

The Florida Department of Transportation (FDOT) has been meeting with local officials and community members regarding two planned projects on State Road (S.R.) A1A in Cape Canaveral. The following are questions and FDOT responses related to plans to redesign S.R. A1A from Long Point Road to George King Boulevard to provide improved bicycle and pedestrian accommodations and enhance safety. Questions related to plans to realign International Drive and construct a roundabout are provided in a separate document.

Traffic Flow and Safer Speeds

Q. How will this project slow down traffic speeds?

The modern roundabout at the southern end of the project and the deflection at the northern end of the project will slow traffic entering this corridor. Once slowed down, the reduced speed is maintained with the complete streets concept. Raised midblock crossings will perform as gentle speed humps, naturally slowing vehicles and making drivers more aware of walkers and bicyclists as they travel through intersections. A raised median instead of the center two-way left turn lane and the addition of landscape will enhance the urbanized feel to the corridor, intuitively encouraging drivers to travel at appropriate speeds.

Q. There was mention of “bookends” during the Council Meeting on 3/15/22. Please explain why we need these “bookends” and how this will slow down the traffic for the entire length of project.

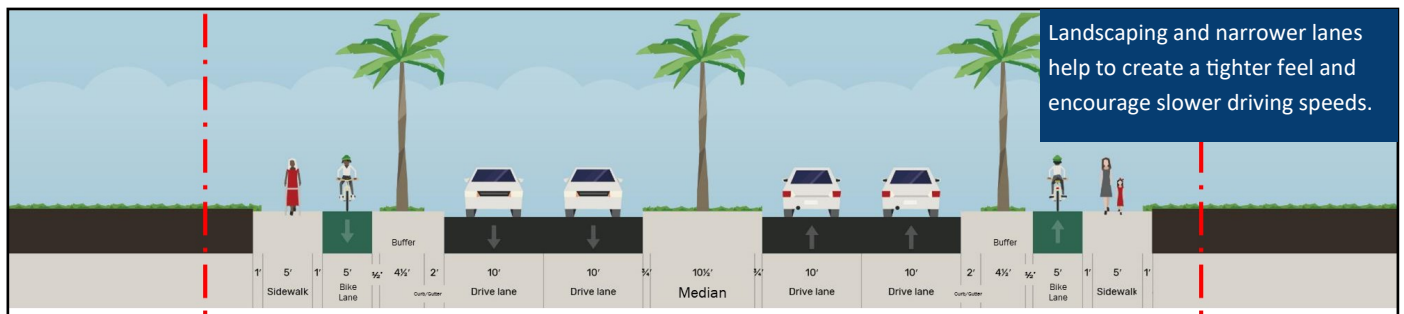
The modern roundabout at the south end of the project and the additional curvature (roadway deflection) at the north end of the project serve as “bookends” to slow down the traffic speeds. These “bookends” by themselves don’t contribute to the reduced speed throughout the length of the project, but we need them as they provide a starting point for the slower speed. Once the slower speeds are established at the two ends of the project, additional traffic calming features (such as raised crosswalks and additional landscape), can be introduced throughout the project to maintain the slow speeds.

Q. There is a lot of traffic along S.R. A1A, especially during busy days at the port and when launches occur. How is this factored into the overall design?

The number of lanes along this corridor will not be reduced with this project, nor is there a proposal to increase the number of travel lanes at this time. This roadway was designed for the annual average daily traffic flow. Special events will attract unusually high levels of traffic only for the duration of that special event, after which the traffic flow returns to normal.

Q. You said the posted speed will be 30 mph. I don’t understand why those speed limit signs don’t solve the speeding problem. Why do we need all these other changes to reduce the speed?

The best way we can illustrate the reasoning why the reduced speed signs and the roadway changes are interrelated is by providing the following example: If an interstate highway, such as Interstate 95 (I-95), had to have 30 mph posted speed limit signs, the expectation is that most drivers would find it difficult to maintain 30 mph and would tend to travel at a higher speed. That’s because the footprint of the interstate and the surrounding environment is suited for higher speeds. Conversely, it would be dangerous for motorists to drive 70 mph along narrow downtown city streets.



That's because there's a feeling of confinement and the lower speeds intuitively feel appropriate in that downtown urban environment. The current footprint and surrounding environment of S.R. A1A is suited for the current 40 mph posted speed limit. To expect drivers to drive at 30 mph, we need to modify the footprint and surrounding environment to match that new lowered speed limit.

Q. Won't traffic signals at intersections and signalized pedestrian crosswalks slow traffic?

Adding more signals provides advantages and disadvantages. It controls the flow of traffic but introduces increased potential for rear-end crashes. Also, traffic signals by themselves don't reduce speeding. Other roadway and roadside features provide a traffic calming effect that reduces speeding. Before installing traffic signals at an intersection, a



warrant study would need to be performed at each location to determine if signalizing that intersection is recommended. An Intersection Control Evaluation (ICE) would also be performed to determine if perhaps a roundabout is more applicable than traffic signals. Additional midblock pedestrian crossings with pedestrian activated signals are being implemented with this project.

