



SR 519 (FISKE BOULEVARD) CONCEPT DEVELOPMENT AND EVALUATION STUDY FUTURE CONDITIONS REPORT

FINANCIAL PROJECT NO. 437241-1-12-01
MARCH 2018





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Introduction

1.1 Report Purpose

In November 2016, the Florida Department of Transportation (FDOT) finalized a corridor planning study on State Road (SR) 519 (Fiske Boulevard) from Barnes Boulevard/I-95 Northbound Ramps to SR 520/King Street.

This corridor planning study was a high-level evaluation of safety, environmental and geometric concerns 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, rather than a model-driven vision to determine how best to meet the needs of the current and future end users of the corridor, and to establish a long-term plan to guide evolution of the corridor. In July 2017, FDOT began the next phase, a Concept Development Study with the purpose of develop and compare alternative, select a preferred alternative or alternatives and prepare the concept for implementation.

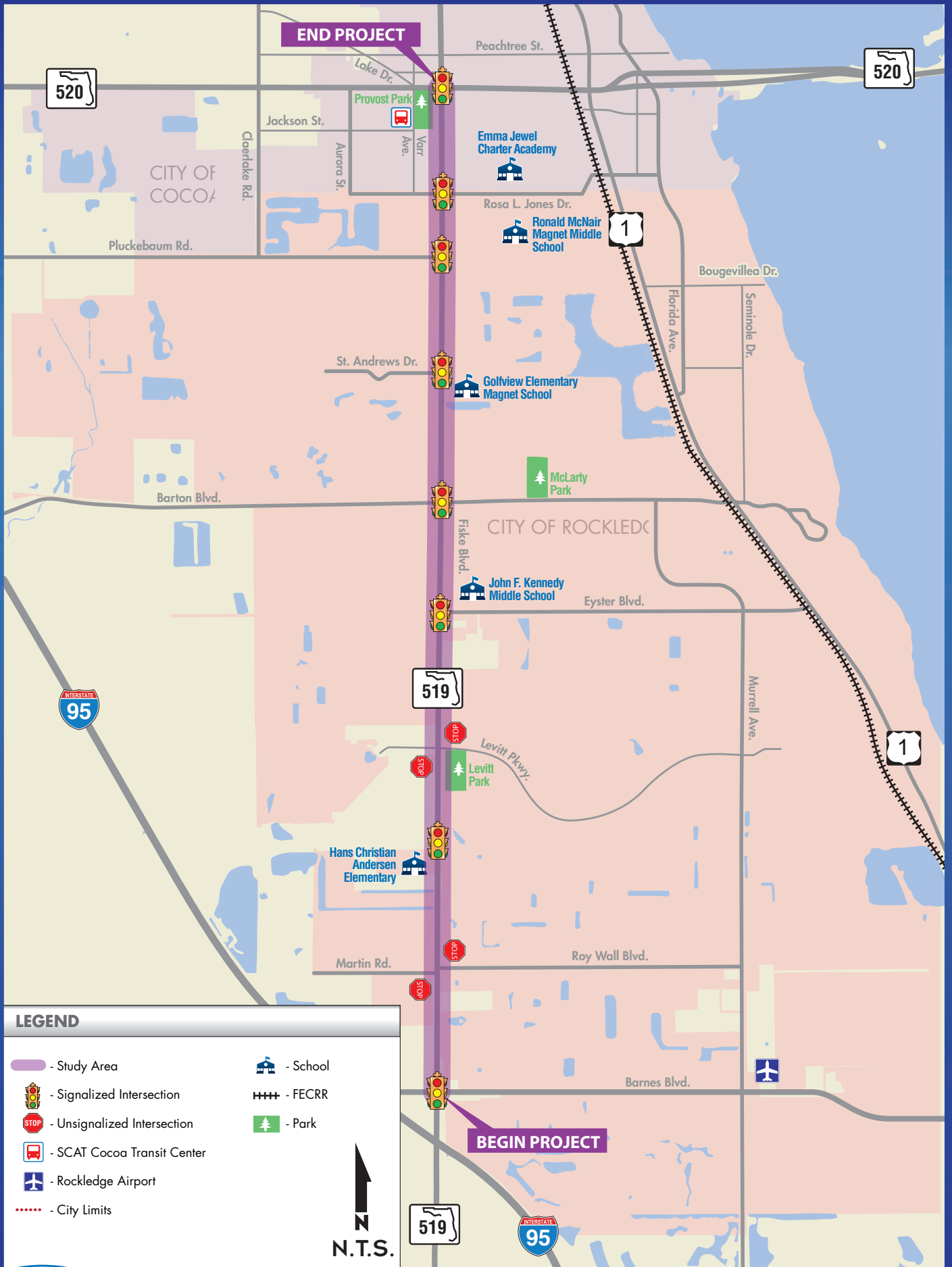
As part of the Concept Development Study, this Future Conditions Report summarizes the traffic findings from the SR 519 (Fiske Boulevard) Concept Development Study Existing Conditions Report and expands on the issues and opportunities identified during that effort. The Existing Conditions Report identified existing facilities, conditions, and previous studies conducted relevant to the SR 519 Concept Development Study. The summary of existing traffic conditions and levels of service (LOS) provide a baseline for comparison with projected future conditions. For detailed information regarding the existing conditions of the study corridor, please see the Fiske Boulevard (SR 519) Concept Development Study, Existing Conditions Report.

This report summarizes planned roadway and multi-modal improvements, projects future traffic demand along Fiske Boulevard from Barnes Boulevard/I-95 Northbound Ramps to SR 520/King Street, and identifies any deficiencies and additional needs for the corridor for both the short-term (Year 2023) and long-term (Year 2040) conditions. The results of the analysis will be used to define the corridor needs and develop potential improvement alternatives.

1.2 Project Background and Purpose

This project has been requested by the Cities of Cocoa and Rockledge to coordinate the development of a multi-modal vision for the Fiske Boulevard corridor. This study will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning. 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 that establish a more multimodal urban environment utilizing a context-sensitive approach.

FDOT is working with a Project Visioning Team (PVT) consisting of local stakeholders to implement previous recommendations to create a more walkable urban environment for the corridor. Figure 1 illustrates the Study Area.



LEGEND

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

N.T.S.



2

Existing Conditions Overview

The following section summarizes the major findings in the existing conditions analysis for Fiske Boulevard from Barnes Boulevard/I-95 Northbound Ramps to SR 520. For detailed information regarding the existing conditions of the study corridor, please see the Fiske Boulevard (SR 519) Concept Development Study, Existing Conditions Report. Tables from the Existing Conditions Report can be found in Appendix A

2.1 Existing Land Use

The character of the corridor is transitional with some commercial and a majority of residential land uses. The residential uses generally consist of subdivisions with primary access consolidated along Fiske Boulevard. There are also several schools, churches, parks and recreational areas located along the corridor. The predominant land use in the Study Area is residential (45%).

2.2 Access Management

Access management includes an analysis of driveway and intersection spacing along a corridor to identify opportunities to address conflict points for vehicles, pedestrians, and bicyclists. The spacing between determines how efficiently vehicles can traverse the corridor. Fiske Boulevard is classified as an Access Class 4 roadway throughout the Study Area. An Access Class 4 roadway has a minimum spacing criteria of 660 feet between intersections for speeds greater than 45 miles per hour (mph), and 440 feet for speeds less than or equal to 45 MPH.

The Study Area corridor serves many abutting residential and commercial land uses, with areas along the corridor where the spacing is deficient, especially between driveways. In general, the portions of the corridor between Howard Boulevard and Eyster Boulevard and north of Pluckebaum Road consist of more closely spaced driveways.

2.3 Existing Roadway and Intersection Characteristics

The Fiske Boulevard corridor is classified as an “urban principal arterial other” that is generally five lanes, with varying cross-sections including paved shoulders and curb and gutter, paved shoulder and no curb and gutter, or open swale drainage. Travel lanes are generally separated by a center left-turn lane.

2.4 Intelligent Transportation Systems

Brevard County currently operates an unofficial Traffic Management Center (TMC) at the Viera Government Center. Fiske Boulevard currently has 2.22 miles of fiber optics installed between SR 520 and Eyster Boulevard along the northern section of the Study Area corridor, which also includes one Advance Dynamic Message Sign and three signals connected to the existing fiber optic network.

