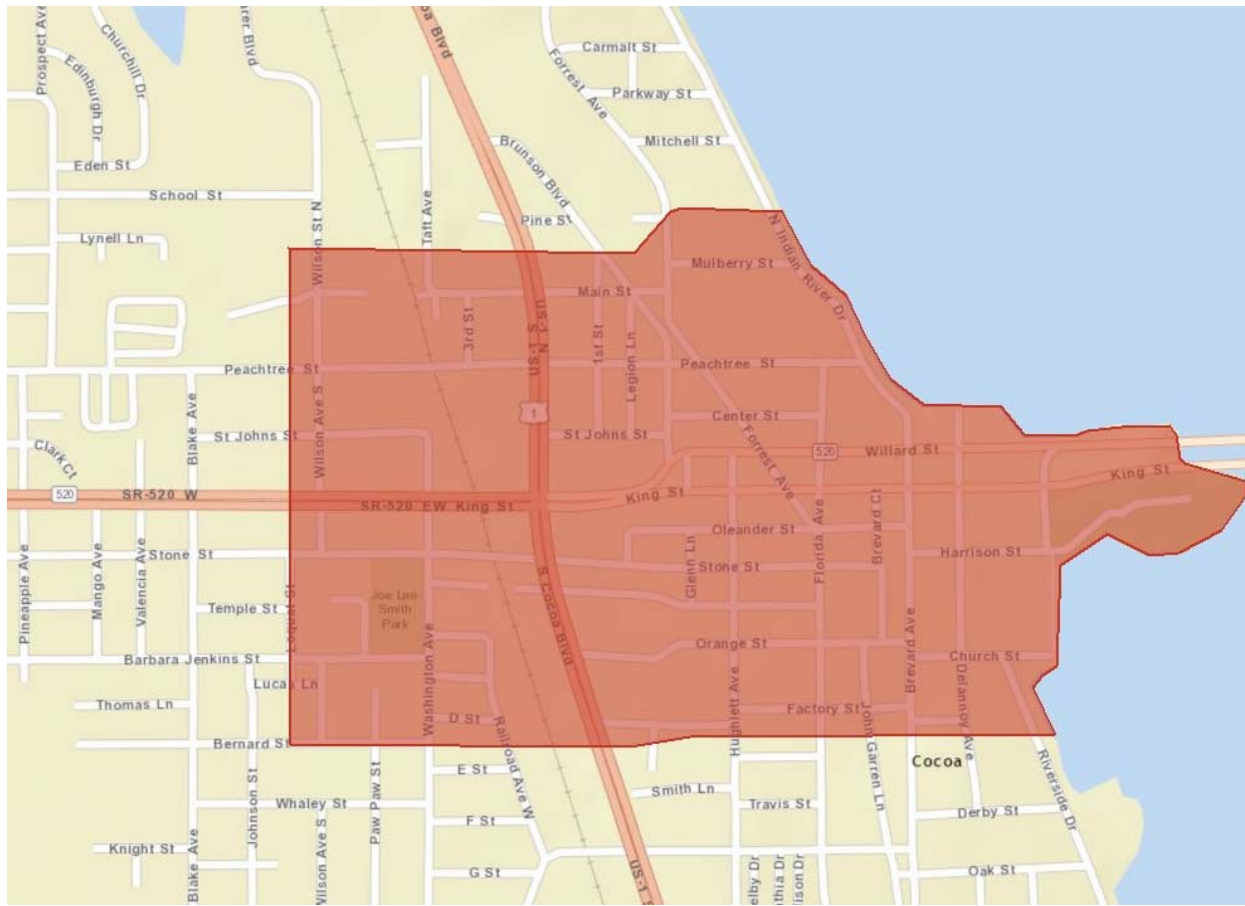
PROJECT CORRIDOR



SR 520 CORRIDOR

- 1 mile long
- From US 1 to the Indian River
- Primarily made up of 2 one-way roads:
 - Willard: 2 or 3 lanes
 - King: 3 lanes
- Over 23,000 vehicles per day in each direction
- Posted speed: 35 mph
- Also used by pedestrians, bikes, and transit

