

FREQUENTLY ASKED QUESTIONS

A1A Tomorrow | Space for Everyone

The Florida Department of Transportation (FDOT), the City of Cape Canaveral, and Space Coast Transportation Planning Organization (SCTPO) are working to respond to community needs. Together, we are working to improve safety and travel for all users: cars, bikes, pedestrians, and more!

By redesigning the road for vehicles, pedestrians, and bicyclists, **A1A Tomorrow** will help our community members move safely and efficiently along and across **S.R. A1A from N. Atlantic Avenue to George King Boulevard**.



TO IMPROVE SAFETY AND MOBILITY ON S.R. A1A, WE MUST MAKE TWO KEY CHANGES:

1 Redesign the Road

S.R. A1A has many users who travel in many different ways. By **separating bicycle facilities** from traffic, we can keep bicyclists safe along S.R. A1A and still allow for the same capacity of drivers.

By **adding more clearly marked crossings**, we can make everyone better aware of all users sharing the roadway.

S.R. A1A is a main street with many destinations. By **organizing and clarifying left turn lanes**, we'll make accessing businesses easier and safer — and keep through-moving traffic moving.

Installing **medians, and curb and gutters** will give us space to plant trees and grasses that manage stormwater, make Cape Canaveral more beautiful, and help alert drivers they are entering a community with walkers and bicyclists of all ages and must slow down.

2 Build a Modern Roundabout

A new **modern roundabout** at S.R. A1A & N. Atlantic Avenue will drastically improve safety for drivers, bicyclists, and people walking through this intersection. The modern roundabout will be a gateway to Cape Canaveral. It will calm traffic, keep traffic flowing smoothly, and ensure trucks have plenty of room.

79% OF RESIDENTS DO NOT FEEL SAFE WALKING & BIKING ON S.R. A1A

- 2018 Cape Canaveral Community Survey



Project Area

Potential S.R. A1A Typical Section



What's "space for everyone" about?

This phrase helps communicate our goal of designing S.R. A1A for all users: drivers, bicyclists, pedestrians, truck drivers, transit users, and anyone who needs to get from A to B. This type of roadway is called a **complete street**, and it will improve access, safety, mobility, public health, economic development, and equity — all great benefits for Cape Canaveral!

Why does S.R. A1A need bicycle lanes?

Bicyclists greatly benefit from having their own lane. The **separated bicycle lanes** proposed on S.R. A1A will use a median to protect bicyclists from vehicle traffic and will be separated from pedestrians walking on the sidewalk.

How do you know we need this type of bicycle lane?

79% of residents said they do not feel satisfied with safety while walking and biking on S.R. A1A in the most recent City of Cape Canaveral Community Survey. **Separated bicycle lanes** will be safe for all ages and abilities because they separate bicyclists from cars and pedestrians to provide a dedicated space for less-experienced and adventurous riders alike.

We heard you!

The City of Cape Canaveral's latest community survey revealed that **4 out of 5 residents do not feel safe walking and biking along S.R. A1A.**

To start making this road safer, the City has adopted a resolution to transform S.R. A1A into a complete street. These two projects advance the City's vision for S.R. A1A.

Read the resolution here: www.cityofcapecanaveral.org/document_center/Documents/Community%20Development/cocc_resolution_no_2019-01_20190319.pdf

What is a midblock crossing?

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 signal (called a pedestrian hybrid beacon) that, when the button is pushed, will stop oncoming traffic with a red light to allow pedestrians to cross safely.



Separated bicycle lane and sidewalk



Crossings at intersections for bicyclists and pedestrians



Midblock crossing with pedestrian signal (pedestrian hybrid beacon)

What is a modern roundabout?

A **modern roundabout** is a special type of intersection design and one of the most effective tools for creating safer streets. Modern roundabouts naturally prevent excessive vehicle speeding by requiring drivers entering the intersection to yield to traffic in the roundabout. Aside from calming traffic, modern roundabouts also minimize the potential for crashes.

Modern roundabouts make room for everyone. Clear striping and signage tell drivers how to navigate around the center island. A mountable low curb around the median called a truck apron gives wide-turning trucks and tractor trailers the extra space they need. Sidewalks, crosswalks, and bike lanes designate safe spaces for people walking and biking.