Q. Doesn't a signal make it easier for drivers to turn right or left onto S.R. A1A because the signals create gaps?

Traffic typically moves along a corridor in groups, with spaces between each group created by signals to the north and south

of the roundabout. Our analysis showed that based on the balance of traffic between S.R. A1A and the side streets (International Drive and Atlantic Avenue), enough natural gaps in north-south traffic will occur to allow for the Atlantic Avenue and International Drive traffic to merge into the roundabout.

In future years, if needed, additional tools can be implemented. One tool is programming the emergency signal at Jackson Avenue so that it is linked to traffic on Atlantic Avenue. If heavy traffic is detected, a red signal can be triggered to allow for North Atlantic Avenue traffic to flow through.

Finally, because the speeds through the roundabout are slower, vehicles can safely merge into traffic with a smaller gap than what is needed if oncoming traffic is traveling at higher speeds.

Q. What will these two projects do to congestion?

Because the same number of travel lanes are being maintained with this project, capacity is not lowered, and congestion is neither increased nor decreased. The modern roundabout will increase traffic flow by 30-50%.

Lowering the speed does not translate to lowered capacity.

Q. There is a lot of traffic on S.R. A1A. Why not reroute this traffic onto adjacent roadways?

S.R. A1A is a state roadway, and the FDOT is responsible for improving this road. The adjacent roadways are owned and maintained by either Brevard County or the City of Cape Canaveral and have a different designation or serve a different purpose. These adjacent roadways may not be able to accommodate the needed capacity or may not have the appropriate condition for the needed speeds and use.

Raised Median

Q. Will left turn and crossing movements be restricted by replacing the two-way left turn lane with medians? Will cars/trucks be able to make U-Turns? Will this negatively affect businesses in the area? How will this affect emergency services?

The addition of the medians will limit left turn movements at some locations, but those restrictions translate to increased safety by reducing the number of conflict points, or places where vehicles could potentially collide. U-turns will be permitted. The specific location of median openings where left turns will be allowed has not been determined.

With regards to non-vehicular traffic, the medians, midblock crossings, and separated bicycle lanes will improve mobility. This concept of complete streets provides additional access for all users, including bicyclists and pedestrians

Vehicular access to businesses will still be provided. Studies have shown that corridors that have had these types of complete streets improvements have seen increased property values and additional customer traffic to businesses.

A four-lane divided highway, as proposed with this project is very common, and emergency vehicles function appropriately in this environment. Per coordination with the emergency services, their requirements will be implemented to ensure they continue to have adequate response times.

Q. Will medians and trees increase crashes?

Medians and trees provide an environment that reduces vehicle speeds, which help reduce the number of crashes and their severity. Appropriately spaced median openings reduce the number of conflict points and potential crashes.

Trees will be strategically planted where they provide a safety value and will not hinder the driver’s view. For example, trees are not recommended near intersections, as they may block the view of a driver entering/exiting the side street.

Pedestrians, Bicyclists and Transit Users

Q. What will happen to the bus stops along the corridor?

Bus stops will continue to be accommodated. Per coordination with Space Coast Area Transit the bus stops may be relocated to better align with pedestrian crossings, and the bus pads may be reconstructed. For example, it is currently proposed to move the bus stop at Jackson Street about 50 feet to the north.

Q. Will the raised crosswalks look like speed bumps? Will they contribute to higher noise levels as vehicles drive over them and/or speed up after passing them?

These raised crosswalks are not speed bumps or speed humps. The transitions up and down are gradual, and the plateau is longer than a speed bump/hump, and not as high. The intent of these raised crosswalks is not to bring vehicles to near stop condition. Their intent is to raise awareness of pedestrian crossings and gently slow down vehicles. These raised crosswalks will not cause vehicles to make more noise or speed up after crossing them.

We will coordinate with Space Coast Area Transit and emergency services to incorporate their requirements into the locations and configurations of these raised crosswalks.

Q. Will the midblock crossings have a signal to stop pedestrians?

A midblock crossing is a pedestrian crosswalk between signalized intersections that allows additional opportunities for pedestrians to cross the street safely. This is another safety enhancement being considered for S.R. A1A. Midblock crossings will include a pedestrian activated signal that will stop traffic to allow the pedestrian to cross.



Q. Will there be accommodations for bicyclists and pedestrians?

Yes, a 5-foot-wide sidewalk will be provided on each side of the roadway for pedestrians.

The roadway will accommodate different types of cyclists. Per Florida law, bicyclists are allowed to use the travel lane; therefore, the faster touring cyclists will most likely ride on the roadway. However, our project will also introduce a bike lane on each side of the road separated from the roadway. These bike lanes will most likely be used by recreational riders.

Q. Where should bicyclists ride?

The Department’s goal is to provide options to accommodate bicyclists of all riding abilities and comfort levels. In this project, bicyclists would be able to ride in a bicycle lane or with traffic in a travel lane.