PROJECT STUDY AREA



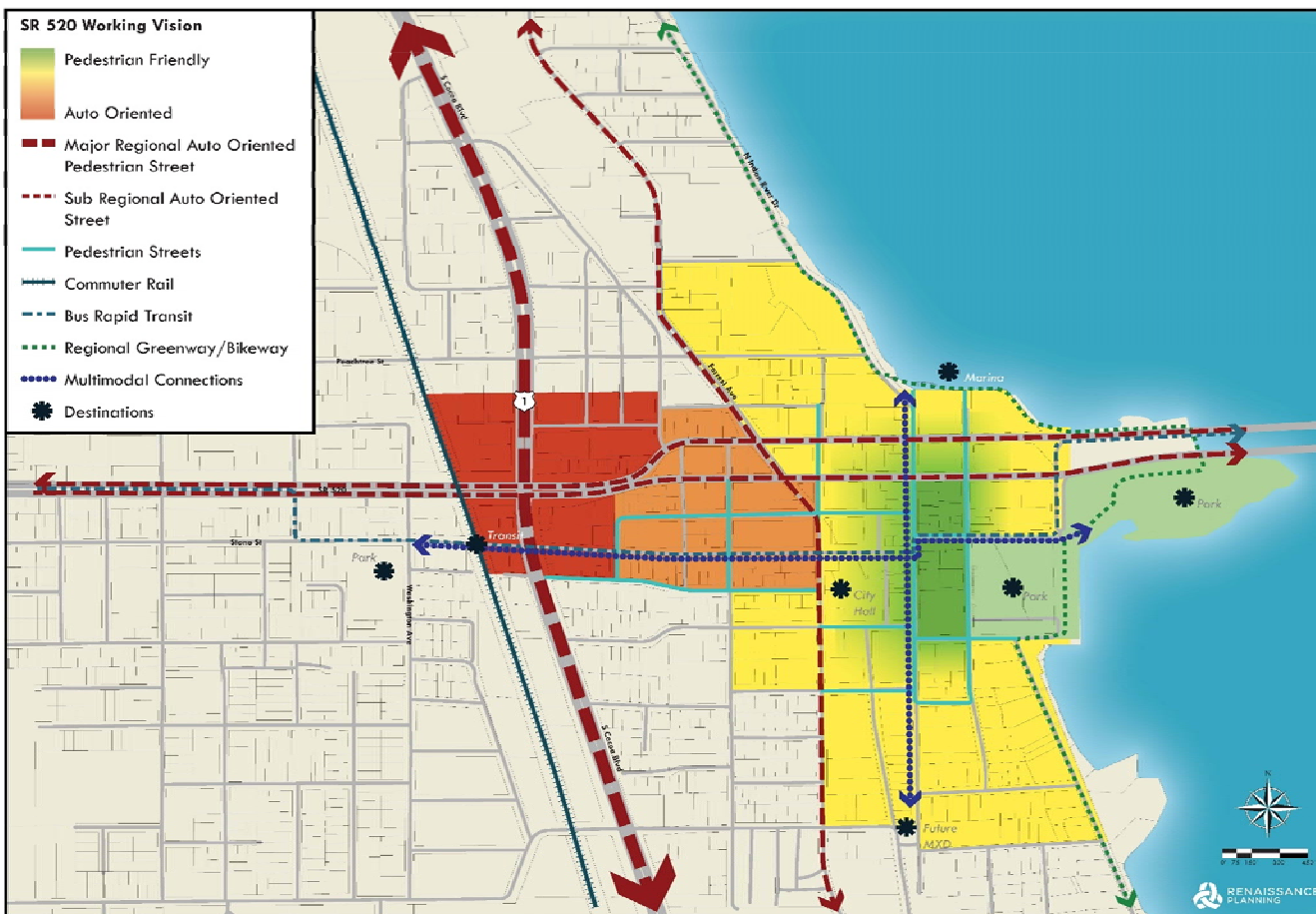
- Study area boundaries drawn ¼ mile from corridor in all directions
- Approximately 0.4 square miles in area

