



# SR 520 CORRIDOR PLANNING AND CONCEPT DEVELOPMENT STUDY

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## Title VI and Related Statutes

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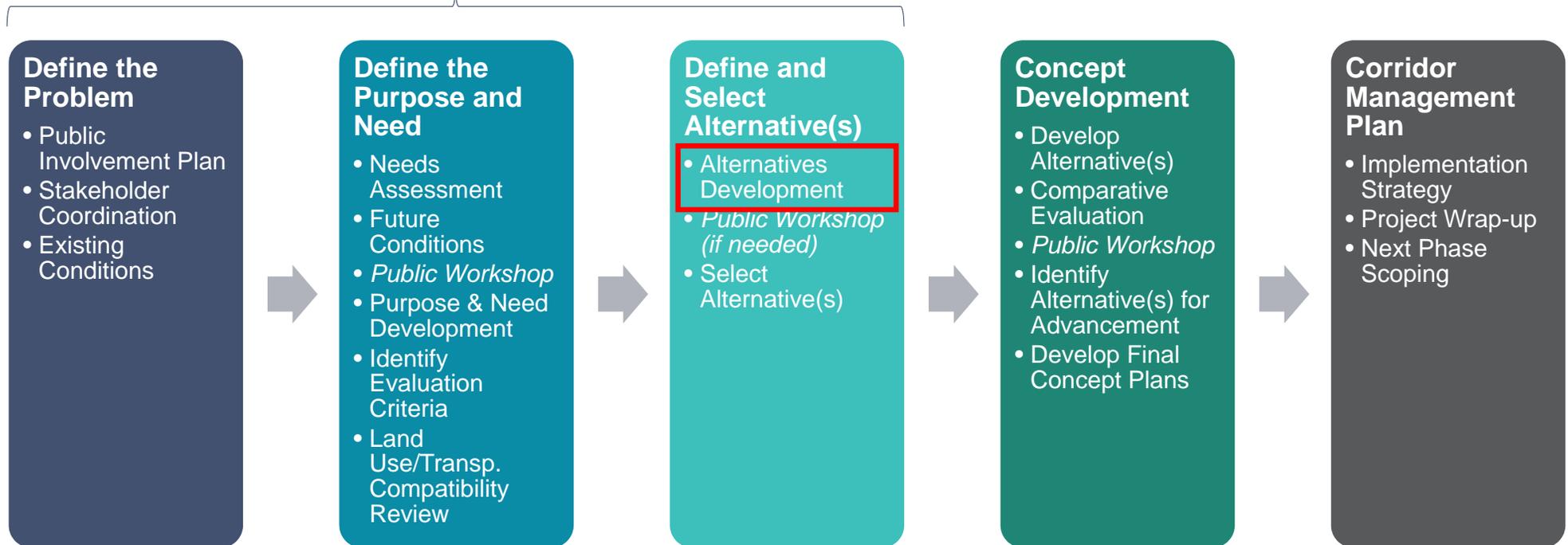
# Today's Agenda

