



SR 520 CORRIDOR PLANNING AND CONCEPT DEVELOPMENT STUDY



PRESENTATION OVERVIEW

1 CONTEXT

2 WORKING VISION & NEED

3 COMMUNITY WORKSHOP

4 DEVELOPMENT OF SCENARIOS

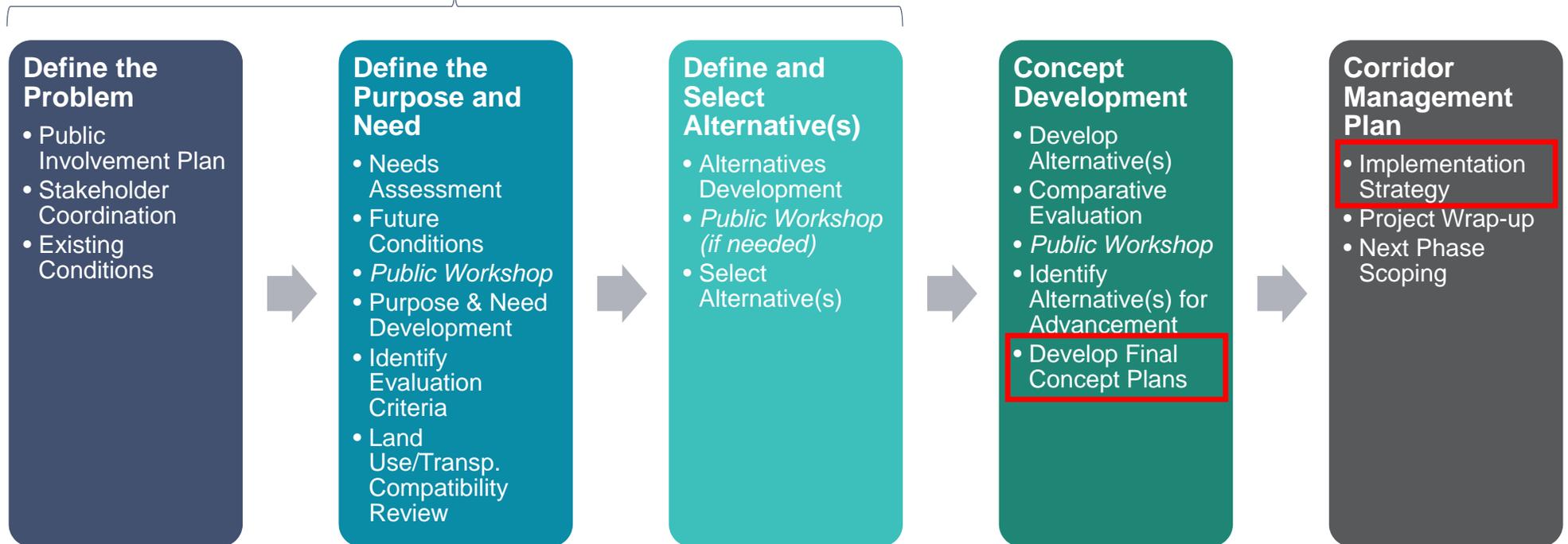
1

CONTEXT

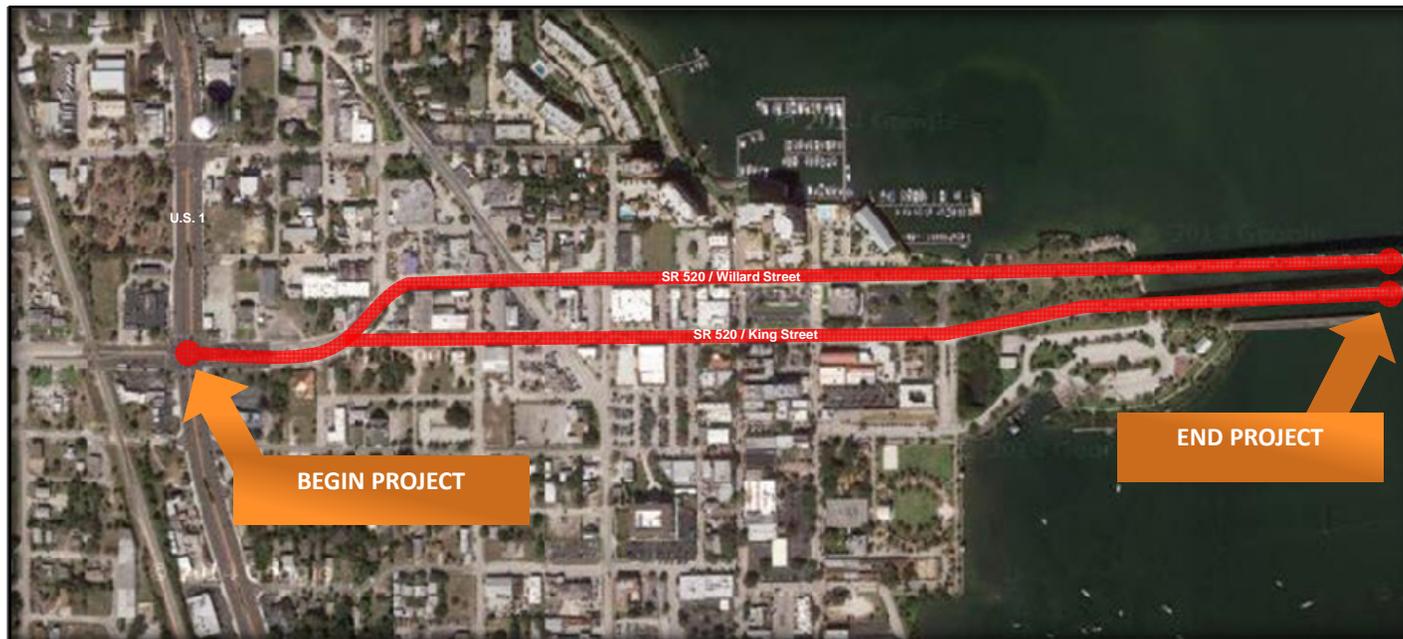
Key background and data

PROJECT

PLANNING PHASE



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

CRASH MAP



- Between 2010 and 2015, there were 579 crashes in the corridor
- 263 injuries and no fatalities
- 15 crashes involving bicycles and pedestrians

