SCTPO – Project Summary
September 2014
Meeting Agenda – What We Plan To Do

– Project Background
– Process Overview
– Project History
– Improvement Concepts
– Questions and Comments
Project Background

- Initiated by Space Coast TPO & Action Team
- Addresses multimodal transportation along SR A1A
- From the Pineda Causeway (SR 404) to SR 528 in Cape Canaveral
- Goal: Develop Implementation Plan
“The vision for the A1A Multimodal Planning and Engineering Analysis is to have a corridor that functions as a safe and efficient multimodal corridor that connects and supports the economic viability of several communities.

The corridor should be aesthetically pleasing while providing a sense of community through innovation, design and connectivity.”
Project Constraints & Opportunities

– Most improvements are within the existing right-of-way
  • Difficult to determine right-of-way
  • Limited by narrow road and lack of extra space

– Several improvements to be implemented by others
  • Land use changes
  • Utility improvements
  • Wayfinding signage
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Existing Conditions
- Data Collection
- Previous Studies
- Identify Right-of-Way (based on maps)

Identification of Needs
- Transportation Needs Assessment
- Stakeholder Interviews
- Public Charrette

Engineering Analysis
- Identification of Range of Improvements
- Concept Plans
- Cost Estimates
- Evaluation Criteria
- Comparative Analysis
- Public Workshop
- A1A Action Team Mtg.

Planning Phase - Visioning

Planning Phase – Engineering Analysis

Project Development Phase for Selected Improvements

Prepare Prioritized Project List
- Conceptual Design Plans
- Refined Cost Estimates

Implementation

Depending on the Project, Next Steps could include:
- Drainage Analysis
- Environmental Analysis
- Design
- Right-of-Way

Public Meeting
Final Presentations
- Stakeholders,
- TPO
- FDOT

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Project History - Meetings and Workshops

- Kickoff Meeting – June 2012
- Public Charrette – October 2012
- Action Team Meeting – December 2012
- Action Team Meeting – March 2013
- Action Team Meeting – August 2013
- Sketch Meetings – August/September 2013
- SCCA – March and December 2013
- Action Team – December 2013
- Public Meeting - Today
Project History - Existing Conditions

- Crash data assessment
- Aerial photography of the corridor
- Reviewed previous reports, studies and documents
- Site documentation included
  - Traffic counts
  - parking inventory
  - signage inventory
  - pedestrian and bicycle accommodations
  - bus stop locations
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Improvement Concepts - Sidewalks

Description/Benefits
- Eliminate Gaps in Sidewalk Network
- 8’-19’ Sidewalks Where Possible
- Enhanced Pedestrian Mobility
- Drainage Improvements
- Accessibility Improvements

Bike Lanes
- Included in Downtown Cocoa Beach and in the Reconstructed Boulevard in Cape Canaveral
- Add Bicycle Markings in Paved Shoulder
- Implement During Resurfacing Project
  - Shoulder must be at least 4’ Wide
  - Cost negligible if implemented during resurfacing
  - If Shoulder is less than 4’, likely not feasible to reconstruct road

Existing Conditions

Proposed Improvement Concepts

Current FDOT Sidewalk Project
- Funded for Construction (FD# 423630-2)
- East Side of SR A1A: From S 16th St to Wakulla Lane (Omitting Downtown Cocoa Beach)
- Finish Construction Spring 2015

Comments/Concerns

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Improvement Concepts – Streetscaping / Drainage

Description/Benefits
- Stormwater Improvements
- Reduces Pavement Width
- Add Bike Lanes
- Add Bulb Outs to Control Intersections
- Shorten Pedestrian Crosswalks
- Shade Trees
- Special Paving
- Special Lighting

Other Considerations
- Existing Curb and Gutter From S 1st St. to N 2nd St.
- Conversion to Curb & Gutter Needed in Other Areas
- Coordinate with Existing Streetscaping Project on Minutemen Causeway

Implementation/Next Steps
- Prioritize Project (Funding)
- Survey
- Drainage Analysis
- Concept to be Finalized During Design Process

Comments/Concerns

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Description/Benefits
- Provide pedestrian refuge
- Simplified cross section compared to existing two-way left turn lane
- Landscaping features where applicable
- Placed in locations where turns are not a concern

Implementation/Next Steps
- If access changes, a public hearing is required
- Implement during resurfacing project

Landscaping Considerations
- Limited height and plant type due to narrow median width and sight distances
- Only feasible in limited areas due to close driveway spacing

Comments/Concerns
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Improvement Concepts – Right Turn Lane Removal

Description/Benefits
- Allow for wider sidewalks
- Provide continuous bike lanes
- Increased pervious & landscaping areas
- Removed turn lanes have low volumes
- Generally, the criteria for adding a turn lane is 80 vehicles during the peak hour

Implementation/Next Steps
- Implement during resurfacing project

Comments/Concerns

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Improvement Concepts – N Atlantic & International

Description/Benefits
- Realignment of International Drive to the Signalized Intersection with N Atlantic Ave & SR A1A
- Enhanced Vehicle and Pedestrian Safety
- Extra Space Could be Used for Drainage

Implementation/Next Steps
- Not a Short Term Improvement
- Property Acquisition (ROW) is needed, will take time. Environmental Analysis is Required
- Need to coordinate with adjacent Boulevard Project North of this Intersection
- Funding TBD

Comments/Concerns
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Improvement Concepts – Boulevard & Bike Lanes

Description/Benefits
- Addition of 18.5' wide medians, bike lanes,
  wider sidewalks & landscaping
- Access Management Improvements –
  Removal of two-way left turn lanes; U-turn accommodations
- Conversion from swale to curb & gutter drainage
- Need to accommodate roadway drainage
- Utilities - If funding is available, relocate underground

Implementation/Next Steps
- Long term improvement - Several steps needed
- Survey, environmental analysis, and drainage analysis needed
  prior to finalizing concept
- Property owner coordination
- Property acquisition needed for ponds
- Utilities - There is cost to relocate, local government
  can pay extra to convert to underground

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Wayfinding

- Packages delivered
- Draft Resolutions
  - Draft Criteria
  - Identification of designs that have been approved FDOT District 5
  - List / map of potential destinations
  - Recommended next steps for Cities
- Cities to design & implement Wayfinding Program
- FDOT to review Wayfinding Masterplan and permit applications
Utilities – Phased Approach

- Packages delivered
- A phased approach is recommended
- Phased by location and by improvement type
Utilities – Phased Approach

- Start in areas with high density
- Initial “clean-up” can be accomplished for less money
- Street lights
Utilities – Phased Approach

1. One-Way Pairs – 1st Street South to northern limits
2. St Lucie Lane to Volusia Lane
3. International Drive / Atlantic Avenue to George King Boulevard
4. Other areas
   • Volusia Lane to International Drive / Atlantic Avenue
   • North of One-Way pairs to St Lucie Lane
   • Northern boundary of Patrick Air Force Base to the southern limit of the one-way pairs (36th Street South to 23rd Street South)
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Comments or Questions?
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Check out the project website out at www.actiona1a.com