

SR 520 CORRIDOR PLANNING AND CONCEPT DEVELOPMENT STUDY



### PRESENTATION OVERVIEW

- 1 CONTEXT
- 2 WORKING VISION & NEED
- 3 COMMUNITY WORKSHOP
- 4 DEVELOPMENT OF SCENARIOS

# CONTEXT

Key background and data

### **PROJECT**

#### PLANNING PHASE

# Define the **Problem**

- Public Involvement Plan
- Stakeholder Coordination
- Existing Conditions

# Define the Purpose and Need

- Needs
   Assessment
- Future Conditions
- Public Workshop
- Purpose & Need Development
- Identify Evaluation Criteria
- Land Use/Transp. Compatibility Review

#### Define and Select Alternative(s)

- Alternatives Development
- Public Workshop (if needed)
- Select Alternative(s)

# Concept Development

- Develop Alternative(s)
- Comparative Evaluation
- Public Workshop
- Identify
   Alternative(s) for
   Advancement
- Develop Final Concept Plans

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#### Corridor Management Plan

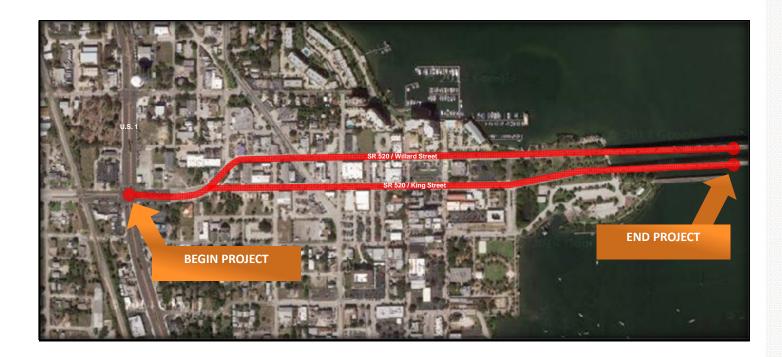
- Implementation Strategy
- Project Wrap-up
- Next Phase Scoping





PLANNING PROCESS

### PROJECT CORRIDOR

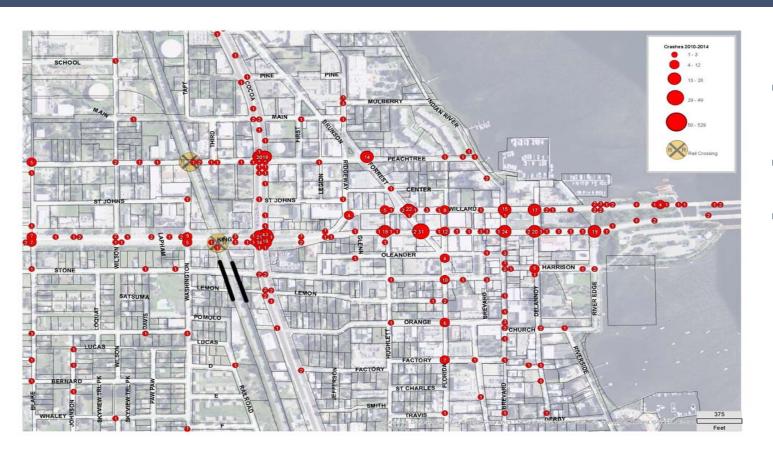


#### SR 520 CORRIDOR

- 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

CONTEXT

### **CRASH MAP**

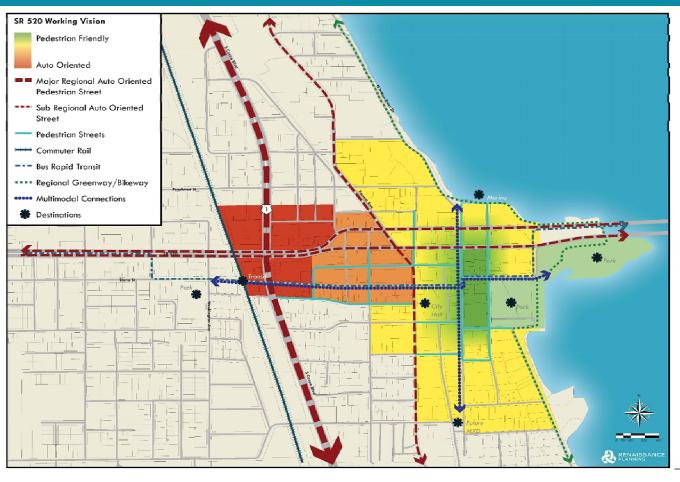


- Between 2010 and 2015, there were 579 crashes in the corridor
- 263 injuries and no fatalities
- 15 crashes involving bicycles and pedestrians