2.5 2017 Existing Volumes

Weekday daily and hourly traffic volumes along the study area roadway segments and intersections were collected from various sources and supplemented by additional tube, turning movement and pedestrian counts. The 2017 existing turning movement traffic volumes are included in Appendix B of the Existing Conditions Report.

2.6 Bicycle and Pedestrian Infrastructure

There are no on-street bicycle lanes along Fiske Boulevard. Undesignated bicycle lanes were identified along SR 520 (crossing through the intersection of Fiske Boulevard and SR 520).

In general, Fiske Boulevard has sidewalks present on both sides of the road, except for a few small segments where gaps are present. Approximately half of the side streets do not have any type of sidewalk connection to Fiske Boulevard.

There is one trail (the Brevard Zoo Trail) within the Study Area. The majority of this trail has been constructed, with the exception of a missing segment between Barnes Boulevard and Roy Wall Boulevard.

2.7 Transit Service and Infrastructure

Existing transit services in the Study Area are operated by Space Coast Area Transit (SCAT). SCAT currently provides fixed-route service via Routes 1, 4, 6 and 8. Route 4 is the only route that provides service along the entire length of the Fiske Boulevard study corridor.

In general, bus stops along Fiske Boulevard are located in areas where there is an existing sidewalk and have a bus stop sign and benches for seating. Routes 1 and 8 also allow “flag stops” where passengers flag down a SCAT bus at areas where there is no fixed stop, along a route.

SCAT also provides paratransit service and commuter assistance vanpools within the Study Area.

2.8 Existing Operational Analysis

Existing 2017 operational analysis was conducted to determine the LOS for the roadway segments and the Study Area intersections. The Transportation Research Board’s (TRB) – Highway Capacity Manual (HCM) 2010 defines LOS as “qualitative measures that characterize operational conditions within a traffic stream and their perception by passengers and motorists.” LOS attempts to quantify and measure the experience and perception of transportation system users by analyzing traffic operations, such as queuing times and traffic volumes. There are six levels ranging from LOS “A”, being the best operating conditions, characterized by unimpeded free-flowing traffic, to LOS “F”, characterized by extensive delays or congestion.

The detailed analysis is provided in the Existing Conditions Report. The following is a summary of the key findings for each mode:

2.8.1 Roadway Operational Analysis

According to FDOT data, the study corridor has an adopted level of service “D”. The Fiske Boulevard corridor currently operates within acceptable LOS standards. All of the roadway segments operate at LOS “C”.

2.8.2 Bicycle Operational Analysis

Bicycle LOS along the corridor is LOS “D”, mainly due to the lack of bicycle lanes along the corridor.

2.8.3 Pedestrian Operational Analysis

The LOS for the pedestrian mode along the corridor is LOS “C” or better.

2.8.4 Transit Operational Analysis

The LOS for the transit mode is LOS “E” for Routes 1, 4, 6, and 8.

2.8.5 Intersection Operational Analysis

All of the signalized Study Area intersections, with the exception of the intersection of Fiske Boulevard and the I-95 northbound ramps, currently operate at LOS “E” or better during the AM and PM peak hours. The intersection at the I-95 northbound ramps operates at LOS “F” in the AM and PM peak hours. The two unsignalized intersections of Fiske Boulevard and Roy Wall Boulevard, and Fiske Boulevard and Levitt Parkway operate at LOS “F” for many of the left turn movements on the minor street during the AM and PM peak hours. Although the overall intersection analysis shows that the majority of intersections along Fiske Boulevard operate at acceptable levels of service, there are left-turn movements along Fiske Boulevard and side street movements that operate at LOS E and/or F. These movements experience long delays and queues due to the long signal cycle lengths along Fiske Boulevard. Although these movements operate at LOS E or worse, the volume-to-capacity (v/c) ratios are generally below 1.0.

2.9 Safety and Crash Analysis

A multi-modal safety analysis was completed for the Fiske Boulevard Study Area roadways and intersections to determine if the traffic demands combined with geometric conditions pose potential safety concerns. A total of 562 crashes resulted in 271 injuries and one fatality over the five-year period (January 01, 2012 to December 31, 2016), along Fiske Boulevard within the Study Area.

The average crash rates for the roadway segments within the study area were lower than the average crash rates for similar facilities. Six of the ten Study Area intersections experienced a higher average crash rate for similar facilities. These statistics indicate that the intersections at Fiske Boulevard and Barnes Boulevard, Eyster Boulevard, Barton Boulevard, St. Andrews Drive, Pluckebaum Road, and SR 520 need further review and evaluation for safety improvements during the concept development phase of this study.

The number of crashes involving pedestrians and bicyclists total seven pedestrian and five bicycle crashes on Fiske Boulevard within the Study Area over the same five-year period.

3

Future Conditions

An essential component of this study involves forecasting travel demands and identifying land use changes. Doing so ensures that the alternatives identified and studied, along with the corresponding recommended transportation infrastructure investments, appropriately anticipate future needs and provide long term benefits for the area. This analysis was performed for short-term (Year 2023) and long-term (Year 2040) conditions.

The 2023 short-term analysis was conducted in order to provide a 5-year horizon to evaluate the effect of transportation system improvements/enhancements that do not require substantial permitting, right of way acquisitions, or lengthy environmental impact review. This scenario includes background growth that will occur by the year 2023 and planned transportation improvements identified in the Space Coast TPO Transportation Improvement Plan (TIP). This scenario also evaluates alternative signal timings (optimized timings) that may better serve future traffic volumes that reflect changes in travel patterns.

The 2040 long-term analysis was conducted in order to provide a 22-year horizon to evaluate the effect of transportation improvements/recommendations that will likely take more time to design, permit, and fund. The year 2040 is consistent with the Central Florida Regional Planning Model future year. This scenario includes background growth that will occur by the year 2040 and planned transportation improvements identified in the Space Coast TPO Long Range Transportation Plan (LRTP).

3.1 Future Land Use

As noted above, existing and planned future land use patterns along the Fiske Boulevard corridor are important factors to consider during the investigation of multi-modal transportation system improvements. As the population increases and the land uses evolve along the corridor, the demand for additional access and transportation infrastructure grows. The most prevalent existing land use within the Study Area is residential. The Future Land Uses (FLUs) are generally consistent with the existing land uses, as shown in **Figure 2**. The FLU pattern along the corridor is generally residential (predominantly medium density residential), with some commercial at the northern and southern termini of the corridor, and mixed-use areas near the center. This pattern is consistent with the



adopted FLU maps and designations of the Cities of Cocoa and Rockledge and Brevard County. **Table 1** summarizes the future land uses within one-half mile of the corridor within the Study Area.