2

WORKING VISION & NEED

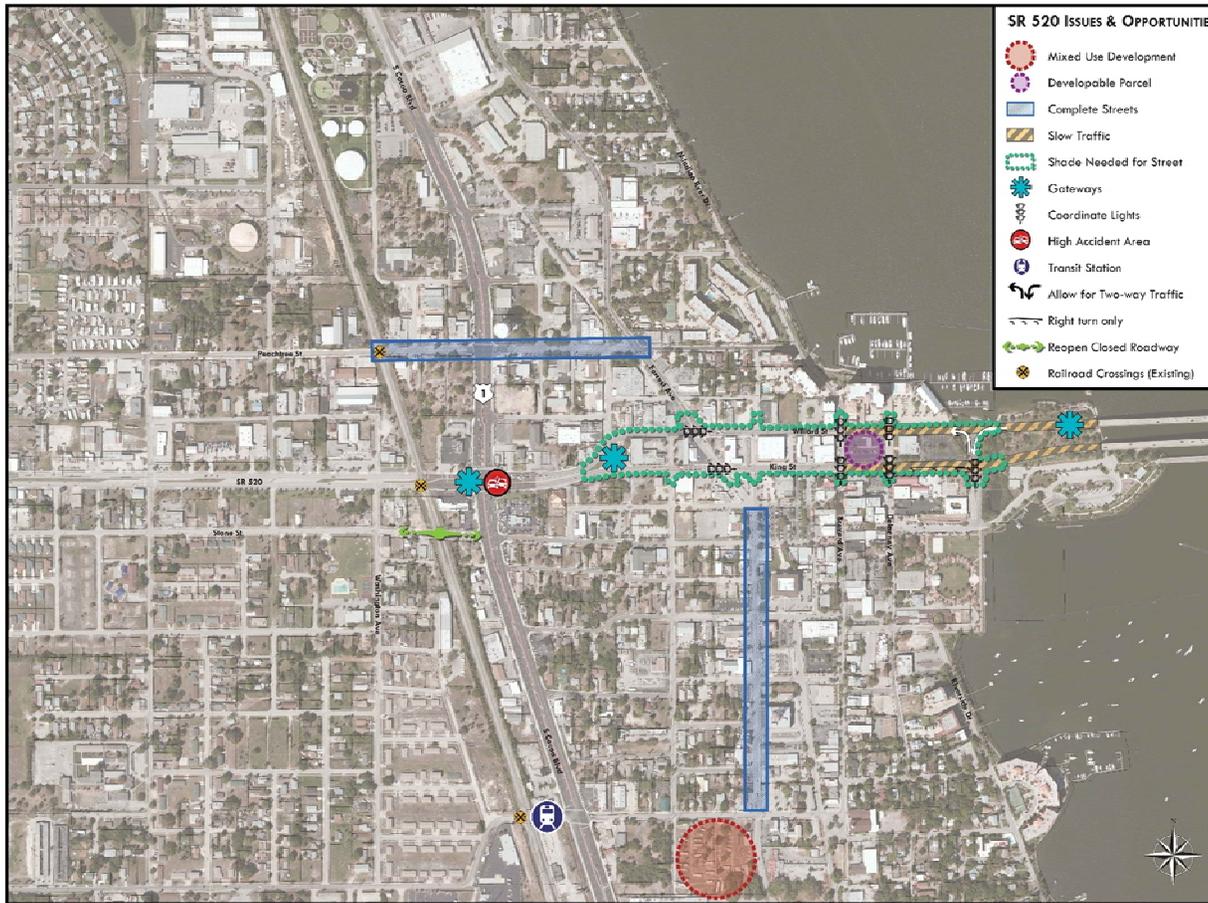
Starting point for concept planning

3

COMMUNITY WORKSHOP

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

- Reduce vehicle speeds coming off bridge
- Improve the Forrest Ave. intersections
- 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
- 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