- Welcome
- Background
- Alternatives Development



# PROJECT

## PLANNING PHASE



## PRESENTATION OVERVIEW

1 CONTEXT

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2 WORKING VISION & NEED

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3 COMMUNITY WORKSHOP

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4 DEVELOPMENT OF SCENARIOS

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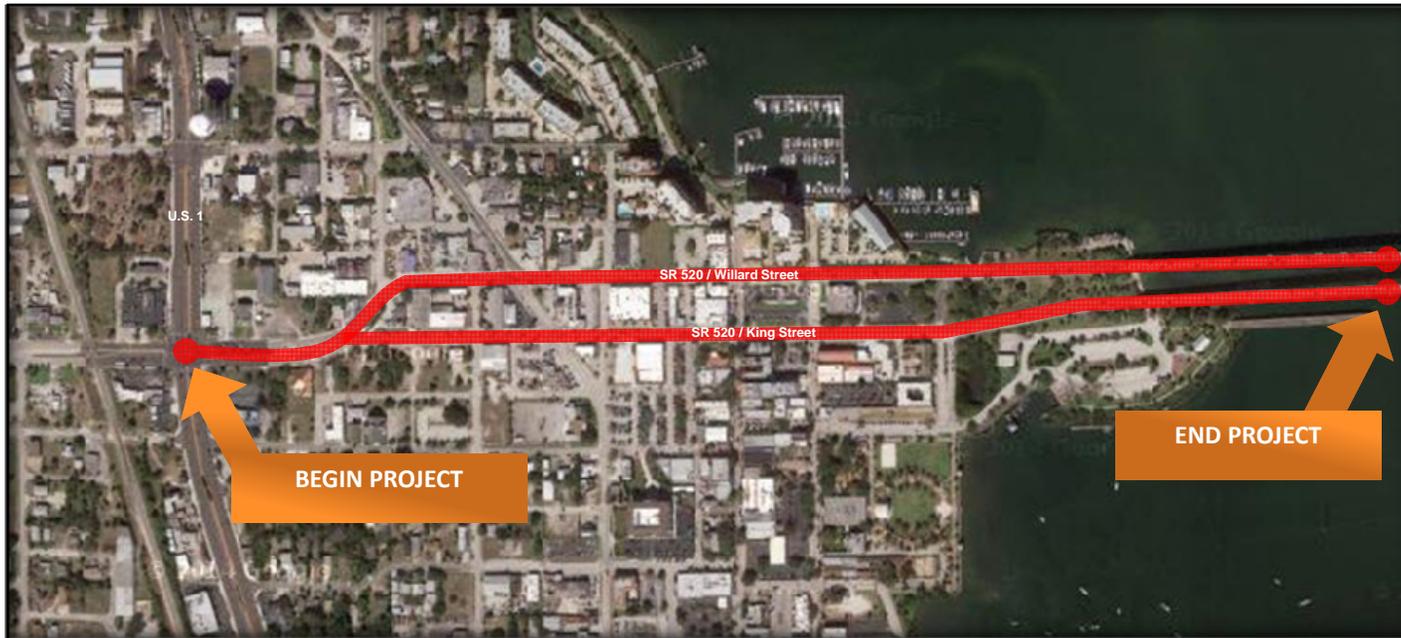
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## CONTEXT