Table 1: Future Land Use

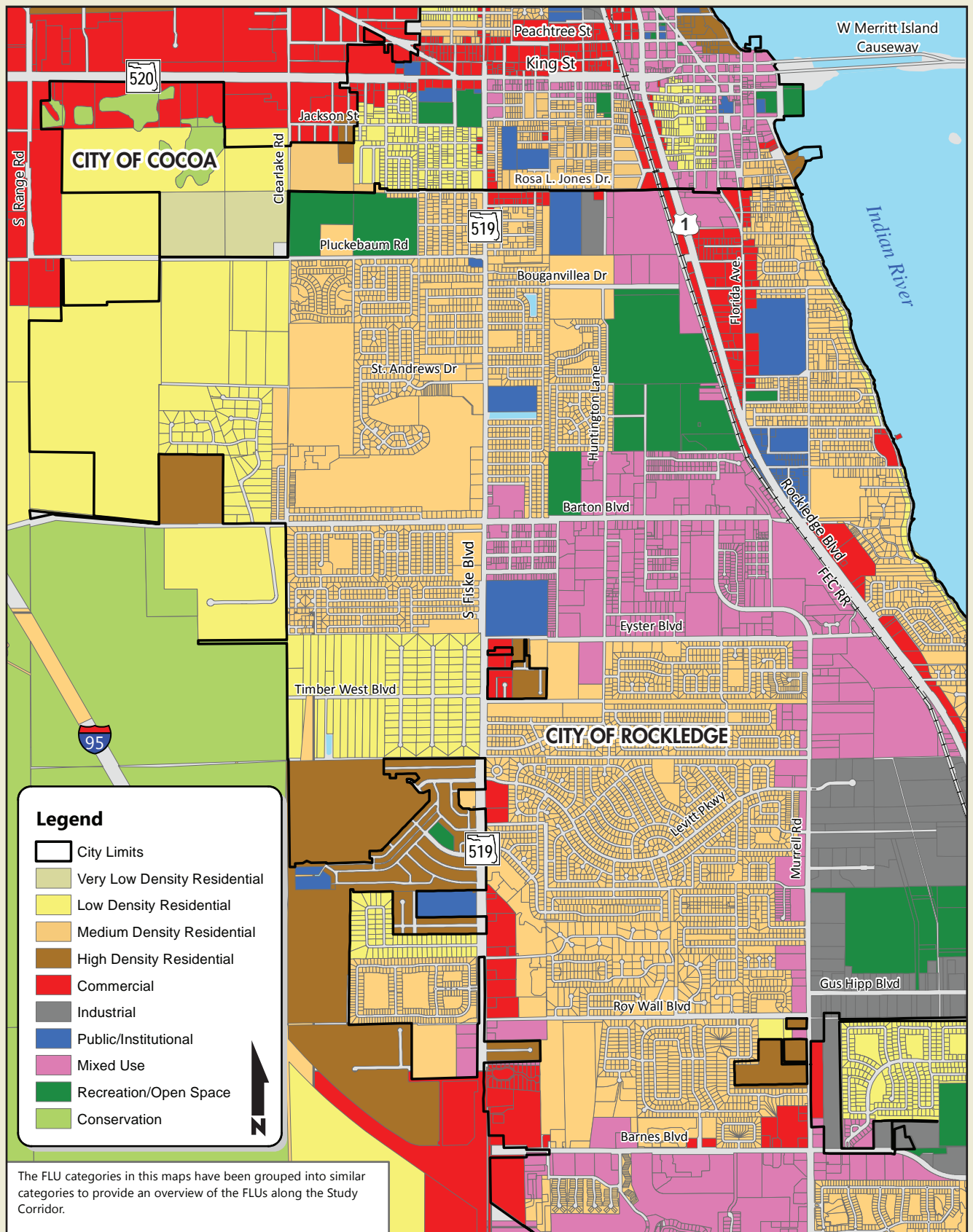
Future Land Use	Percentage (1/2-Mile Buffer)
Residential	68.7%
Commercial	12.3%
Office	5.4%
Public/Institutional	5.0%
Open Space/ Recreational	8.6%

Source: Brevard County, Rockledge and Cocoa Geographic Information Systems (GIS)

The northern portion of the Study Area within the City of Cocoa, near the intersection of Fiske Boulevard and SR 520, has a FLU designation of Commercial and Mixed-Use. The FLU east of Fiske Boulevard is primarily Medium Density Residential, with large Institutional uses. The FLU west of Fiske Boulevard is primarily Low-Density Residential with some Recreation/Open Space uses.

Within the City of Rockledge, the majority of FLUs are designated as residential (mostly Medium Density Residential), with the area east of Fiske Boulevard and north of Eyster Boulevard designated as Mixed-Use. There is a smaller Mixed-Use FLU designation south of Roy Wall Boulevard on both sides of Fiske Boulevard.

The FLU for the southern portion of the Study Area, that is located within unincorporated Brevard County, is primarily designated as Commercial. However, the FLU designations west of Fiske Boulevard are primarily High Density Residential.



N.T.S.



3.2 Planned Improvements

Short term and long-term planned improvements within the Study Area were identified from the following transportation plans:

- Space Coast Transportation Planning Organization (Space Coast TPO) 2040 Long Range Transportation Plan (LRTP);
- Space Coast TPO Transportation Improvement Plan (TIP);
- FDOT Five Year Work Program;
- Space Coast TPO Bicycle and Pedestrian Mobility Plan;
- Space Coast Area Transit (SCAT) 2013-2022 Transit Development Plan (TDP); and
- Space Coast TPO Intelligent Transportation Systems Master Plan

The Brevard County Comprehensive Plan was also reviewed to analyze any policies that influence mobility within the Study Area. Brevard County has adopted multiple Objectives and Policies in the Transportation Element of the Comprehensive Plan that focus on multi-modal transportation options, including complete streets policies and multi-modal transportation improvements that are safe and accessible for users.

The northern portion of the Study Area is located within the Cocoa Diamond Square Community Redevelopment Agency (CRA). Two of the Diamond Square CRA initiatives include enhancing streetscapes and pedestrian connectivity and creating neighborhood gateways.

In addition to the CRA in Cocoa, the Rockledge Community Redevelopment Plan identifies two sub-districts of the CRA that include portions of the Study Area (Sub-Districts 2-Barton Boulevard, and 4-Barnes Boulevard). The vision for Sub-district 2 is to encourage mixed-use development that would be conducive to a multi-modal transportation environment. The vision for Sub-district 4 is to improve the intersection of Fiske Boulevard and Barnes Boulevard. It is important to point out that these CRA Plans include recommendations for future improvements, not actual plans for improvements to Fiske Boulevard.

A roadway enhancement project along Barton Boulevard was recently completed in Sub-District 2 that included installation of decorative lighting, extensive landscaping, and sidewalk improvements. In addition, the Barnes Boulevard roadway widening project in Sub-District 4 was recently completed.

3.2.1 Planned and/or Committed Developments

There is one Development of Regional Impact (DRI) south of the study area; the Viera DRI. This DRI covers approximately 20,646 acres of land and is a mixed-use development; proposed for 31,619 residential units, 3,169,961 square feet of office uses, 3,438,127 square feet of retail and service uses, as well as a hospital, stadium, movie theater, golf courses (72 total holes) and hotels. The Viera DRI has an expiration date of December 29, 2029 and is planned in four phases. In addition to the Viera DRI, Bayside Cottages will add 37 single family units on a 8.72 acre parcel at Fiske Boulevard and Gladiola Circle . Finally, the City of Rockledge has approved an Assisted Care

Living Facility (ACLF) with 279 units on the southeast corner of Roy Wall Boulevard and Fiske Boulevard.

3.2.2 Roadway Improvements

The Space Coast Transportation Planning Organization (Space Coast TPO) has identified Fiske Boulevard from Barnes Boulevard to SR 520 as a multi-modal corridor with Intelligent Transportation System (ITS) improvements in its 2040 Long Range Transportation Plan (LRTP) on the Cost Feasible List. According to the Space Coast TPO Transportation Improvement Plan (TIP) there are no improvements identified within the Fiske Boulevard Study Area for the next five years. FDOT's Five Year Work Program identifies one improvement project for this section of Fiske Boulevard (Item Number 441020-1). This is a resurfacing, restoration, and rehabilitation (3R) project from I-95 to SR 520. As part of this 3R project FDOT will add bike lanes and closing sidewalk gaps along this segment of Fiske Boulevard.

In addition, FDOT conducted an I-95 Systems Operation Analysis Report (SOAR) and, as part of this study, intersection improvements were identified at the Fiske Boulevard and Barnes Boulevard intersection. These improvements are the following:

- Add a second (for a total of two) northbound-to-westbound left turn lane
- Add a second (for a total of two) westbound receiving lane
- Add a second (for a total of two) eastbound-to-northbound left turn lane

Even though these improvements are not currently included in FDOT's 2018-2023 Five-Year Work Program, FDOT has indicated that they will be included in next year's (i.e., 2019-2024) Five-Year Work Program.

Recently, as part of the City of Rockledge Community Redevelopment District, Barnes Boulevard was widened to four-lanes between Fiske Boulevard and Murrell Road.

3.2.3 Intelligent Transportation System Improvements

The Space Coast TPO Intelligent Transportation System (ITS) Master Plan focuses on maximizing the existing Space Coast transportation system by providing increased accessibility, reliability, and safety as a part of a fully integrated multi-modal experience. Fiske Boulevard currently has 2.22 miles of fiber optics installed between SR 520 and Eyster Boulevard along the northern section of the study area corridor, which also includes one Advance Dynamic Message Sign and three signals, connected to the existing fiber optic network. The County has considered expanding the fiber optic network and the ITS infrastructure to I-95. SCAT has also considered implementing a Transit Signal Priority (TSP) system to make transit a more competitive option for improving mobility.