### 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

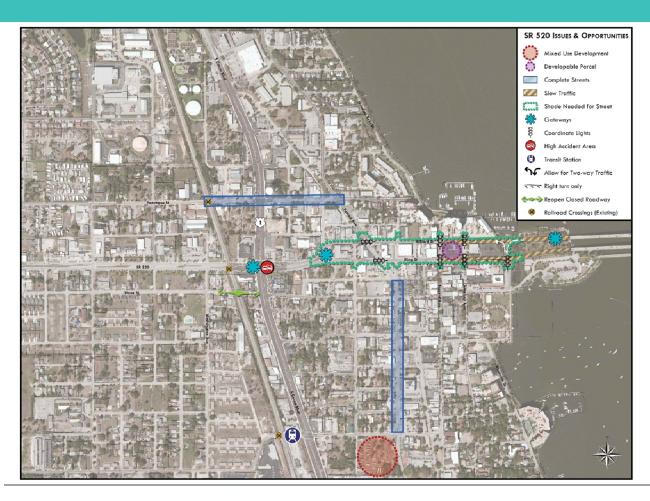
Bus Rapid Transit: future corridor along SR 520, diverting to Stone and Harrison Streets through the study area

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

### **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



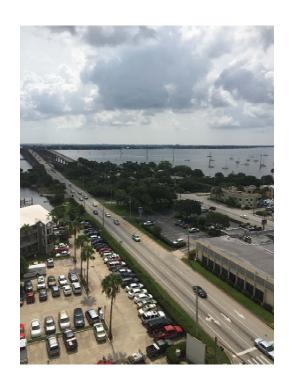
**COMMUNITY WORKSHOP** 

### **DEVELOPMENT SCENARIOS**

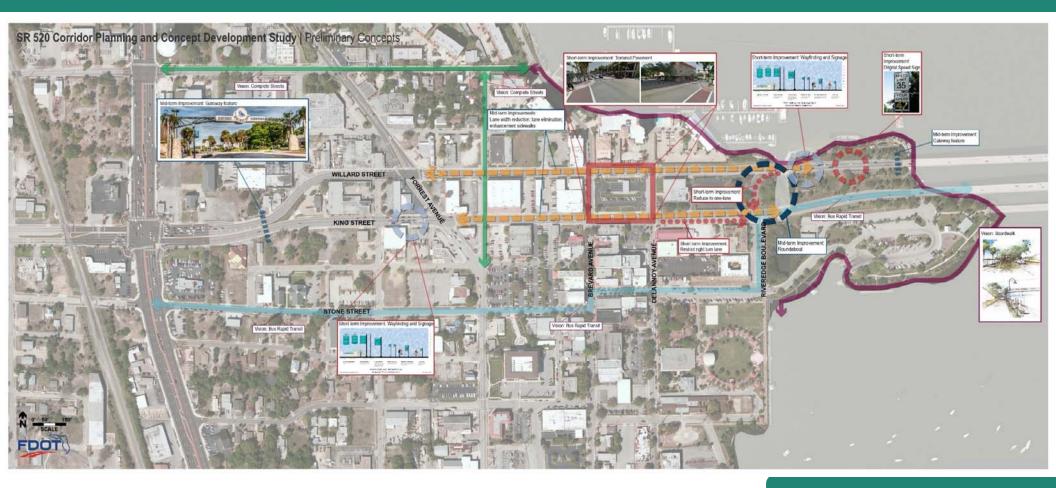
Exploring future options

#### **ALTERNATIVES**

- 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 rightturn 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