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Key background and data

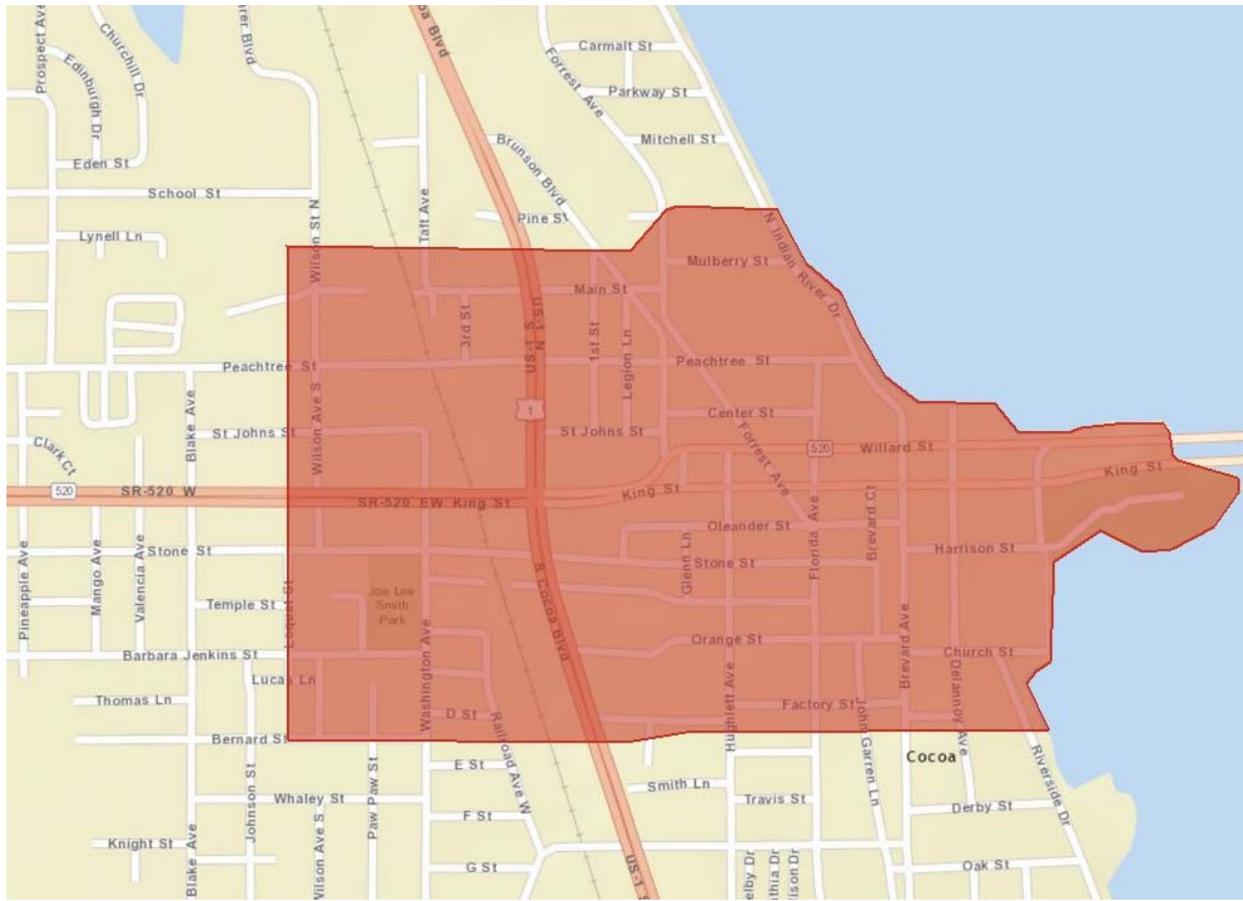
# PROJECT CORRIDOR



## 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



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## WORKING VISION & NEED

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Starting point for concept planning