3.2.4 Bicycle and Pedestrian Improvements

As noted above, as part of the 3R project, FDOT will be adding bike lanes and closing sidewalk gaps to this section of Fiske Boulevard. In addition to the 3R, there are currently no other planned or programmed bicycle or pedestrian improvements identified along Fiske Boulevard at this time. This Concept Development Study will help to identify additional improvements to be considered by the Space Coast TPO to be included in the long-range cost feasible plan.

Based on the review of the Space Coast TPO's 2040 LRTP, Bicycle and Pedestrian Mobility Plan, and FY 2018-2022 TIP, the TPO has a desire to complete the missing segments of the Brevard Zoo Trail which runs along the east side of Fiske Boulevard; however, no additional details have been provided.

3.2.5 Transit Improvements

The SCAT 2017-2022 Transit Development Plan (TDP) identified several improvements to the routes running through the Study Area. All of the identified improvements are currently unfunded. The improvements are summarized by implementation year in Table 2 below.

Table 2: TDP 2013-2022 Route Improvements

Route	Improvement	Year
1	Increase weekday frequency to 30 minutes	2019
1	Increase Saturday frequency to 30 minutes	2019
1	Extend service on weekdays to 9 PM	2019
1	Extend Saturday service to 9 PM	2019
4	Increase weekday frequency to 15 minutes during the day and 30 minutes in the evening	2018
4	Increase Saturday frequency to 15 minutes during the day and 30 minutes during the evening	2018
4	Extend Sunday service to 7 PM	2018
4	Increase Sunday frequency to 30 minutes	2021
6	Increase weekday frequency to 15 minutes during the day and 30 minutes in the evening	2018
6	Increase Saturday frequency to 30 minutes	2018
6	Extend service on weekdays to 9 PM	2018
6	Extend Saturday service to 9 PM	2018
6	Start Sunday service	2018
8	Increase weekday frequency to 30 minutes	2020
8	Start Saturday service	2020
8	Extend service on weekdays to 9 PM	2020
8	Start Sunday service on Route	2020
Viera Circulator	A new route with service along Barnes Boulevard (Fiske Boulevard to US 1) and Fiske Boulevard south of Barnes Boulevard	2019

Source: Space Coast Area Transit 2013 Transit Development Plan

The Space Coast TPO TIP did not identify any transit improvements in the Study Area from fiscal year (FY) 2018 to 2022. It is important to note that the line item citing a transit service demonstration along SR 520 (Project Number 4206421) through FY 2019 is existing funding for operating SCAT Route 4 (funded by a corridor grant from FDOT).

Other potential transit improvements include providing landing pads and other amenities at bus stops. These accessibility improvements have not been specifically identified in any of the transit plans for the Study Area; however, there are various bus stop improvements identified in SCAT's Bus Stop American Disability Act (ADA) Assessment Draft Report completed January 2015. Table 3 summarizes the improvements identified in this report for bus stops along the Study Area corridor.

Table 3: Bus Stop Improvements

Bus Stop ID	Bus Stop Location	Improvements
29542	Fiske Blvd @ Lowes	move bus stop 650' south relocate bench
29547	Fiske Blvd @ Lowes	relocate bench
11127	Fiske Blvd @ Martin Rd	move bus stop 120' north relocate bench
11274	Fiske Blvd @ Roy Wall Blvd	move bus stop 50' north relocate bench
29541	Fiske Blvd @ Eyster Blvd	move bus stop 155' south
29548	Fiske Blvd @ Eyster Blvd	move bus stop 400' north
11268	Fiske Blvd @ Genevieve Ave	relocate bench
29549	Fiske Blvd @ Medallion Dr	move bus stop 240' north relocate bench
29550	Fiske Blvd @ Barton Blvd	move bus stop 50' south relocate bench
11266	Fiske Blvd @ Barton Blvd	move bus stop 70' north
29551	Fiske Blvd @ Nicklaus Dr	relocate bench
759340	Fiske Blvd @ St Andrews Dr	move bus stop 160' north relocate bench
11138	Fiske Blvd @ St Andrews Dr	relocate bench
11128	Fiske Blvd @ Pinedale Rd	relocate bench
29553	Fiske Blvd @ Church St	relocate bench
11140	Fiske Blvd @ Bouganvillea Dr	relocate bench
29554	Fiske Blvd @ Bouganvillea Dr	relocate bench
29555	Fiske Blvd @ Pluckebaum Rd	move bus stop 150' north relocate bench

Source: Space Coast Area Transit Bus Stop ADA Assessment Draft Report

3.3 Growth Projections and Assumptions

To determine an acceptable growth rate for the Fiske Boulevard Study Area, projections from various available sources were considered. The short-term 2023 analysis utilizes the historical growth rate resulting from calculating the average historical growth for count stations located along the roadway segment. The most recent 10 years of count data were used to calculate the average growth rate. For the 2040 future condition, the average annual growth rate was obtained from the Central Florida Regional Planning Model, Version 6.1 (CFRPM 6.1). This model was adjusted to reflect recent changes to the Viera DRI development program. The model volumes were adjusted by applying smoothing techniques that take into consideration how the model validated when compared to base year counts. In addition, Brevard County population projections from the Bureau of Economic and Business Research (BEBR) were also considered in the analysis. Table 4 below presents the comparison of resulting growth rates.