Are modern roundabouts really safer than other intersections?

Modern roundabouts can be safer than traditional intersections and can shorten travel times for both drivers and pedestrians. In a four-way intersection, there are 32 vehicle-to-vehicle conflict points — or places where a crash could occur. In a modern roundabout, the number of conflict points is reduced to just 8. In fact, modern roundabouts have been shown to reduce the number of fatal and severe injury crashes by 78 percent to 82 percent compared to stop-controlled or signalized intersections, according to the Federal Highway Administration.

Because of the design of the modern roundabout, motorists must slow down, helping to make the road safer by reducing the potential for speeding. Modern roundabouts also keep traffic moving, increasing traffic capacity by 30–50%, as opposed to signalized intersections - which require drivers and pedestrians to wait at stoplights.

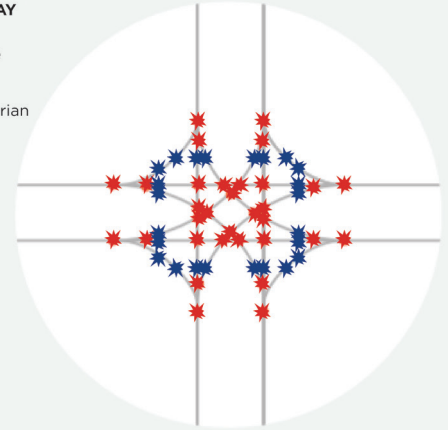
Why is a modern roundabout right for S.R. A1A?

The City of Cape Canaveral passed a resolution in 2019 to lower speeds to 35 MPH on S.R. A1A and to realign the intersection of S.R. A1A and International Drive. FDOT did an analysis to determine how best to improve operations and safety at this intersection and a modern roundabout showed the highest benefit-to-cost ratio based on traffic efficiency and crash severity reduction. A modern roundabout will reduce crashes and speeds on S.R. A1A and realign the intersection - all of which support the City of Cape Canaveral's vision for S.R. A1A.

TRADITIONAL FOUR-WAY INTERSECTION

32 Vehicle-to-Vehicle Conflict Points

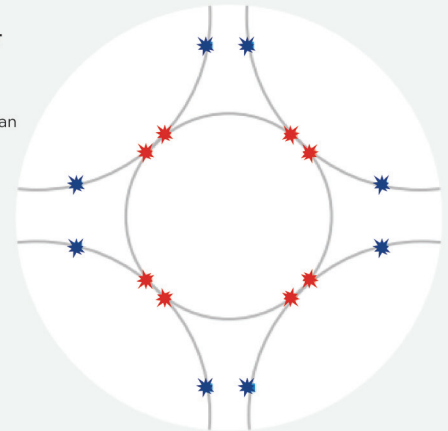
24 Vehicle-to-Pedestrian Conflict Points



SINGLE-LANE MODERN ROUNDABOUT

8 Vehicle-to-Vehicle Conflict Points

8 Vehicle-to-Pedestrian Conflict Points



Want to learn more?

Complete Streets: www.flcompletestreets.com

Modern Roundabouts: www.fdot.tips/roundabout

Proposed modern roundabout at S.R. A1A & N. Atlantic Avenue looking south along S.R. A1A



Are you sure this is the right fit? Roundabouts can be confusing.

You're right, many circular intersections can be frustrating because they're traffic circles rather than true modern roundabouts. A **traffic circle** oftentimes requires vehicles to change lanes once in the traffic circle; in a **modern roundabout**, once you enter the intersection, you do not need to change lanes. These designated lanes make modern roundabouts clearer to navigate. Modern roundabouts are also much smaller than traffic circles, which help them reduce speeds. S.R. A1A's planned modern roundabout will be much easier and safer to navigate. Clear signage and striping will give vehicles, bicycles, and pedestrians obvious, efficient paths through the intersection.

Why are you calling it a "modern" roundabout? How is this different than other roundabouts?

Many roundabouts that people are familiar with were designed with now outdated guidance. Modern roundabouts are designed to make sure entry and exit points are designed so that the alignment is intuitive and clear for drivers. Modern roundabout guidance has been used in hundreds of roundabouts around the state and the country and has proven to be a safe and effective tool to reduce speeds and improve safety.