2

WORKING VISION & NEED

Starting point for concept planning

WORKING VISION MAP



Roadway Types and Potential Opportunities

Major Regional Auto-Oriented: priority for automobile traffic and higher speeds

Sub-Regional Auto-Oriented: significant auto emphasis but also includes transit and pedestrian elements

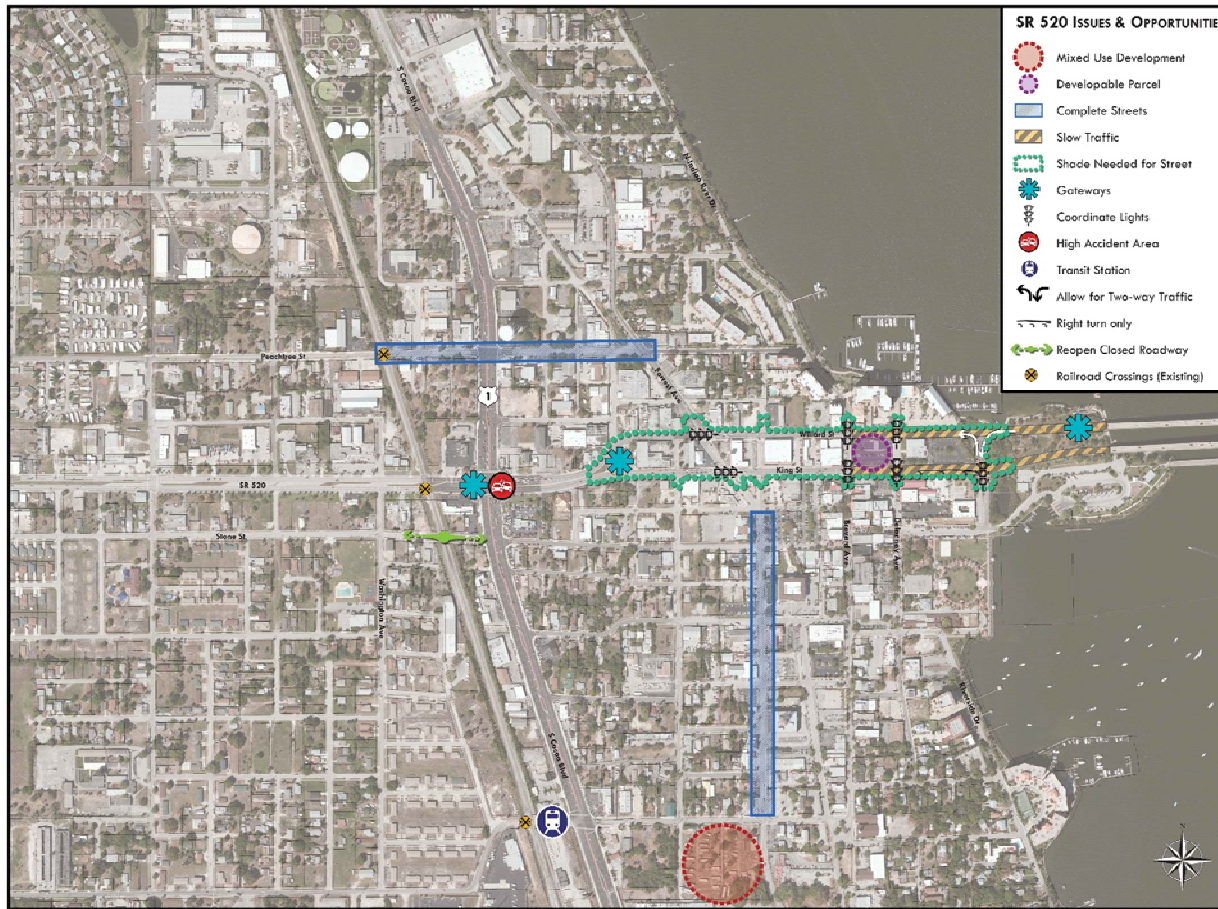
Pedestrian Streets: priority for walking

Commuter Rail: potential for future service on the FEC line

Bus Rapid Transit: future corridor along SR 520, diverting to Stone and Harrison Streets through the study area