Q. Why is a separated bicycle facility the right choice for this roadway?

In the most recent City of Cape Canaveral Community Survey, 79% of residents said they do not feel satisfied with safety while walking and biking on S.R. A1A. Dedicated bicycle lanes separated from cars and pedestrians will provide a safe space for riders of all ages and abilities. The separated bike lanes will be paved with asphalt.

Q. Will the vehicles that are turning into or exiting a side street conflict with the separated bike lane?

These areas will be treated like intersections. There will be signage and striping along the roadway to alert motorists of the presence of bicyclists, and there will be signage and striping along the bike lanes to alert the cyclists that they are approaching a side street. In addition, the design is considering bicycle signals at West Central Boulevard.

Other Questions

Q. Will the curve coming into Cape Canaveral from S.R. 528 be modified?

Yes, additional curvature will be introduced to slow down the vehicle speed of drivers coming from S.R. 528 and entering Cape Canaveral. The intent is to transition speeds down to 30 mph prior to entering Cape Canaveral.

Q. Are we losing a travel lane?

No, the proposed improvements maintain the same number of travel lanes.

Q. Is right of way (ROW) being acquired to accommodate the bike lane?

ROW is being acquired at specific locations, but not because of the added bike lanes. The bike lanes are essentially replacing the width of the existing shoulders, which will no longer be needed with these improvements. The needed ROW is to accommodate the footprint of this corridor as we introduce gentle roadway grades for drainage purposes. None of the ROW acquisition impacts homes or businesses.



Q. Will these projects be extended south?

While recognizing the diversity of the S.R A1A corridor and its users, the Department desires to develop a complete streets vision and strategic plan for S.R. A1A that is supportive of the surrounding land uses and needs of all road users, with an emphasis on community vision and cohesiveness. A study is underway to develop a strategic plan for S.R. A1A in Brevard, Volusia and Flagler counties. This effort will include the development of an improvement plan that identifies short-term and long-term improvement priorities and strategies. Some of the concepts could be incorporated into upcoming resurfacing projects included in the Department’s five-year work program, while others may be considered farther in the future. The need for the project is based on transportation demand, capacity, and safety.

Q. Won’t drivers use different roadways to avoid the roundabout? That will add traffic on side streets.

The roundabout is a safe and efficient intersection to get through. There is no need for drivers to divert onto alternative routes, which will add to travel time.

Q. During the Council meeting on 3/15/22, it was stated that the right of way for this project would cost about \$30 million. Why not reassign that money to have more police to regulate the speeds?

The FDOT funding is allocated for roadway improvements, including the realignment of International Drive to create a four-legged intersection at S.R. A1A and North Atlantic Avenue. Right of way is needed for this realignment, regardless of whether there is a signal or roundabout constructed at the new intersection. If the funding is not used for this project, it would be applied to another roadway project.

The money spent on this project would return many safety benefits for the community as a whole. The roadway will be repaved, a bike lane will be added on both sides of the roadway, mid-block crossings will be added for pedestrians, and landscape will be added.

Q. What is the timeline for the projects?

The roadway redesign project (FPID No. 430202-8) is currently in the concept development phase and the realignment of International Drive and construction of the modern roundabout (430202-5) is currently in the design phase.

The roundabout project is funded through construction, which is set to begin in 2026. The roadway redesign project is currently only funded through design.

For the roadway redesign project, funding is prioritized by community support, so those in favor of the project are encouraged to voice support to local officials and the Space Coast Transportation Planning Organization (TPO).

Q. What does the City of Cape Canaveral think of these projects?

The City of Cape Canaveral supports the project to achieve its safety goals.

Q. Who will maintain these two projects when they're finished?

FDOT will be responsible for maintaining the roadway.

Q. What will lighting along the corridor and at the roundabout look like? Will solar lights be prioritized in the community?

Various types of lighting will be considered along the corridor.

Q. What will construction look like? How long will it take?

The realignment of International Drive and construction of the modern roundabout is currently expected to begin in 2026 and would likely take 12 to 18 months to complete. The other roadway improvements are not yet funded for







1
Redesign the Intersection of S.R. A1A & N. Atlantic Ave.

2
Redesign the road from N. Atlantic Ave. to George King Blvd.

These two projects work together. How we improve the intersection will determine how we can improve the whole corridor.

For questions or to request a small group meeting, please contact:

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ALTERNATIVE	 Slower Roadway Speeds	 Better Pedestrian and Bicycling Facilities	 Increased Safe Crossing Opportunities	 Organized Vehicular Access to Destinations	 Aesthetic and Placemaking Improvements	 Minimize Right of Way Impacts
Alternative 1 (Signalized Intersection + 40 mph)	No	Yes	Somewhat	No	Somewhat	Yes
Alternative 2 (Modern Roundabout + 30 mph)	Yes	Yes	Yes	Yes	Yes	Yes