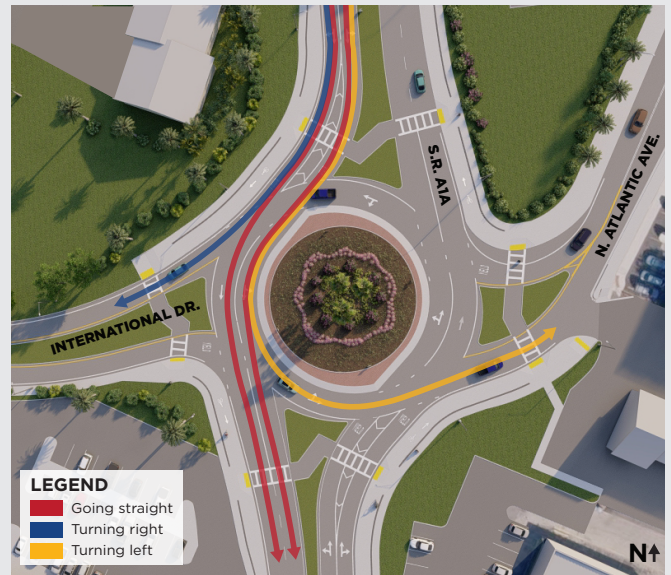
The modern roundabout planned for S.R. A1A will be designed with innovative modern roundabout design guidance and will have clear entry/exit points so users are able to navigate the roundabout easily and safely.

Speeding on S.R. A1A is a problem. How will you address it?

The complete streets concepts for S.R. A1A use roadway design to "talk" to drivers and encourage them to drive at appropriate speeds. The modern roundabout and new midblock crossings will naturally slow vehicles, making drivers more aware of walkers and bikers as they travel through intersections. Medians and street trees will also intuitively slow down drivers by making the roadway feel narrower.

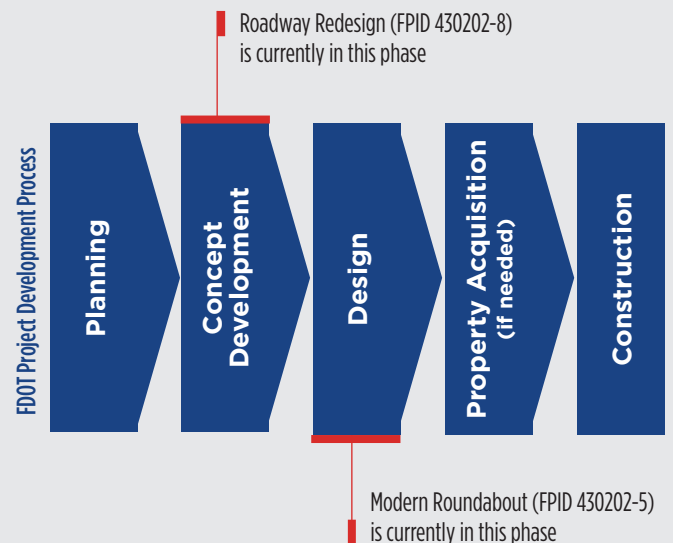
Does this mean we're losing driving lanes?

No — the number of travel lanes along S.R. A1A will not change. The roadway redesign and modern roundabout keep the same number of travel lanes and will be able to support the same traffic capacity.



How to make a left-turn, right-turn, and go straight at the proposed modern roundabout at S.R. A1A & N. Atlantic Avenue

PROJECT TIMELINE & FUNDING



The Modern Roundabout Project (FPID# 430202-5) is funded through construction. The Roadway Redesign Project (FPID# 430202-8) is currently only funded through design.

QUESTIONS OR CONCERNS?

430202-5 Modern Roundabout

FDOT Design Project Manager

Anthony Miller, P.E.

(386) 943-5530

Anthony.Miller@dot.state.fl.us

www.cflroads.com/project/430202-5

430202-8 Roadway Redesign

FDOT Design Project Manager

Lori Trebitz, P.E.

(386) 943-5538

Lori.Trebitz@dot.state.fl.us

www.cflroads.com/project/430202-8