Regional Greenway/Bikeway: potential pathway along the waterfront with access into Cocoa Village

Issues and Opportunities



- Community workshop held on December 1, 2015
- Three identical sessions were held, each having a presentation and workshop component
- Approximately 75 people attended the sessions

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COMMUNITY WORKSHOP

Stakeholder input forms a foundation for planning

WHAT WE HEARD FROM YOU / Roadways

▪ Roadways

- Straighten dangerous curves on Willard St. nearing US 1
- Separate through traffic and right turn lanes on King east of Delannoy to prevent weaving (slingshot effect)
- Create a full intersection at Riveredge Blvd. to facilitate all turning movements
- Relocate eastbound through traffic and make King a local road



WHAT WE HEARD FROM YOU / Operations

▪ Operations

- Reduce vehicle speeds coming off bridge - enforce speed limits
- Add digital speed warning signs, especially coming off bridge
- Look at sight distances and signal timing
- Improve the Forrest Ave. intersections – dangerous turns and traffic backup



WHAT WE HEARD FROM YOU / Aesthetics

▪ Aesthetics

- Widen sidewalks and enhance walkways with color and/or textures
- Add streetscape amenities to give character and sense of place
- Create multi-use trail under bridge to get pedestrians and bicycles off SR 520
- Add gateway features, wayfinding and public art



WHAT WE HEARD FROM YOU / Other

▪ Other

- Designate parking areas for tour buses
- Need more parking in Village area; add parking structure
- Improve drop-off/loading for Cocoa Village Playhouse
- Open old pier for fishing – make it a pedestrian amenity