4

DEVELOPMENT SCENARIOS

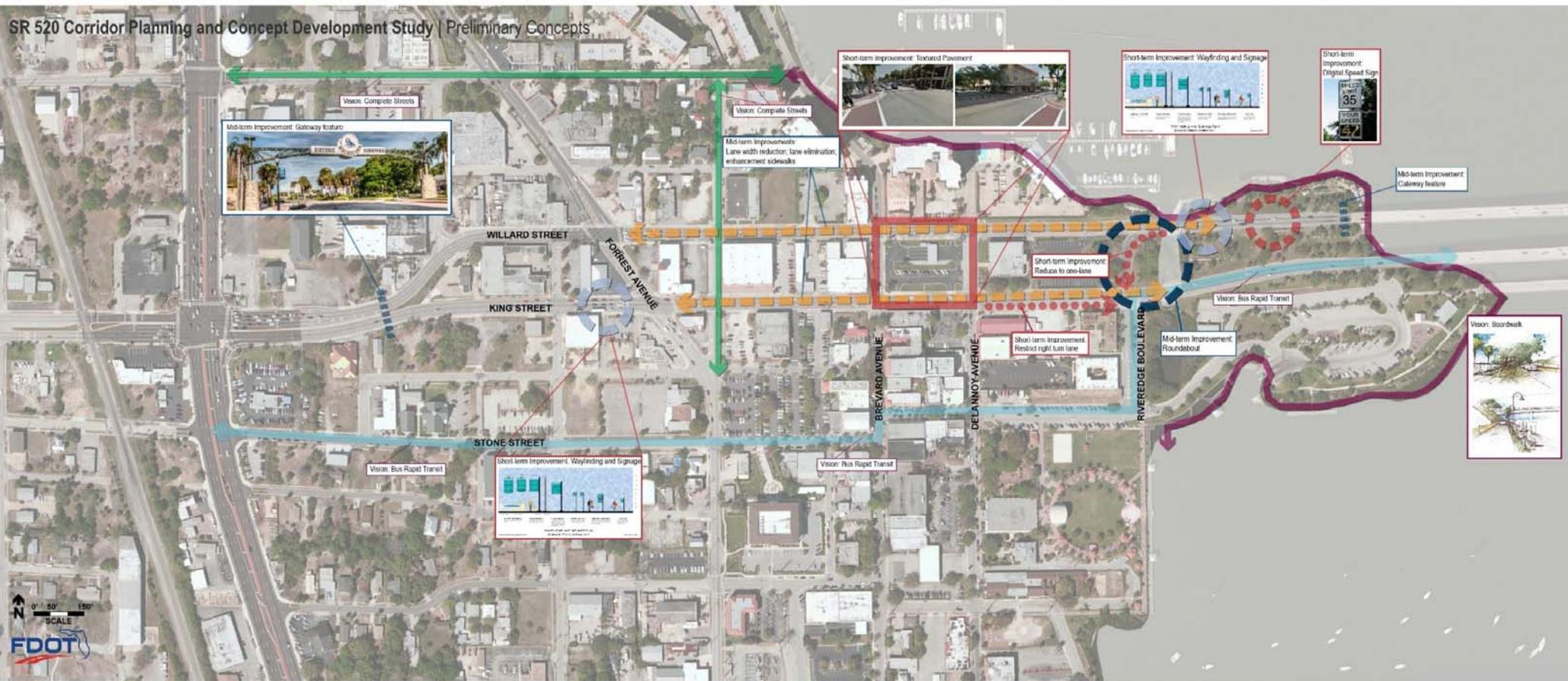
Exploring future options

ALTERNATIVES

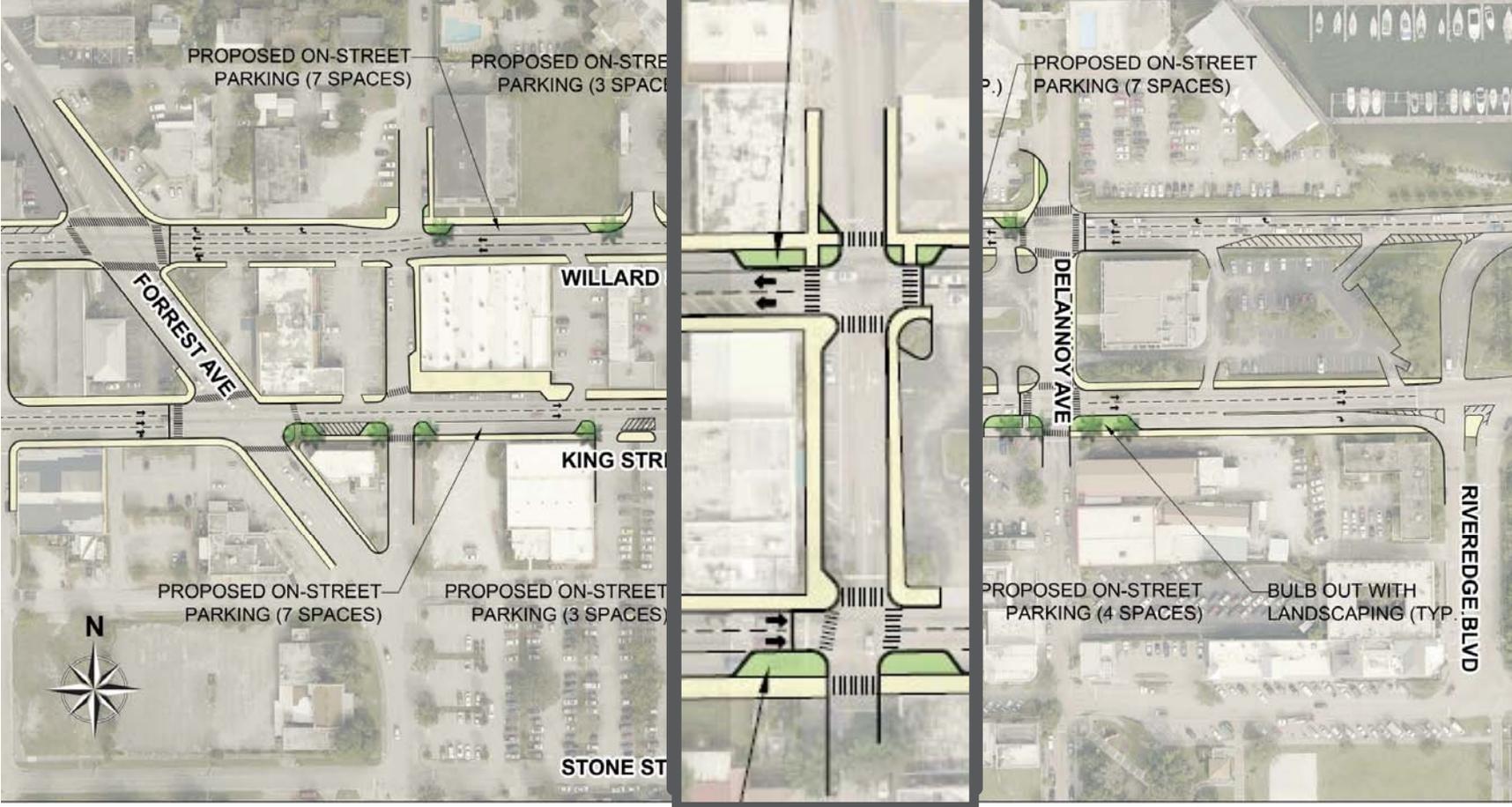
1. Do nothing (no build) – **NOT AN OPTION**
 - Consider how conditions may change if no action is taken
2. Operations optimization
 - Variety of roadway alterations possible: separating the right-turn lane from through traffic, reducing the number of lanes, adding textured concrete and pavement markings, 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