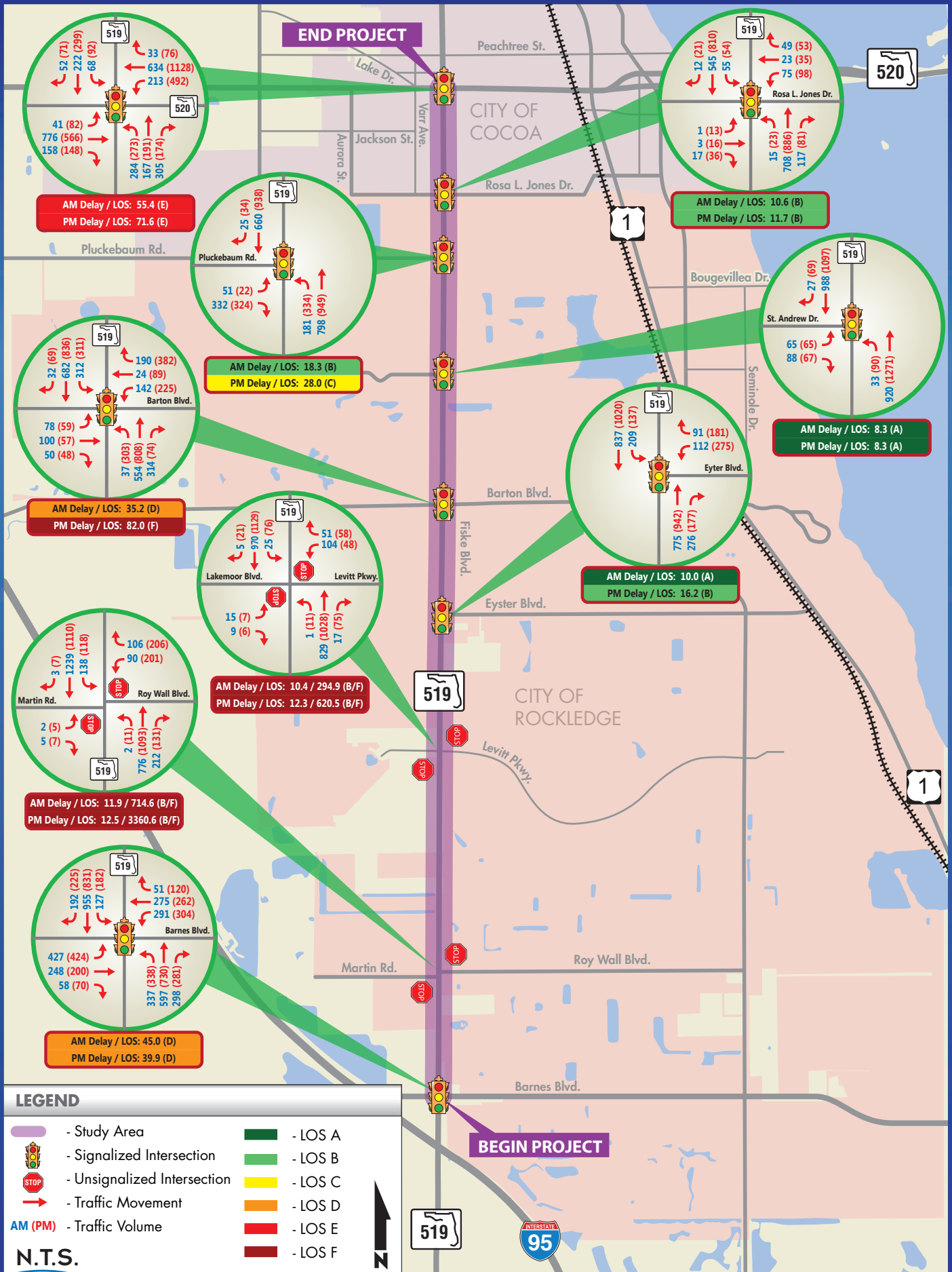


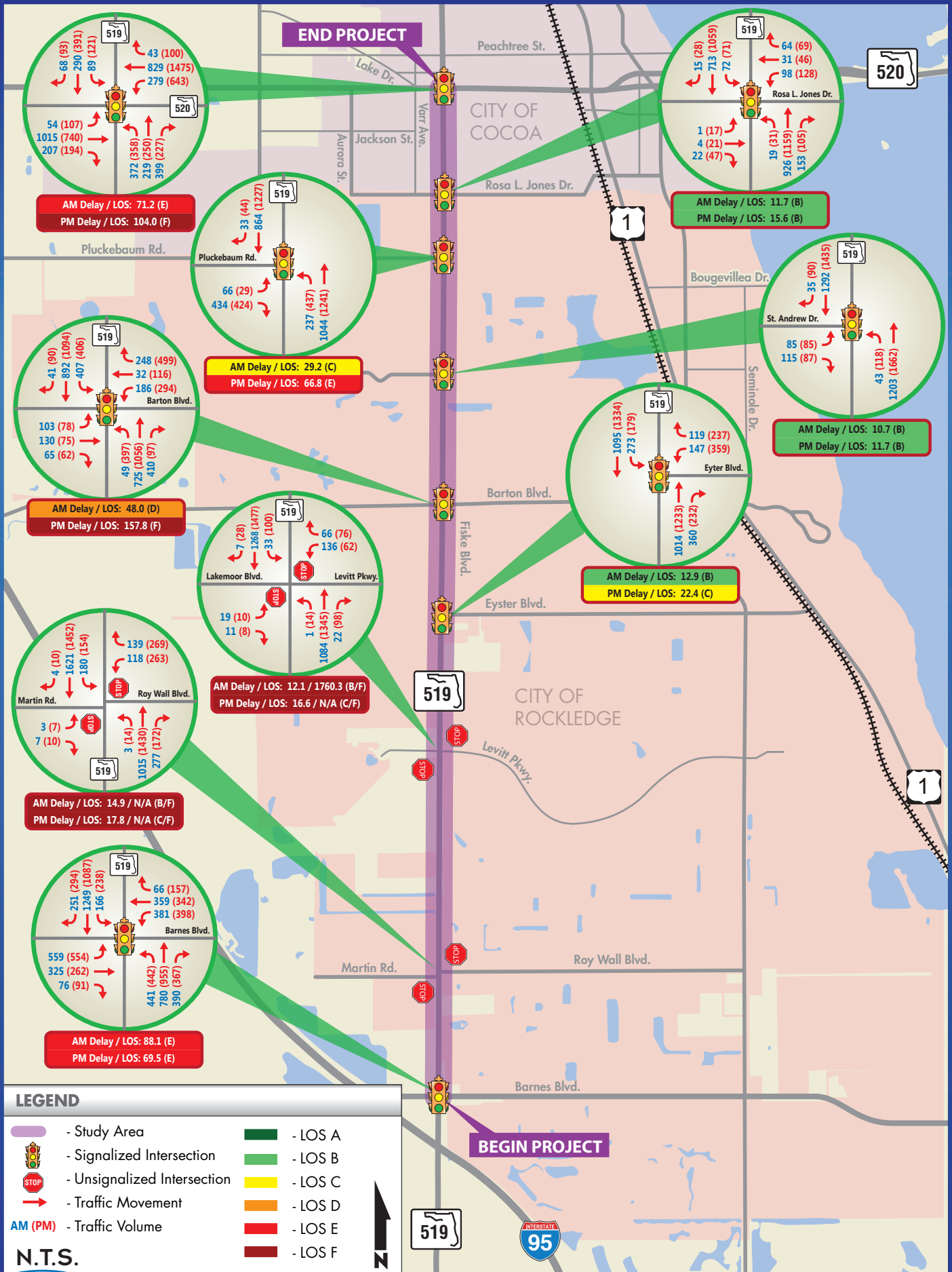
Table 4: Growth Rate Comparison

Growth Method	2023 Growth Rate	2040 Growth Rate
Historic Trends Analysis	1.00%	1.00%
Model Growth Analysis		1.68%
BEBR Growth Analysis		
Brevard County (Medium)		0.93%
Average Growth Rate		1.02%
Growth Rate Used in Study	1.00%	1.68%

Source: Compiled by VHB

Figure 3 illustrates the projected 2023 traffic volumes while Figure 4 illustrates the projected 2040 traffic volumes. The computation of the average annual growth rates used in the analysis can be found in Appendix C.





3.4 2023 Short Term Scenario

An operational analysis was conducted to determine the level-of-service (LOS) for the Study Area roadway segments and intersections for the short-term analysis year 2023.

For the 2023 future operational analysis, the projected traffic volumes were developed by applying the annual growth rate of 1.00% to the Existing 2017 Conditions traffic volumes. The existing roadway geometry, plus the improvements identified in the I-95 SOAR Report for the Fiske Boulevard at Barnes Boulevard intersection, was used in this scenario. In addition to the existing signal timings along the corridor, optimized signal timings were also applied at the Study Area intersections to better serve future traffic volumes that reflect changes in travel patterns. The results from the operational analysis for each mode are detailed in the following sections.

3.4.1 2023 Future Roadway Operations

The 2023 projected roadway operations are provided in Table 5 for daily, AM peak hour, and PM peak hour conditions. As shown in Table 5, the Fiske Boulevard corridor is projected to operate within the adopted LOS standard. All of the roadway segments are expected to operate at a LOS “C”. The detailed intersection analysis is provided in Section 3.4.5 of this report.

Table 5: 2023 Projected Roadway Level of Service

Roadway / Segment	No. of Lanes ¹	Speed Limit (mph) ¹	Adopted LOS ²	Maximum Service Volumes ²		Daily ³		AM Peak Hour Directional Traffic ⁴			PM Peak Hour Directional Traffic ⁴		
				Daily	Peak	AADT	LOS	Volume	Dir	LOS	Volume	Dir	LOS
SR 519/Fiske Boulevard													
Barnes Blvd to Eyster Blvd	4LD	45	D	41,790	2,100	27,300	C	1,400	SB	C	1,400	NB	C
Eyster Blvd to Barton Blvd	4LD	45	D	39,800	2,000	23,100	C	1,100	SB	C	1,200	SB	C
Barton Blvd to St. Andrews Dr	4LD	40	D	39,800	2,000	25,900	C	1,100	SB	C	1,300	NB	C
St. Andrews Dr to Pluckebaum Rd	4LD	40	D	39,800	2,000	25,200	C	1,100	SB	C	1,400	NB	C
Pluckebaum Rd to Rosa L. Jones Dr	4LD	40	D	39,800	2,000	19,500	C	900	NB	C	1,000	SB	C
Rosa L. Jones Dr to SR 520	4LD	40	D	39,800	2,000	15,100	C	800	NB	C	1,000	NB	C

Source: Compiled by VHB.