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DEVELOPMENT SCENARIOS

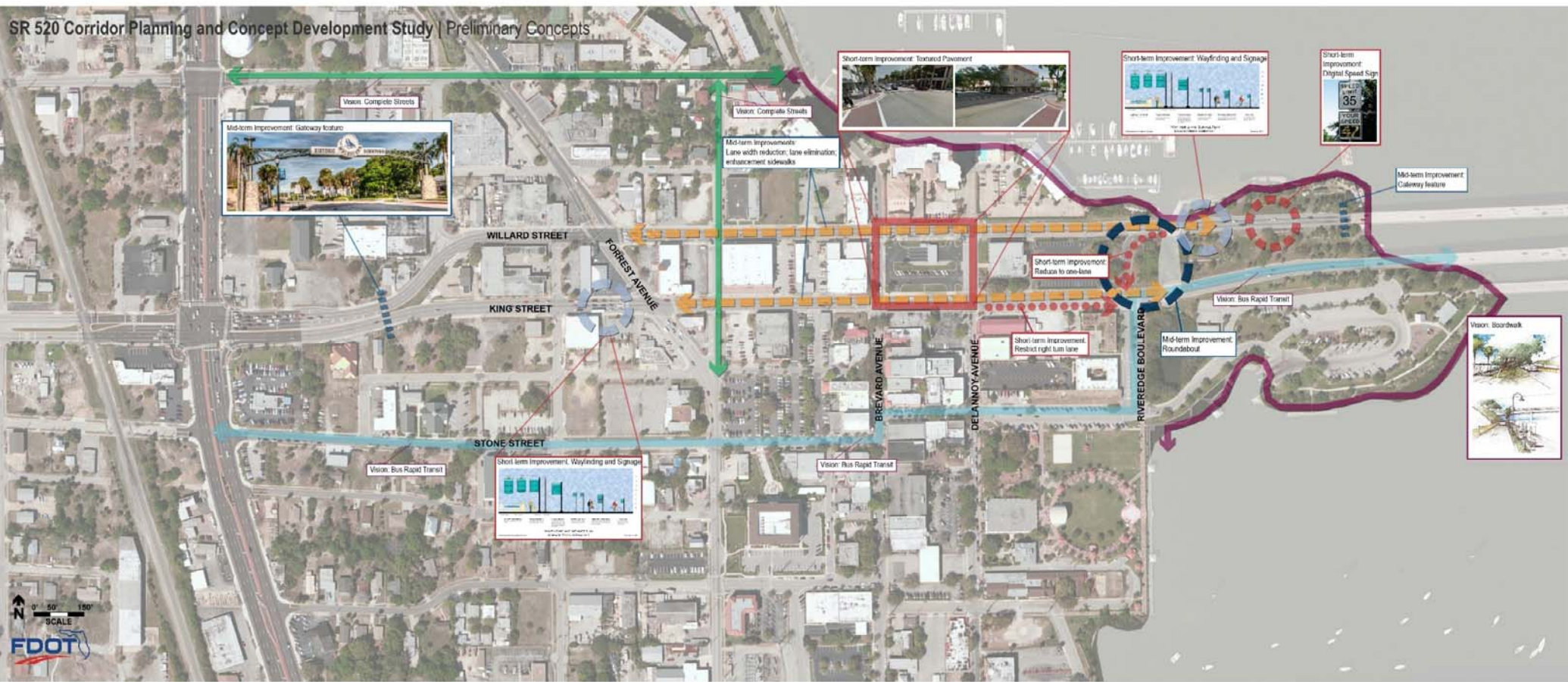
Exploring future options

ALTERNATIVES

1. Do nothing (no build) – **NOT AN OPTION**
 - Consider how conditions may change if no action is taken
2. Operations optimization
 - Variety of roadway alterations possible: separating the right-turn lane from through traffic, reducing the number of lanes, adding textured concrete and pavement markings, etc.
 - FDOT can make basic improvements to address the purpose and need
3. Roadway improvements
 - Improvements at either or both ends of the corridor to slow traffic and signal entry into a distinctive, ped/bike-oriented place – roundabouts, diverging one-way pair, etc.
 - Funding beyond FDOT would be required – partnership with City/CRA



CORRIDOR-WIDE CONCEPT



SHORT TERM STRATEGIES

The short-term scenario primarily covers operation improvements – strategies that can be implemented easily to change transportation system characteristics and increase safety, including:

- **Roadway**

- Speed monitoring
- Pavement upgrades at intersections
- On-street parking
- Concrete lane separator to eliminate weaving
- Oversized vehicle parking identification
- Wayfinding signs



SHORT TERM STRATEGIES

- **Pedestrians**
 - Sidewalk improvements to meet ADA requirements
 - Crosswalk upgrades to enhance visibility
 - Bulb outs to shorten crossing distance
- **Bicycle**
 - Signage to indicate bicycle presence
- **Transit**
 - Bus stop enhancements and amenities



SHORT TERM – ADDITION OF ON-STREET PARKING



MID- AND LONG-TERM STRATEGIES

The mid- and long-term scenarios are more specific and cover complex alternatives, both to the roadway and to the sidewalk zone, to optimize traffic flow and increase efficiency. Scenarios to be considered include:

- **Option “A”**
 - Reconstruction of the right-of-way cross section – travel lanes reduced from 3 to 2, on-street parking added, widened sidewalks and improved aesthetics
- **Option “B”**
 - Same as Option “A” but without on-street parking. This option would likely be considered after a central parking structure has been constructed
- **Option “C”**
 - Involves construction of a roundabout centered on Riveredge Blvd. and could be done in conjunction with either Option “A” or Option “B”



MID- AND LONG-TERM STRATEGIES

Specifics of Option “A” include:

- **Roadway**

- (2) 11’ wide travel lanes
- 8.5’ wide on-street parking on the right side of the road between Forrest and Delannoy

- **Pedestrian**

- Wider sidewalks and enhanced pedestrian realm with streetscape elements and street trees

- **Other**

Gateway elements to help calm traffic and announce arrival into the Cocoa Village area



MID- AND LONG-TERM STRATEGIES - STREETScape



MID- AND LONG-TERM STRATEGIES - ROUNDABOUT



VISION SCENARIO

The vision scenario covers strategies beyond the scope of this project, but that have been considered through stakeholder discussion and in the context of larger vision projects, including:

- Structured parking
- Bus Rapid Transit (BRT)
- Transit center
- Regional train service connections
- “Complete Streets” program expansion
- Boardwalk extension



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