
PAT Meeting #2 – Future Alternatives Meeting Agenda



August 18, 2017

Viera Gov't Center, Atlantic Room, Building C, 3rd Floor

9:00 AM – 11:00 AM

Future Build Alternatives Discussion

1. Schedule Update
2. Issues/Opportunities Review
 - a. Ped mobility intersection improvements – Intersection Concepts
 - b. Transit stop enhancements – Preferred Alternative Concept Development
 - c. Ped/bike facility enhancements – Preferred Alternative Concept Development
 - d. Left-turn crash emphasis intersection – Intersection Concepts
 - e. Left-turn/angle crash emphasis area – Preferred Alternative Concept Development
 - f. Peak hour queueing – Intersection Concepts
 - g. Utilities and drainage facilities adjacent to roadway – Typical Section and Preferred Alternative Concept Development
3. Future No-Build Analysis
4. Future Build Alternatives
 - a. Short Term Improvements
 - b. Intersection Turn Lane Improvements
 - c. Northgate Plaza Access Alternatives
 - d. Venture Lane/Lansing Street Alternatives
 - e. Typical Section Alternatives
5. Measures of Effectiveness
 - a. MOE matrix for typical section alternatives
 - b. Benefit/cost matrix for intersections based on operational analysis results

6. Next Steps and Schedule

a. Major Task Items

- i. Continue preliminary concept work for typical sections and intersections
- ii. Begin drainage, utility, and ROW assessments for various typical section alternatives
- iii. Begin matrix evaluations for typical sections and intersections



PAT Meeting #2

SUBJECT: Wickham Road Operational Analysis - Future Alternatives Review

MEETING DATE: August 18, 2017

MEETING TIME: 9:00 AM - 11:00 AM

VENUE: Viera Governmental Center, Building C, Atlantic Room

Introduction and Attendees

A meeting was held with the Project Advisory Team (PAT) to discuss potential improvements and alternatives for the Wickham Road Operational Analysis. Below are the attendees of this meeting:

- Bob Kamm - SCTPO
- Laura Carter - SCTPO
- Steven Bostel - SCTPO
- Kim Smith - SCTPO
- Georganna Gillette - SCTPO
- Devin Swanson - Brevard County
- Rachel Gerena - Brevard County
- Jenni Lamb - City of Melbourne
- Todd Corwin - City of Melbourne
- Judy Pizzo - FDOT
- Travis Hills - KAI
- Daniel Torre - KAI
- David Bennett - Infrastructure Engineers

Wickham Road Operational Summary

Project Background and Overview

The following topics were reviewed during the meeting:

- Overall project schedule;
- Issues/opportunities identified from the existing conditions analysis;
- Results of the future no-build analysis;
- Future build improvements: turn lanes at signalized intersections and corridor-wide typical sections;
- Measures of effectiveness to evaluate alternatives; and

- Next steps and schedule moving forward.

The remainder of these notes summarizes the related comments and discussion from the group during the meeting.

Short Term Improvements

- There was discussion regarding the potential use of LED street lighting along the corridor. Further coordination with Brevard County will be needed to implement this improvement based on current standards.
- A traffic signal retiming study is currently in progress and should be completed by the end of 2017, however changes will not be implemented until early 2018.

Eau Gallie Boulevard Intersection Improvements

- The parcel on the northeast corner of Wickham Road and Eau Gallie Boulevard, owned by the Brevard County School Board, may potentially be purchased for re-development.
- There was discussion about the potential ROW impacts for the westbound and southbound right turn lanes. If the parcel on the northeast corner is re-developed, there could be an opportunity to include the ROW for a westbound right turn lane.
- Adding an eastbound right turn lane was discussed because there may be a need despite the relatively low volume in the existing condition. The low volume is possibly explained by drivers avoiding the intersection and traveling through the plaza in the southwest corner of the intersection.
- A comment was made stating that the deficiencies in the intersection should be in the northbound and southbound approaches, because the eastbound and westbound approaches have been improved over time.
- The Walgreens located at the intersection has been generating additional trips recently because of a closure to a nearby Walgreens and the subsequent redirection of customers to the Eau Gallie location.
- It was stated that acquiring ROW from the Aldi on Wickham Road could be difficult.
- For all intersection improvements, need to review the through movement queue vs the length of turn lanes to make sure the queue does not starve the turn lanes.