- 1 FDOT Straight Line Diagrams (SLD)
- 2 2012 FDOT Quality/Level of Service Handbook
- 3 FDOT FTI, SCPTPO, and supplemental daily counts
- 4 Turning movement counts within the roadway segment

3.4.2 2023 Future Bicycle Operational Analysis

The LOS for the bicycle mode is based on the number of vehicles traveling on the roadway and the coverage of available bicycle lanes provided along the corridor. As shown in Table 6, with the addition of the bicycle lanes to be added by FDOT’s 3R project, bicyclists traveling along the corridor will experience acceptable LOS (“B” and “C”) conditions.

Table 6: 2023 Bicycle Mode Level of Service

Roadway / Segment	No. of Lanes ¹	Bike Lane Coverage ¹	Maximum Service Volumes ²		Daily ³ AADT	LOS	AM Peak Hour Directional Traffic ⁴			PM Peak Hour Directional Traffic ⁴		
			Daily	Peak			Volume	Dir	LOS	Volume	Dir	LOS
SR 519/Fiske Boulevard												
Barnes Blvd to Eyster Blvd	4LD	85-100%	39,400	2,000	27,300	C	1,400	SB	C	1,400	NB	C
Eyster Blvd to Barton Blvd	4LD	85-100%	39,400	2,000	23,100	C	1,100	SB	C	1,200	SB	C
Barton Blvd to St. Andrews Dr	4LD	85-100%	39,400	2,000	25,900	C	1,100	SB	C	1,300	NB	C
St. Andrews Dr to Pluckebaum Rd	4LD	85-100%	39,400	2,000	25,200	C	1,100	SB	C	1,400	NB	C
Pluckebaum Rd to Rosa L. Jones Dr	4LD	85-100%	39,400	2,000	19,500	C	900	NB	B	1,000	SB	C
Rosa L. Jones Dr to SR 520	4LD	85-100%	39,400	2,000	15,100	B	800	NB	B	1,000	NB	C

Source: Compiled by VHB.

- 1 FDOT Straight Line Diagrams (SLD)
- 2 2012 FDOT Quality/Level of Service Handbook
- 3 FDOT FTI, SCPTPO, and supplemental daily counts
- 4 Turning movement counts within the roadway segment

Note: Level of service for the bicycle mode in this table is based on number of motorized vehicles, not number of bicyclists using the facility. Although there are no specific level of service standards established for bicycle mode or other non-motorized vehicle modes, the maximum service volumes for LOS E are used for comparison purposes.

3.4.3 2023 Future Pedestrian Operational Analysis

The LOS for the pedestrian mode is based on the number of vehicles traveling on the roadway and the coverage of available sidewalks provided along the corridor. As shown in Table 7, pedestrians traveling along the corridor will experience the same level of service as in the existing conditions, which is LOS “D” or better.

Table 7: 2023 Pedestrian Mode Level of Service

Roadway / Segment	No. of Lanes ¹	Sidewalk Coverage ¹	Maximum Service Volumes ²		Daily ³ AADT	LOS	AM Peak Hour Directional Traffic ⁴			PM Peak Hour Directional Traffic ⁴		
			Daily	Peak			Volume	Dir	LOS	Volume	Dir	LOS
SR 519/Fiske Boulevard												
Barnes Blvd to Eyster Blvd	4LD	85-100%	34,800	1,760	27,300	D	1,400	SB	D	1,400	NB	D
Eyster Blvd to Barton Blvd	4LD	85-100%	34,800	1,760	23,100	D	1,100	SB	D	1,200	SB	D
Barton Blvd to St. Andrews Dr	4LD	85-100%	34,800	1,760	25,900	D	1,100	SB	D	1,300	NB	D
St. Andrews Dr to Pluckebaum Rd	4LD	85-100%	34,800	1,760	25,200	D	1,100	SB	D	1,400	NB	D
Pluckebaum Rd to Rosa L. Jones Dr	4LD	85-100%	34,800	1,760	19,500	C	900	NB	C	1,000	SB	C
Rosa L. Jones Dr to SR 520	4LD	85-100%	34,800	1,760	15,100	C	800	NB	C	1,000	NB	C

Source: Compiled by VHB.

- 1 FDOT Straight Line Diagrams (SLD)
- 2 2012 FDOT Quality/Level of Service Handbook
- 3 FDOT FTI, SCPTPO, and supplemental daily counts
- 4 Turning movement counts within the roadway segment

Note: Level of service for the pedestrian mode in this table is based on number of motorized vehicles, not number of pedestrians using the facility. Although there are no specific level of service standards established for pedestrian mode or other non-motorized vehicle modes, the maximum service volumes for LOS D are used for comparison purposes.

3.4.4 2023 Future Transit Operations

As noted in the Planned Transit Improvements section, all of the identified improvements are currently unfunded. Therefore, transit patrons will continue to operate at the same LOS “E” and LOS “D” based on the existing frequency of SCAT buses operating during the peak hour and the sidewalk coverage available along the corridor for Routes 4 and Route 6, respectively.

3.4.5 2023 Future Intersection Operations

A summary of the 2023 projected intersection operations for all Study Intersections is provided in Table 8 for the AM and PM peak hours. An additional scenario was analyzed with optimized signal timings at some key intersections that experienced long delays and queues on some of the approaches. This scenario evaluates alternate signal timings that may better serve future traffic volumes that reflect changes in travel patterns. The results of this scenario are also summarized in Table 8. The Synchro reports are provided in Appendix D.

Table 8: 2023 Projected Intersection Level of Service

Intersection	Control	With Existing Signal Timings				With Optimized Signal Timings			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
Fiske Boulevard at I-95 NB Ramps	Signalized	57.7	E	49.4	D	57.7	E	49.3	D
Fiske Boulevard at Roy Wall Boulevard	Un-signalized	11.9/714.6	B/F	12.5/3360.6	B/F	N/A	N/A	N/A	N/A
Fiske Boulevard at Levitt Parkway/ Lakemoor Boulevard	Un-Signalized	10.4/294.9	B/F	12.3/620.5	B/F	N/A	N/A	N/A	N/A
Fiske Boulevard at Eyster Boulevard	Signalized	10.0	B	16.3	B	10.0	A	16.2	B
Fiske Boulevard at Barton Boulevard	Signalized	32.9*	C*	59.4*	E*	35.2	D	82.0	F
Fiske Boulevard at St Andrews Drive	Signalized	8.3	A	8.4	A	8.3	A	8.3	A
Fiske Boulevard at Pluckebaum Road	Signalized	18.3	B	28.3	C	18.3	B	28.0	C
Fiske Boulevard at Rosa L. Jones Boulevard	Signalized	10.6	B	11.7	B	10.6	B	11.7	B
Fiske Boulevard at SR 520	Signalized	61.8	E	73.2	E	55.4	E	71.6	E

Source: Compiled by VHB using Synchro 9 software.

*HCM 2000

- 1 Overall intersection average delay in seconds per vehicle
- 2 Overall intersection level of service
- 3 Unsignalized Intersections: Worst Mainline Movement/Worst Minor Street Movement

As presented in Table 8 above, all of the signalized Study Area intersections are anticipated to operate at LOS “D” or better in 2023, which is within the acceptable level of service standards. The only exceptions are the signalized intersection at Fiske Boulevard and I-95 NB Ramps, which is expected to operate at LOS “E” in the AM peak hour, Fiske Boulevard and Barton Blvd, which is expected to operate at LOS “F” in the PM peak hour, and the intersection of Fiske Boulevard and SR 520, which is expected to operate at LOS “E” in the AM and PM peak hours. The unsignalized intersections are anticipated to have minimal impacts to the mainline street operations, but the left turns from the minor streets operate at LOS “F”. The 2023 future intersection operations are presented in Figure 3 for the AM and PM peak hours

In general, the overall traffic operations under the optimized signal timings scenario are expected to be comparable to the traffic operations under the existing signal timings. Most of the movements at the intersection of Fiske Boulevard and SR 520 Boulevard would continue to operate at LOS “E”. Geometric improvements would be required and evaluated under the Alternative development phase of this project.

3.5 2040 Long Term Scenario

Similar to the 2023 Future conditions, the projected 2040 traffic volumes were developed by applying the annual growth rate of 1.68% to the Existing 2017 Conditions traffic volumes. Because there are no additional geometric improvements identified for this corridor at this time, the 2023 scenario roadway geometry was used in this scenario. In addition to the existing signal timings along the corridor, optimized signal timings were also applied at the Study Area intersections to better serve future traffic volumes that reflect changes in travel patterns.