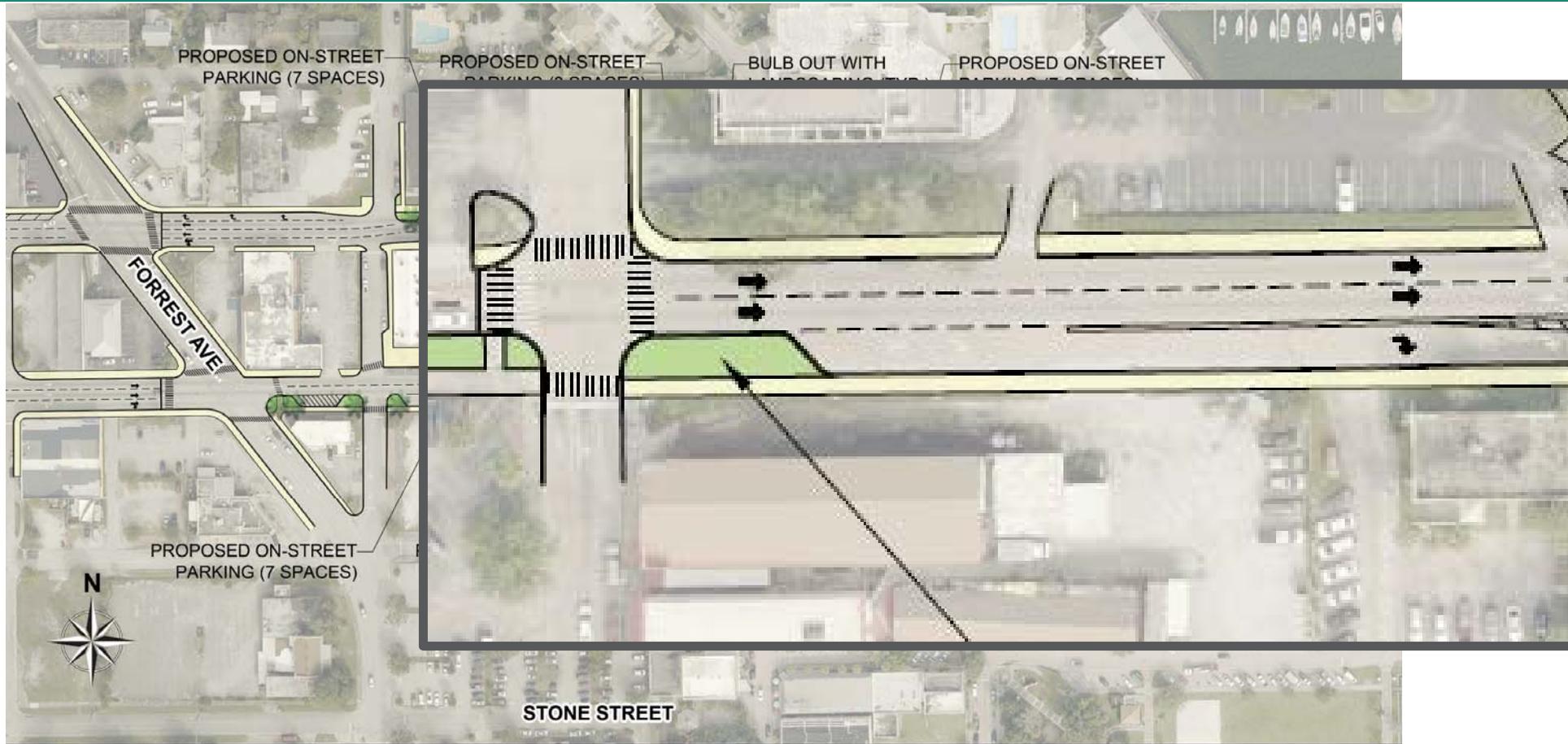
CORRIDOR-WIDE CONCEPT



SHORT TERM – ADDITION OF ON-STREET PARKING



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:

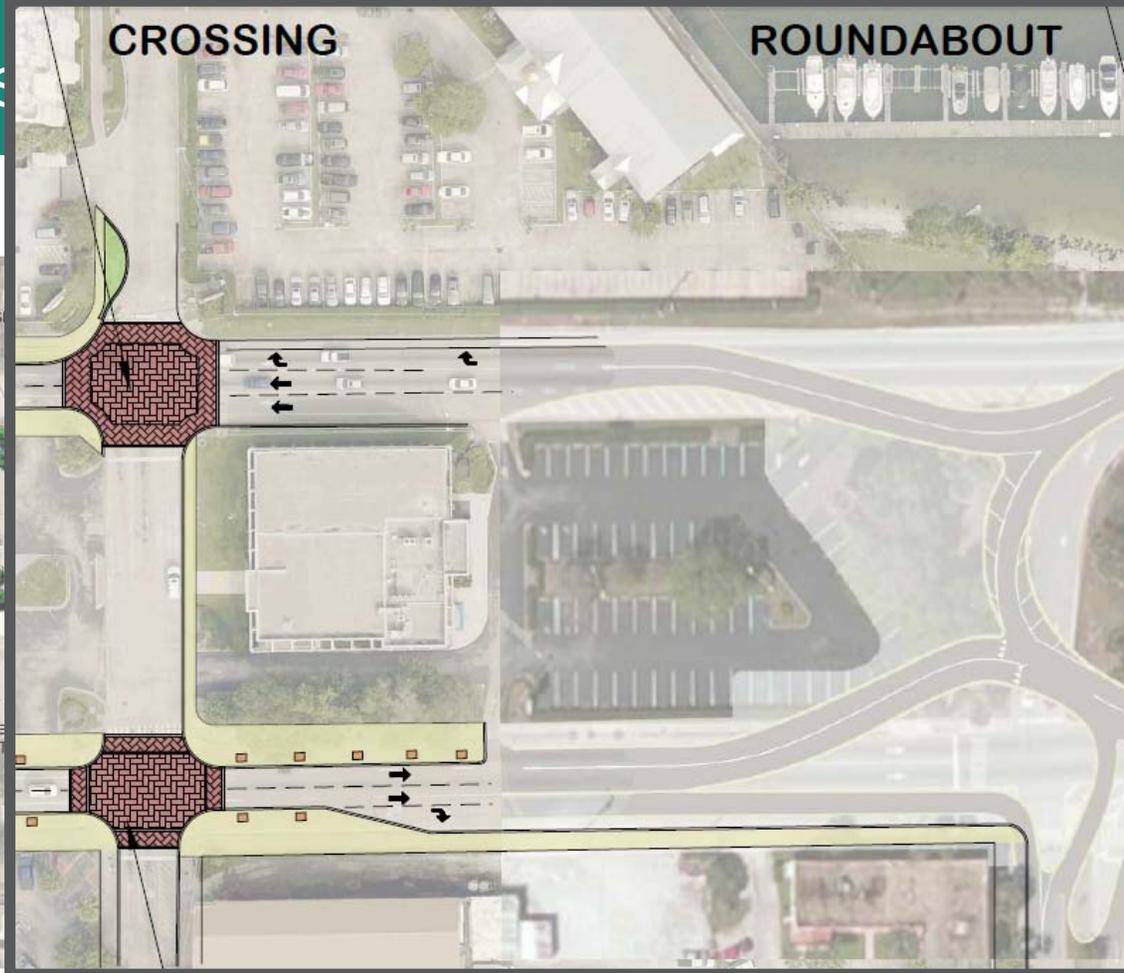
- **Option “A”**
 - Reconstruction of the right-of-way cross section – travel lanes reduced from 3 to 2, on-street parking added, widened sidewalks and improved aesthetics
- **Option “B”**
 - Same as Option “A” but without on-street parking. This option would likely be considered after a central parking 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 - STR



MID- AND LONG-TERM STRATEGIES



PROJECT CONTACTS

Judy Pizzo – Project Manager

Florida Department of Transportation – District Five
719 S. Woodland Blvd, Deland, FL 32720
(386) 943-5167
Email: judy.pizzo@dot.state.fl.us



Nick Lepp – Consultant Project Manager

Renaissance Planning
121 S. Orange Ave, Orlando FL 32801
(407) 487-0061 x129
Email: nlepp@ciesthatwork.com



Project information: <http://www.cflroads.com/>



SR 520 CORRIDOR PLANNING AND CONCEPT DEVELOPMENT STUDY