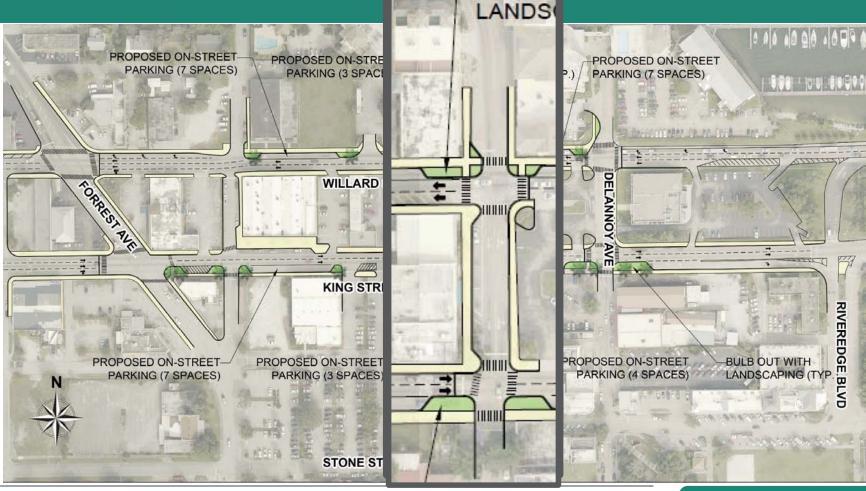
# CORRIDOR-WIDE CONCEPT



SR 520 CORRIDOR PLANNING

SCENARIOS



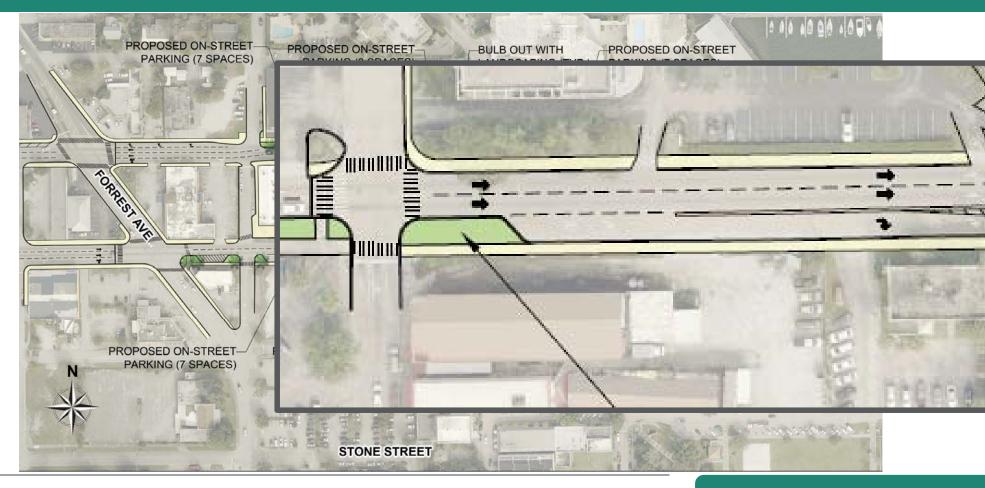


SR 520 CORRIDOR PLANNING

**SCENARIOS** 

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### SHORT TERM – ADDITION OF ON-STREET PARKING



SR 520 CORRIDOR PLANNING

SCENARIOS

#### 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

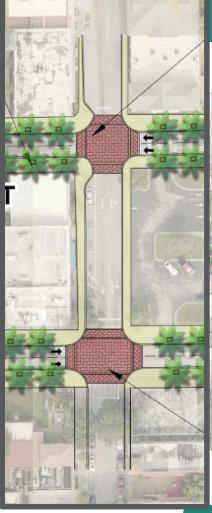
#### Option "C"

 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





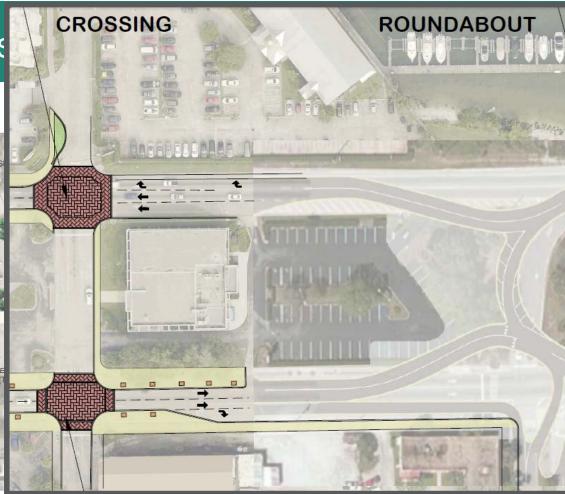


SR 520 CORRIDOR PLANNING

**SCENARIOS** 

## MID- AND LONG-TERM STRATEGIES





SR 520 CORRIDOR PLANNING

SCENARIOS

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#### PROJECT CONTACTS

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