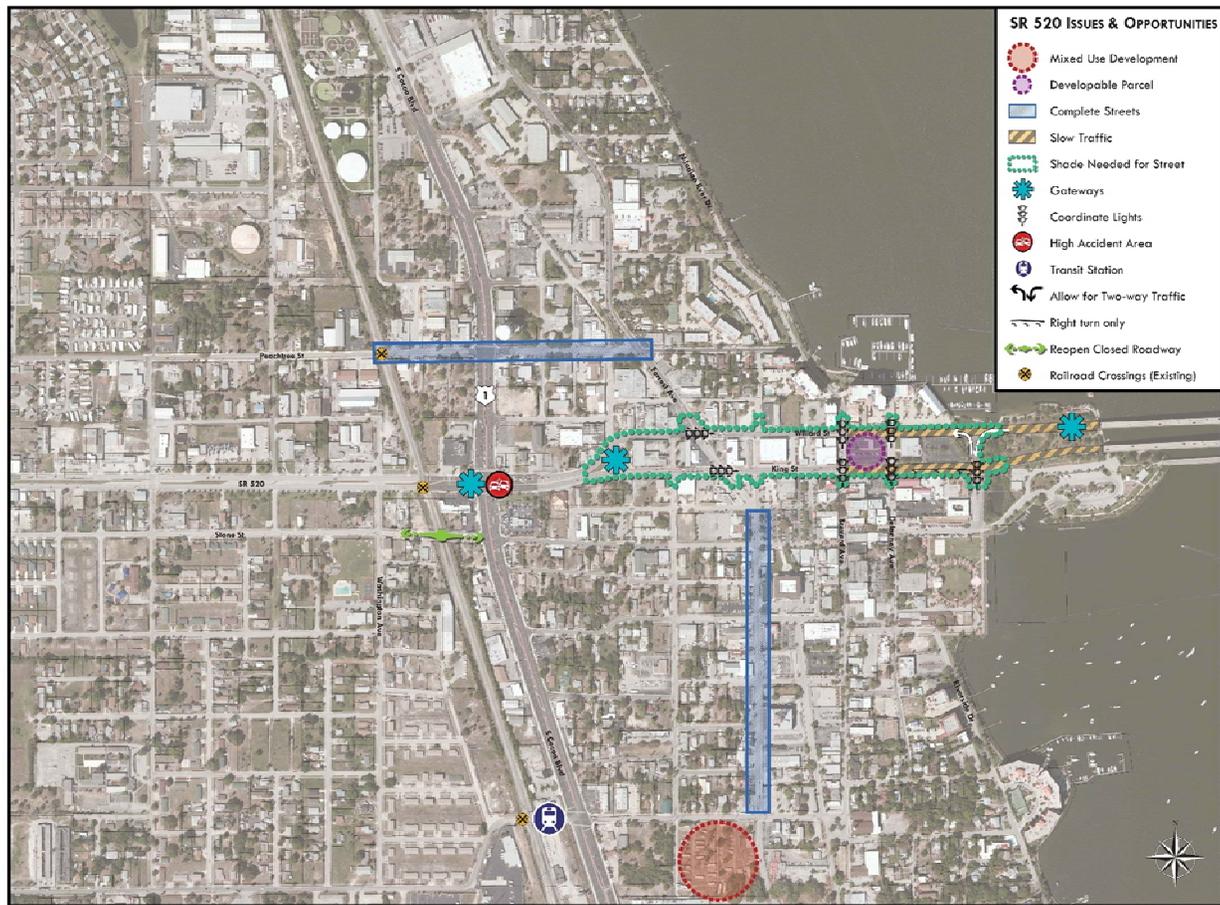
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## COMMUNITY WORKSHOP

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Stakeholder input forms a foundation for planning