3.5.1 2040 Future Roadway Operations

The 2040 future roadway operations are provided in Table 9 for daily, AM peak hour, and PM peak hour.

Table 9: 2040 Projected Roadway Level of Service

Roadway / Segment	No. of Lanes ¹	Speed Limit (mph) ¹	Adopted LOS ²	Maximum Service Volumes ²		Daily ³		AM Peak Hour Directional Traffic ⁴			PM Peak Hour Directional Traffic ⁴		
				Daily	Peak	AA DT	LOS	Volume	Dir	LOS	Volume	Dir	LOS
SR 519/Fiske Boulevard													
Barnes Blvd to Eyster Blvd	4LD	45	D	41,790	2,100	35,800	C	1,800	SB	C	1,800	NB	C
Eyster Blvd to Barton Blvd	4LD	45	D	39,800	2,000	30,300	C	1,400	SB	C	1,600	SB	C
Barton Blvd to St. Andrews Dr	4LD	40	D	39,800	2,000	34,000	C	1,400	SB	C	1,700	NB	C
St. Andrews Dr to Pluckebaum Rd	4LD	40	D	39,800	2,000	33,000	C	1,400	SB	C	1,800	NB	C
Pluckebaum Rd to Rosa L. Jones Dr	4LD	40	D	39,800	2,000	25,600	C	1,200	NB	C	1,300	SB	C
Rosa L. Jones Dr to SR 520	4LD	40	D	39,800	2,000	19,800	C	1,100	NB	C	1,300	NB	C

Source: Compiled by VHB.

- 1 FDOT Straight Line Diagrams (SLD)
- 2 2012 FDOT Quality/Level of Service Handbook
- 3 FDOT FTI, SCPTPO, and supplemental daily counts
- 4 Turning movement counts within the roadway segment

As shown in Table 9, the Fiske Boulevard corridor is projected to operate within acceptable LOS standards. All of the roadway segments are expected to operate at LOS "C".

3.5.2 2040 Future Bicycle Operational Analysis

According to the Space Coast TPO LRTP, Fiske Boulevard between the I-95 northbound ramps and SR 520 is designated as a multi-modal corridor; however, improvements to the corridor have not been identified. For the 2040 analysis, it was assumed that no additional bicycle improvements



(other than the ones included in FDOT’s 3R project) will be made to the corridor. As shown in Table 10, bicyclists traveling along the corridor will experience acceptable LOS “C” conditions.

Table 10: 2040 Bicycle Mode Level of Service

Roadway / Segment	No. of Lanes ¹	Bike Lane Coverage ¹	Maximum Service Volumes ²		Daily ³		AM Peak Hour Directional Traffic ⁴			PM Peak Hour Directional Traffic ⁴		
			Daily	Peak	AADT	LOS	Volume	Dir	LOS	Volume	Dir	LOS
SR 519/FiskeBoulevard												
Barnes Blvd to Eyster Blvd	4LD	85-100%	39,400	2,000	35,800	C	1,800	SB	C	1,800	NB	C
Eyster Blvd to Barton Blvd	4LD	85-100%	39,400	2,000	30,300	C	1,400	SB	C	1,600	SB	C
Barton Blvd to St. Andrews Dr	4LD	85-100%	39,400	2,000	34,000	C	1,400	SB	C	1,700	NB	C
St. Andrews Dr to Pluckebaum Rd	4LD	85-100%	39,400	2,000	33,000	C	1,400	SB	C	1,800	NB	C
Pluckebaum Rd to Rosa L. Jones Dr	4LD	85-100%	39,400	2,000	25,600	C	1,200	NB	C	1,300	SB	C
Rosa L. Jones Dr to SR 520	4LD	85-100%	39,400	2,000	19,800	C	1,100	NB	C	1,300	NB	C

Source: Compiled by VHB.

- 1 FDOT Straight Line Diagrams (SLD)
- 2 2012 FDOT Quality/Level of Service Handbook
- 3 FDOT FTI, SCPTPO, and supplemental daily counts
- 4 Turning movement counts within the roadway segment

Note: Level of service for the bicycle mode in this table is based on number of motorized vehicles, not number of bicyclists using the facility. Although there are no specific level of service standards established for bicycle mode or other non-motorized vehicle modes, the maximum service volumes for LOS E are used for comparison purposes.

3.5.3 2040 Future Pedestrian Operational Analysis

As shown in Table 11, pedestrians traveling along Fiske Boulevard will continue to experience LOS “D” or better, except for the segments from Barnes Boulevard to Eyster Boulevard and St. Andrews Drive to Pluckebaum Road which will operate at LOS “E”.

Table 11: 2040 Pedestrian Mode Level of Service

Roadway / Segment	No. of Lanes ¹	Sidewalk Coverage ¹	Maximum Service Volumes ²		Daily ³	LOS	AM Peak Hour Directional Traffic ⁴			PM Peak Hour Directional Traffic ⁴		
			Daily	Peak			AADT	Volume	Dir	LOS	Volume	Dir
SR 519/Fiske Boulevard												
Barnes Blvd to Eyster Blvd	4LD	85-100%	34,800	1,760	35,800	E	1,800	SB	E	1,800	NB	E
Eyster Blvd to Barton Blvd	4LD	85-100%	34,800	1,760	30,300	D	1,400	SB	D	1,600	SB	D
Barton Blvd to St. Andrews Dr	4LD	85-100%	34,800	1,760	34,000	D	1,400	SB	D	1,700	NB	D
St. Andrews Dr to Pluckebaum Rd	4LD	85-100%	34,800	1,760	33,000	D	1,400	SB	D	1,800	NB	E
Pluckebaum Rd to Rosa L. Jones Dr	4LD	85-100%	34,800	1,760	25,600	D	1,200	NB	D	1,300	SB	D
Rosa L. Jones Dr to SR 520	4LD	85-100%	34,800	1,760	19,800	C	1,100	NB	D	1,300	NB	D

Source: Compiled by VHB.

- 1 FDOT Straight Line Diagrams (SLD)
- 2 2012 FDOT Quality/Level of Service Handbook
- 3 FDOT FTI, SCPTPO, and supplemental daily counts
- 4 Turning movement counts within the roadway segment

Note: Level of service for the pedestrian mode in this table is based on number of motorized vehicles, not number of pedestrians using the facility. Although there are no specific level of service standards established for pedestrian mode or other non-motorized vehicle modes, the maximum service volumes for LOS D are used for comparison purposes.

3.5.4 2040 Future Transit Operations

Similar to the 2023 Future conditions, all of the identified transit improvements are currently unfunded. Therefore, transit patrons will continue to operate at the same LOS “E” and LOS “D” based on the existing frequency of SCAT buses operating during the peak hour and the sidewalk coverage available along the corridor for Routes 4 and Route 6, respectively.

3.5.5 2040 Future Intersection Operations

A summary of the 2040 projected intersection operations for all Study Intersections is provided in Table 12 for the AM and PM peak hours.

Table 12: 2040 Projected Intersection Level of Service

Intersection	Control	With Existing Signal Timings				With Optimized Signal Timings			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
Fiske Boulevard at I-95 NB Ramps	Signalized	118.8	F	93.9	F	115.8	F	93.9	F
Fiske Boulevard at Roy Wall Boulevard	Un-signalized	14.9/N/A	B/F	17.8/N/A	C/F	N/A	N/A	N/A	N/A
Fiske Boulevard at Levitt Parkway/ Lakemoor Boulevard	Un-Signalized	12.1/1760.3	B/F	16.6/N/A	C/F	N/A	N/A	N/A	N/A
Fiske Boulevard at Eyster Boulevard	Signalized	12.9	B	22.8	C	12.9	B	22.4	C
Fiske Boulevard at Barton Boulevard	Signalized	38.4*	D*	123.0*	F*	48.0	D	157.8	F
Fiske Boulevard at St Andrews Drive	Signalized	10.7	B	11.8	B	10.7	B	11.7	B
Fiske Boulevard at Pluckebaum Road	Signalized	29.2	C	98.1	F	29.2	C	66.8	E
Fiske Boulevard at Rosa L. Jones Boulevard	Signalized	11.9	B	15.6	B	11.7	B	15.6	B
Fiske Boulevard at SR 520	Signalized	72.0	E	119.7	F	71.2	E	104.0	F

Source: Compiled by VHB using Synchro 9 software.