Aurora Road Intersection Improvements

- There was an emphasis made on the importance of pedestrian and crossing improvements. Since bus stops are located at the northwest and southeast corners of the intersection, there are attempts by pedestrians to cross Wickham Road where there are no facilities in order to make bus ride transfers. The suggestion that pedestrian improvements be made before traffic operations improvements, was stated.
- There was discussion regarding the issue of space on the westbound approach being illegally used by drivers as on-street parking. The recent addition of "No Parking" signs has led to a decrease in this issue. The suggestion was made of completely removing the pavement and replacing it with a sidewalk and buffer treatment.

- A comment was made stating that drainage for the intersection could be on private property instead of within public ROW.
- There is an existing sidewalk project on Aurora Road from west of Wickham Road to John Rodes Boulevard. This project was bid and awarded.

Northgate Plaza Improvements

- There are plans for a Twistee Treat to be built in Northgate Plaza.
- The residential development behind Northgate Plaza will have access to Wickham Road via Northgate Street.
- It was suggested that parking lot lanes in the northwest corner of the Northgate Plaza should be adjusted to allow for easier flow of traffic out of the McDonald's drive-thru. This would require coordination with the owner of Northgate Plaza.
- It was discussed that the owner of Northgate Plaza would need to be involved in the intersection alternative selection process, mainly to help determine where the traffic signal should be moved to, if it is moved at all.
- A comment was made stating that no dedicated southbound left turn lane at the existing traffic signal makes it difficult to access the storage area north of the intersection.
- There is the potential that traffic coming out of McDonald's onto Wickham Road will be backed up. This should be considered when deciding on a treatment option at the driveway. A dedicated southbound right turn lane into the McDonald's may be a potential option.

Venture Lane/Lansing Street Improvements

- The PAT was agreeable to the proposed realignment of Lansing Street to Venture Lane, and new traffic signal.
- A comment was made that the business park at Venture Lane has a lot of employees and there is a vacant parcel with the potential for future development.
- Instead of having a directional median at Lansing Street that allows for southbound left turns, it was suggested that the median be closed to only allow for westbound right turns out of Lansing Street. The southbound left movements would be re-directed to the proposed Venture Lane/Lansing Street signal.
- There is an active permit for development the parcel next to Wells Fargo north of Lansing Street, but there were no plans as of this meeting.
- The new traffic signal at Venture Lane would have to be coordinated with the corridor because of the close proximity to the proposed Northgate Street traffic signal relocation.
- There was discussion on how to accommodate access to the KinderCare across the street from Lansing Street:
 - KinderCare has access to the Launch Federal Credit Union parking lot, which has access to Venture Lane and the new traffic signal.

- Consider having a directional median opening on Wickham Road to allow for northbound left turns into KinderCare.

Lake Washington Road Intersection Improvements

- The placement of a directional median south of Lake Washington Road at the southern driveway for the LA Fitness allowing for southbound left turns, but prohibiting westbound left turns out of the driveway, was discussed.
- There are plans for developing the retention pond in the plaza southeast of the intersection (LA Fitness) into a bank, which would affect the volume entering the plaza.
- There was concern expressed over adding a westbound lane west of Wickham Road and dropping it at the driveway entering the Publix plaza. A review of standards on lane drop distance to confirm the concept, was suggested.
- The southbound bus stop in front of the Boston Market should be moved north of Lake Washington Road.
- Review the northbound and southbound left turn volumes to see if dual turn lanes could be considered. This may negate the need for the two westbound through lanes.

Typical Section Alternatives

- There was a suggestion to use 11' travel lanes in Alternative 4 and to possibly add landscaping to the typical sections.
- A question was asked on whether the proposed shared use path will be asphalt or concrete. While no decision has been made at this time, there was an expressed preference towards using concrete due to the lower maintenance costs.
- It was suggested that the dimensions for potential ROW impacts be moved to the top of the typical sections and be labeled to better differentiate from facility dimensions.
- **KAI was tasked with updating the typical sections based on the above discussion. These typical sections will be presented to the public alongside an alternatives matrix.**

Next Steps

- **Major Task Items**
 - Revise Future Alternatives to reflect comments and suggestions.
 - Contact Susan Hann from the Brevard County School Board to discuss the ROW for the proposed Lansing Street realignment and other potential impacts.
 - Coordinate alternatives review meeting with the PAT.

These meeting minutes are Travis Hills' interpretation of the comments, requests, and discussion during the meeting. Questions, additions, and/or clarifications should be directed to him at 407-373-1125 or thills@kittelson.com.