# ISSUES + 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

## 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

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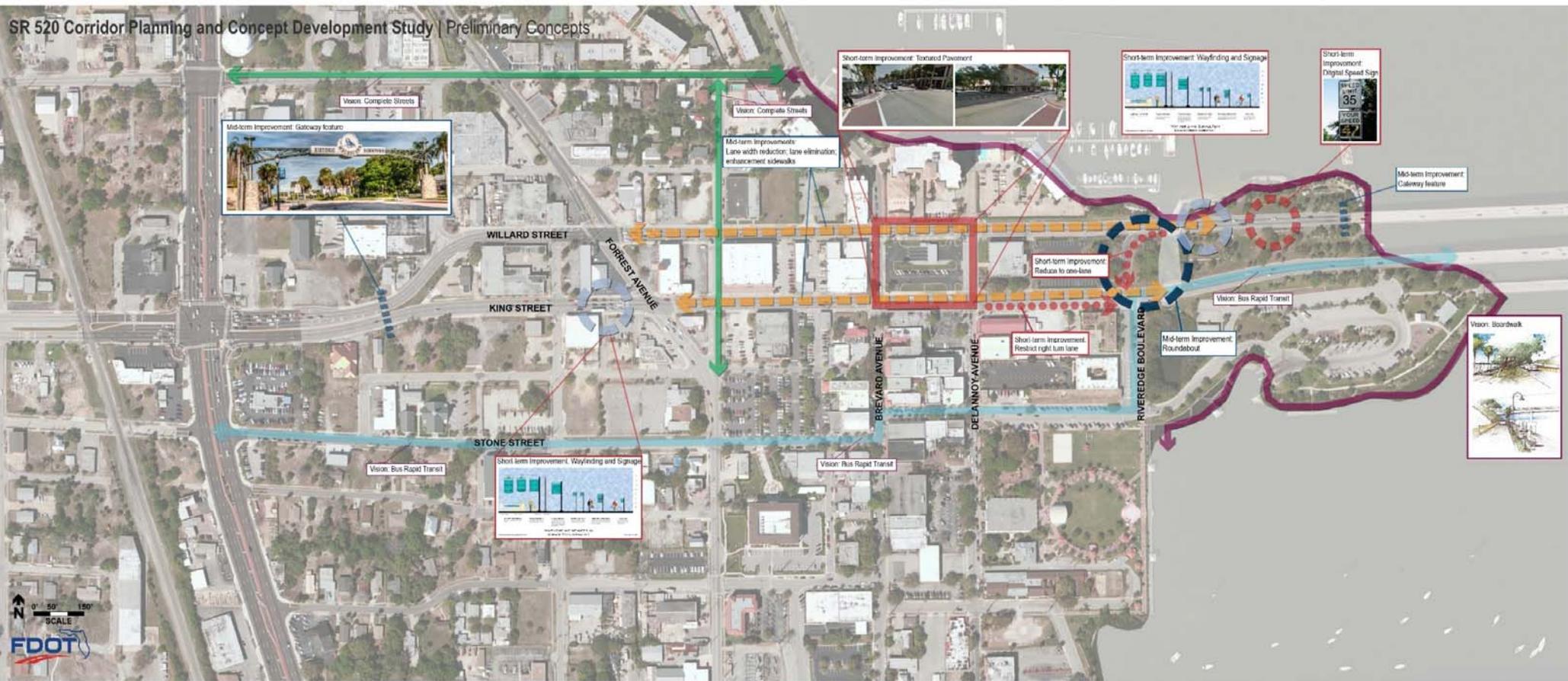
Exploring future options

# 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**

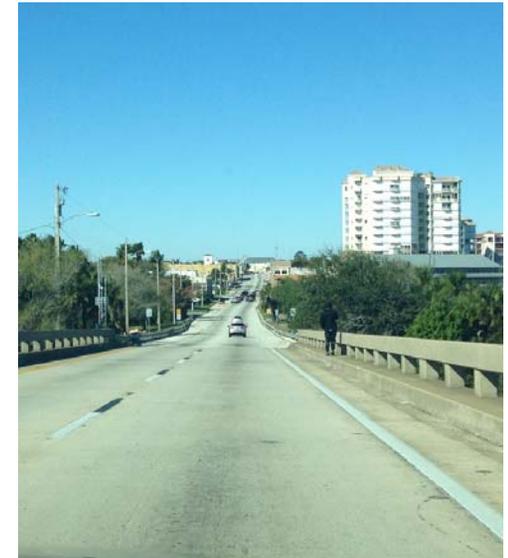
- (2) 11’ wide travel lanes
- 8.5’ wide on-street parking on the right side of the road between Forrest and Delannoy

- **Pedestrian**

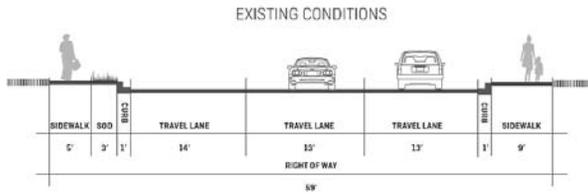
- Wider sidewalks and enhanced pedestrian realm with streetscape elements and street trees