*HCM 2000

1 Overall intersection average delay in seconds per vehicle

2 Overall intersection level of service

3 Unsignalized Intersections: Worst Mainline Movement/Worst Minor Street Movement

As presented above and in Figure 4, all but four of the signalized Study Area intersections are anticipated to operate at LOS “D” or better in 2040. The four intersections that will not operate at LOS “D” or better are Fiske Boulevard at I-95 Northbound Ramps (LOS “F” AM and LOS “F” PM Peak Hour), Fiske Boulevard at Barton Boulevard (LOS “F” PM Peak Hour), Fiske Boulevard at Pluckebaum Road (LOS “E” PM Peak Hour), and Fiske Boulevard at SR 520 (LOS “E” AM Peak Hour and LOS “F” PM Peak Hour). As discussed earlier, optimizing the traffic signal timings at the insufficient intersections alone would not address the existing and future capacity deficiencies at the intersection. Some geometric improvements at the intersection would be required and evaluated under the Alternative development phase of this project. The Synchro reports are provided in Appendix E.

The unsignalized intersections of Fiske Boulevard at Roy Wall Boulevard and at Levitt Parkway are anticipated to operate at LOS “F” for the left turn movements on the minor streets. Additional analysis will be conducted to identify potential solutions such as determining the feasibility of installing traffic signals and/or roundabouts at these intersections.

4

Purpose and Need Statement

4.1 Overview of Purpose and Need Statement

The Purpose and Need Statement is the justification for undertaking a project. It is used to guide a project throughout its various phases by tying the project to solving a particular problem or need.

The Purpose and Need Statement is guided by the goals of the project and supported by existing conditions data and issues previously identified. The Purpose and Need Statement was identified as part of the Corridor Planning study and will continue be used to evaluate the potential alternatives and ultimately select the final recommendations. This statement reflects the reason that this project was initiated and the issues that it aims to address.

4.2 Purpose

The purpose of this project is to provide an enhanced multimodal transportation network that promotes the creation of a more walkable community, improves access to employment, supports economic development goals and provides safe and convenient access to users of all ages and physical abilities.

4.3 Need

An enhanced multimodal network is needed based on the desire for improved safety, improved accommodations for pedestrians and bicyclists, and improved access to transit based on the following observations:

- Three schools directly access the corridor
- Documented safety concerns
- Gaps in the sidewalk network
- Long distances between pedestrian crossings
- Minimal bus stop amenities/ADA access
- Desire for enhanced aesthetics along the corridor
- Lack of lighting along southern portion of corridor

5

Guiding Principles

5.1 Overview of Guiding Principles

The following principles are recommended to guide decisions about coordinating and planning multimodal improvements for the Fiske Boulevard Study Area. The guiding principles will continue to provide the basis on which alternatives will be analyzed and evaluated. The principles listed below were identified based on the existing conditions data as well as public input solicited from the Project Visioning Team and at a public workshop.

5.2 The Guiding Principles

- A. Safety** – Improve the safety of users of all ages and physical abilities by:
 - 1. Providing better pedestrian/vehicle separation
 - 2. Installing lighting to improve nighttime visibility for vehicles, bicyclists and pedestrians
 - 3. Improving pedestrian crossings
- B. Bike/Pedestrian Mobility** – Improve the accessibility and connectivity of the bicycle and pedestrian systems by:
 - 1. Enhancing and expanding pedestrian facilities
 - 2. Providing bicycle facilities or parallel alternatives
 - 3. Completing trail facilities
- C. Design Consistency** – Improve consistency in design and access management by:
 - 1. Providing consistent typical cross sections
 - 2. Increasing level of compliance with access management standards
- D. Aesthetics** – Enhance the aesthetic features of the corridor by identifying opportunities for improved planning, including:
 - 1. Aesthetic gateway features
 - 2. Maintenance of landscaping and features
- E. Transit** – Enhance the accessibility, convenience and connectivity of the transit system by:
 - 1. Providing improved bus stop facilities
 - 2. Enhancing the connections between the transit system and the bicycle and pedestrian systems

6

Evaluation Measures

6.1 Measures of Success

Evaluation measures are intended to evaluate the effectiveness and feasibility of potential alternatives for the Study Area. Through the measures of success listed in Table 3, the Project Team can determine potential alternatives that are aligned with the Project’s purpose, needs, and guiding principles.

Table 12: Measures of Success

Guiding Principle	Objective	Measure
Safety	Providing better pedestrian/vehicle separation	Reduction in sidewalks that are located at the edge of curb
	Install roadway street lighting to improve nighttime visibility	Reduction in miles of roadway without street lighting
	Improve pedestrian crossings	Increase in number of pedestrian facilities and crossings that are ADA compliant Increase the visibility of marked crossings
Bike/Pedestrian Mobility	Enhance pedestrian facilities	Eliminate gaps in sidewalks
	Provide bicycle facilities	Creation of dedicated bicycle lanes
	Complete planned trail facilities	Connect local facilities to existing bicycle lanes and trails



Guiding Principle	Objective	Measure
Design Consistency	Provide consistent typical cross sections	Increase numbers of miles with consistent lane geometry
	Increase level of compliance with access management standards	Reduction in access facilities not in compliance with access management standards
Aesthetics	Identify opportunity for improved planning (aesthetic features and maintenance)	Establish partnerships between Cities and business owners (including the Viera development)
		Develop gateway and themed signage
Transit	Provide improved bus stop facilities	Upgrade bus stops to meet ADA standards
	Accommodate mode choices	Provide shelters/benches at bus stops Provide connections from sidewalk to bus stop

7

Summary

Based on the analysis performed to determine the short term (Year 2023) and long term (Year 2040) projected volumes and operations of Fiske Boulevard within the Study Area, the intersection of Fiske Boulevard and Barnes Boulevard/I-95 northbound ramps is projected to operate at LOS “F” in the long-term conditions. The intersection of Fiske Boulevard and SR 520 is projected to operate at LOS “E” in the short-term conditions and LOS “F” in the long-term conditions. Other intersections that fail to operate at an acceptable LOS during the long-term conditions are Fiske Boulevard at Barton Boulevard (LOS “F”) and Fiske Boulevard at Pluckebaum Road (LOS “E”). Under the short-term and long-term conditions, the left turn movements on the minor streets at the unsignalized intersections of Fiske Boulevard at Roy Wall Boulevard and at Levitt Parkway are expected to operate at LOS “F”. The bicycle, pedestrian, and transit mode operations are anticipated to perform at LOS “E” or better.

Although the corridor is projected to operate at or near adopted LOS standards in the long term planning horizon (with exceptions at certain intersections as mentioned above), there are needs for geometrical improvements and improved safety conditions to create a more walkable and multi-modal corridor. The Project Visioning Team has identified the need for continuous sidewalks, bicycle facilities, improved transit stop facilities, and improved pedestrian safety to provide safe and convenient access to users of all ages and abilities.

Potential improvement alternatives will consider multimodal improvements such as bicycle lanes and filling in sidewalk gaps to create a complete streets environment for the Fiske Boulevard corridor. There may be opportunities to improve transit stop locations, improve access management between properties along Fiske Boulevard, and enhance landscaping. Potential intersection geometry improvements will also be considered at the intersections of Fiske Boulevard and Barnes Boulevard/I-95 northbound ramps, Fiske Boulevard at Barton Boulevard, Fiske Boulevard at Pluckebaum Road, and Fiske Boulevard at SR 520 to address existing and future capacity deficiencies. Potential intersection/traffic control improvements will also be considered at the unsignalized intersections of Fiske Boulevard and Roy Wall Boulevard, Levitt Parkway, and some mid-block pedestrian crossings to enhance the overall safety and mobility of multimodal users along the corridor. Potential implementation of a Transit Signal Priority (TSP) system and an Adaptive Traffic Signal System will be considered to effectively synchronize and monitor traffic signal operations.



Potential improvements will be identified and evaluated in subsequent phases of this project and will be organized into the following categories:

- Pedestrian/Bicycle Options
- Transit Options
- Traffic Operations/Roadway/Intersection Improvements
- Policy Recommendations