- **Other**

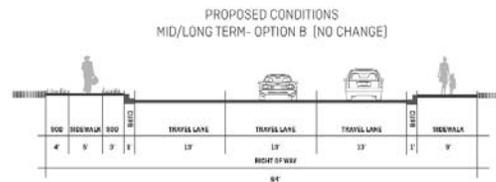
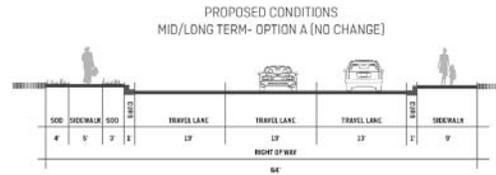
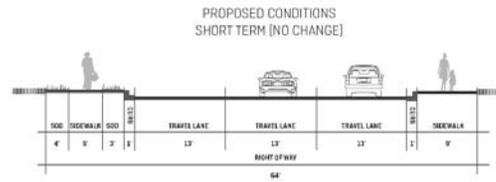
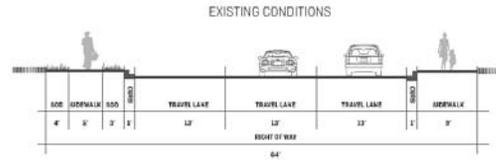
Gateway elements to help calm traffic and announce arrival into the Cocoa Village area



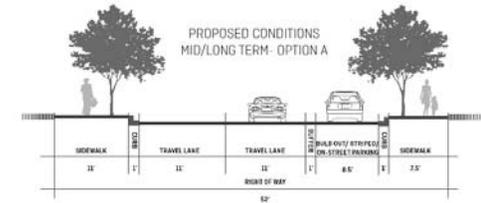
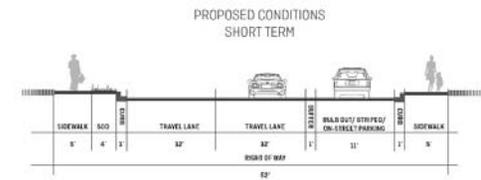
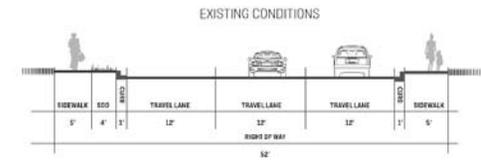
# MID- AND LONG-TERM STRATEGIES – ROAD SECTIONS (KING)



KING STREET BETWEEN US1 AND HUGHLETT EASTBOUND

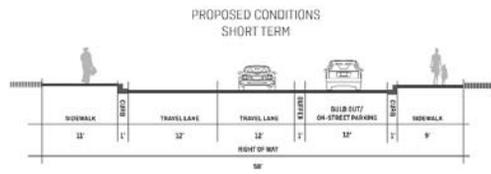
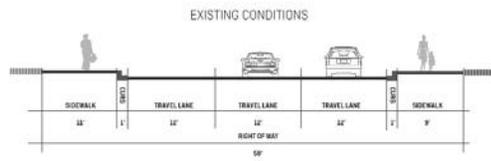


KING STREET AT HUGHLETT AVENUE EASTBOUND

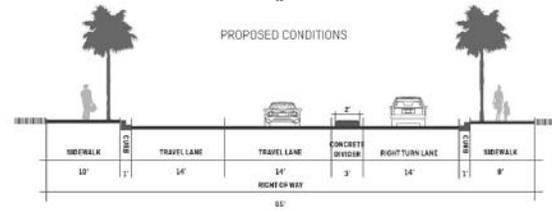
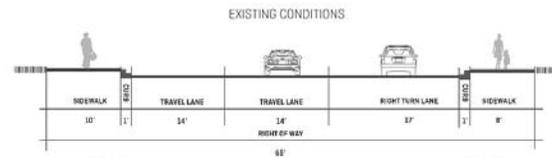


KING STREET AT FLORIDA AVENUE EASTBOUND

# MID- AND LONG-TERM STRATEGIES – ROAD SECTIONS (KING)

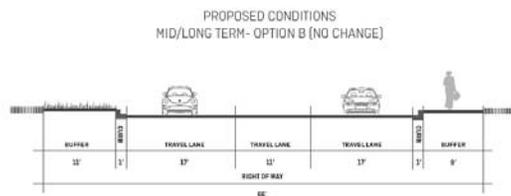
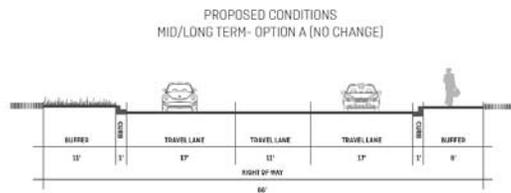
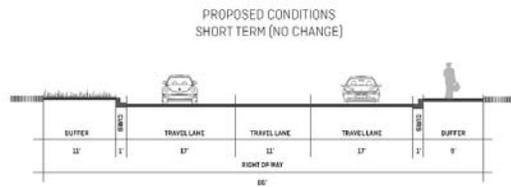
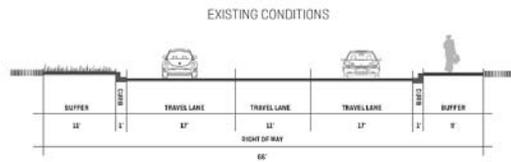


KING STREET AT BREVARD AVENUE  
EASTBOUND

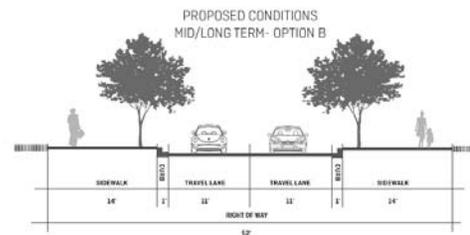
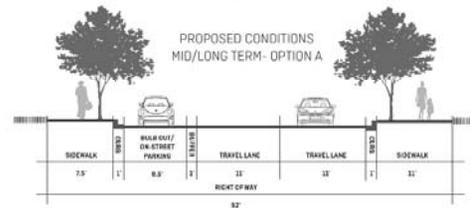
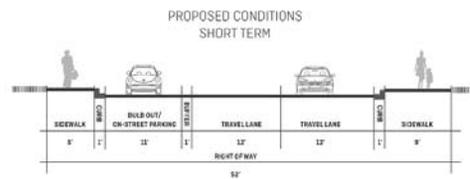
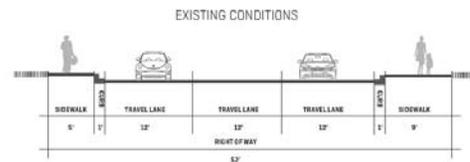


KING STREET AT DELANNOY AVENUE  
EASTBOUND

# MID- AND LONG-TERM STRATEGIES – ROAD SECTIONS (WILLARD)

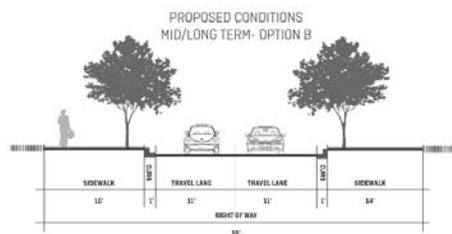
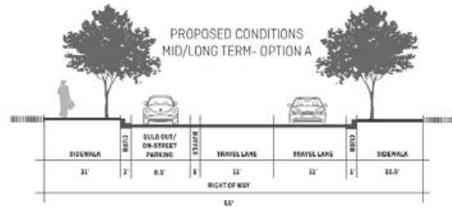
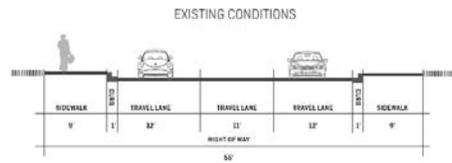


WILLARD STREET AT DELANNOY AVENUE  
WESTBOUND

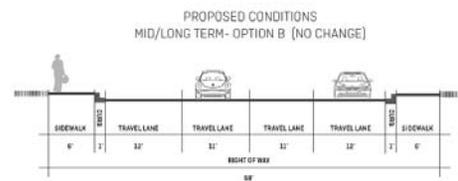
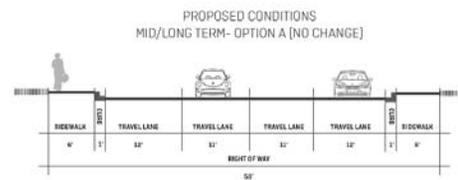
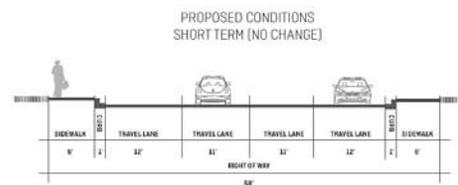
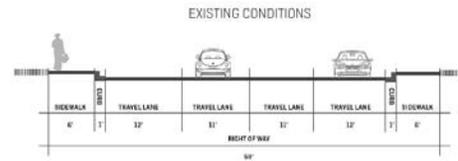


WILLARD STREET AT BREVARD AVENUE  
WESTBOUND

# MID- AND LONG-TERM STRATEGIES – ROAD SECTIONS (WILLARD)



WILLARD STREET AT FLORIDA AVENUE  
WESTBOUND

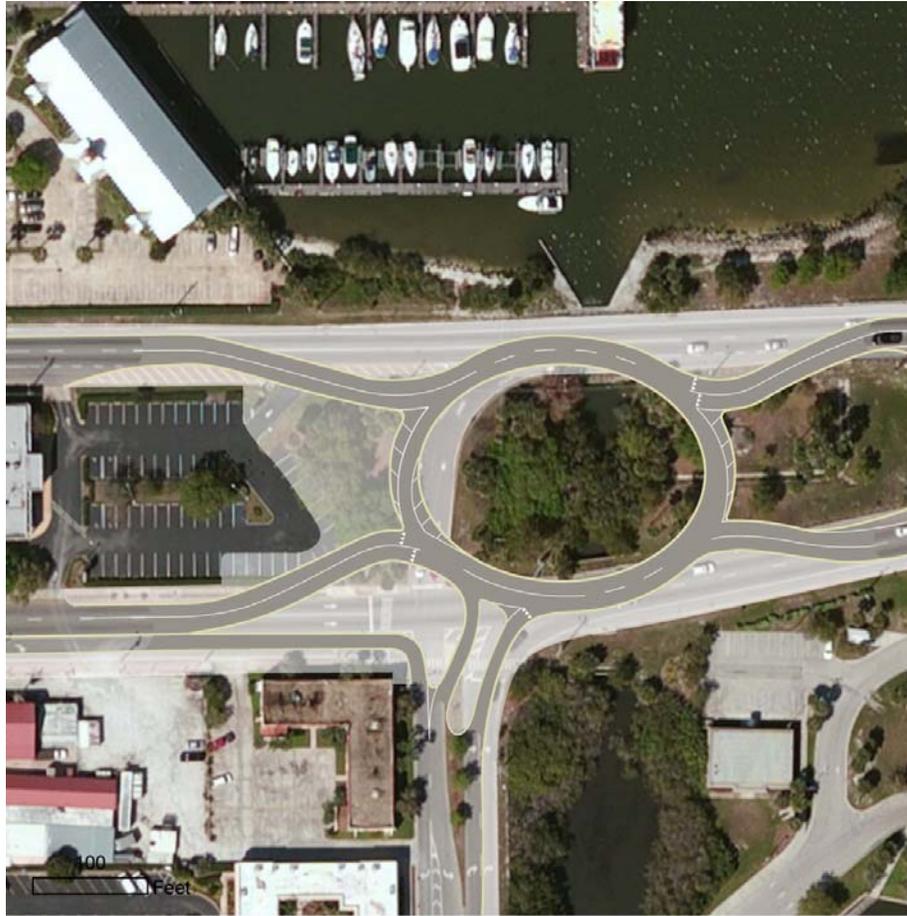


WILLARD STREET AT HUCHELT AVENUE  
WESTBOUND

# 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



## PROJECT CONTACTS

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