

Table 8 summarizes the number of crashes by harmful event along the US 1 corridor. It was concluded from the analysis that the predominant crash type was Rear End (51.5%) crashes. The second and third most predominant crash types were Sideswipe (9.8%) and Off Road (9.2%), which account for significantly lower percentages than the first.

Table 8
US 1 Crash Summary by Harmful Event

| Crash Type | 2014 | 2015 | 2016 | 2017 | 2018 | 2014-2018 | Average Per Year | Percent |
|--------------|------------|------------|------------|------------|------------|------------|------------------|-------------|
| Bicycle | 1 | 0 | 2 | 0 | 1 | 4 | 1 | 0.5% |
| Pedestrian | 0 | 1 | 2 | 0 | 1 | 4 | 1 | 0.5% |
| Right Turn | 2 | 1 | 1 | 1 | 3 | 8 | 2 | 1.0% |
| Unknown | 4 | 3 | 1 | 6 | 3 | 17 | 3 | 2.1% |
| Head On | 6 | 11 | 4 | 1 | 1 | 23 | 5 | 2.8% |
| Rollover | 4 | 7 | 6 | 6 | 2 | 25 | 5 | 3.0% |
| Angle | 6 | 7 | 9 | 5 | 5 | 32 | 6 | 3.9% |
| Other | 15 | 13 | 10 | 14 | 9 | 61 | 12 | 7.4% |
| Left Turn | 18 | 9 | 13 | 14 | 17 | 71 | 14 | 8.6% |
| Off Road | 13 | 24 | 13 | 14 | 12 | 76 | 15 | 9.2% |
| Sideswipe | 16 | 12 | 17 | 21 | 15 | 81 | 16 | 9.8% |
| Rear End | 65 | 88 | 89 | 76 | 109 | 427 | 85 | 51.5% |
| Total | 150 | 176 | 167 | 158 | 178 | 829 | 166 | 100% |

Table 9 provides a break-down of crashes by location, showing that 21% of crashes occurred at the Viera Boulevard intersection and 16% of crashes occurred at the Suntree Boulevard intersection. Crashes at the study intersections account for 65% of the total crashes, with the remainder of crashes occurring in the roadway segments between and other minor intersections.

Table 9
Crash Summary by Location

| Intersection | 2014 | 2015 | 2016 | 2017 | 2018 | 2014-2018 | Average Per Year | Percent of Total Crashes |
|---------------|-----------|------------|------------|------------|------------|------------|------------------|--------------------------|
| SR 404 | 15 | 17 | 19 | 14 | 17 | 82 | 16 | 10% |
| Suntree Blvd | 24 | 25 | 29 | 19 | 39 | 136 | 27 | 16% |
| Viera Blvd | 35 | 38 | 25 | 33 | 40 | 171 | 34 | 21% |
| Barnes Blvd | 17 | 18 | 23 | 25 | 18 | 101 | 20 | 12% |
| Gus Hipp Blvd | 6 | 4 | 5 | 10 | 9 | 34 | 7 | 4% |
| Total | 99 | 106 | 104 | 102 | 125 | 536 | 107 | 65% |

From the crash data collected for SR 404, **Table 10** details the number of crashes per year that were recorded at the US 1 and SR 404 interchange. A total of 72 crashes were reported within the five-year period (Note that **Figure 12** includes these 72 crashes in the crash distribution along the project corridor).

Table 10
SR 404 Crash Data-Crash Summary for US 1 and SR 404 Interchange

| Year | Number of crashes |
|--------------|-------------------|
| 2014 | 15 |
| 2015 | 13 |
| 2016 | 12 |
| 2017 | 14 |
| 2018 | 18 |
| Total | 72 |

6.12.3. Fatal Crashes

A total of nine crashes along the project corridor between 2014 and 2018 were fatal. **Table 11** below summarizes the data for these crashes, with more detailed narratives on their individual causes following.

Table 11
Summary of Fatal Crashes

| Crash Type | Report Number | Location on US1 | Number of Additional Injuries | Weather Condition | Lighting Condition | Alcohol/Drug Related |
|-----------------|---------------|--------------------|-------------------------------|-------------------|--------------------|----------------------|
| Angle | 84857484 | Carver Road | 3 | Clear | Daylight | No |
| Bicycle | 85288188 | Carver Road | 1 | Clear | Daylight | No |
| Bicycle | 85288231 | SR 404 Interchange | 0 | Clear | Dark - Not Lighted | No |
| Left Turn | 84494321 | Viera Boulevard | 0 | Clear | Daylight | No |
| Left Turn | 85399146 | McIver Lane | 1 | Cloudy | Daylight | No |
| Other (Bicycle) | 85425990 | Helmsman Place | 0 | Clear | Daylight | No |
| Pedestrian | 86547181 | Magruder Avenue | 0 | Cloudy | Dark - Not Lighted | Yes - Pedestrian |
| Pedestrian | 87151220 | Helmsman Place | 0 | Clear | Dark - Lighted | No |
| Rear End | 85389964 | Friendship Place | 1 | Clear | Dark - Not Lighted | No |

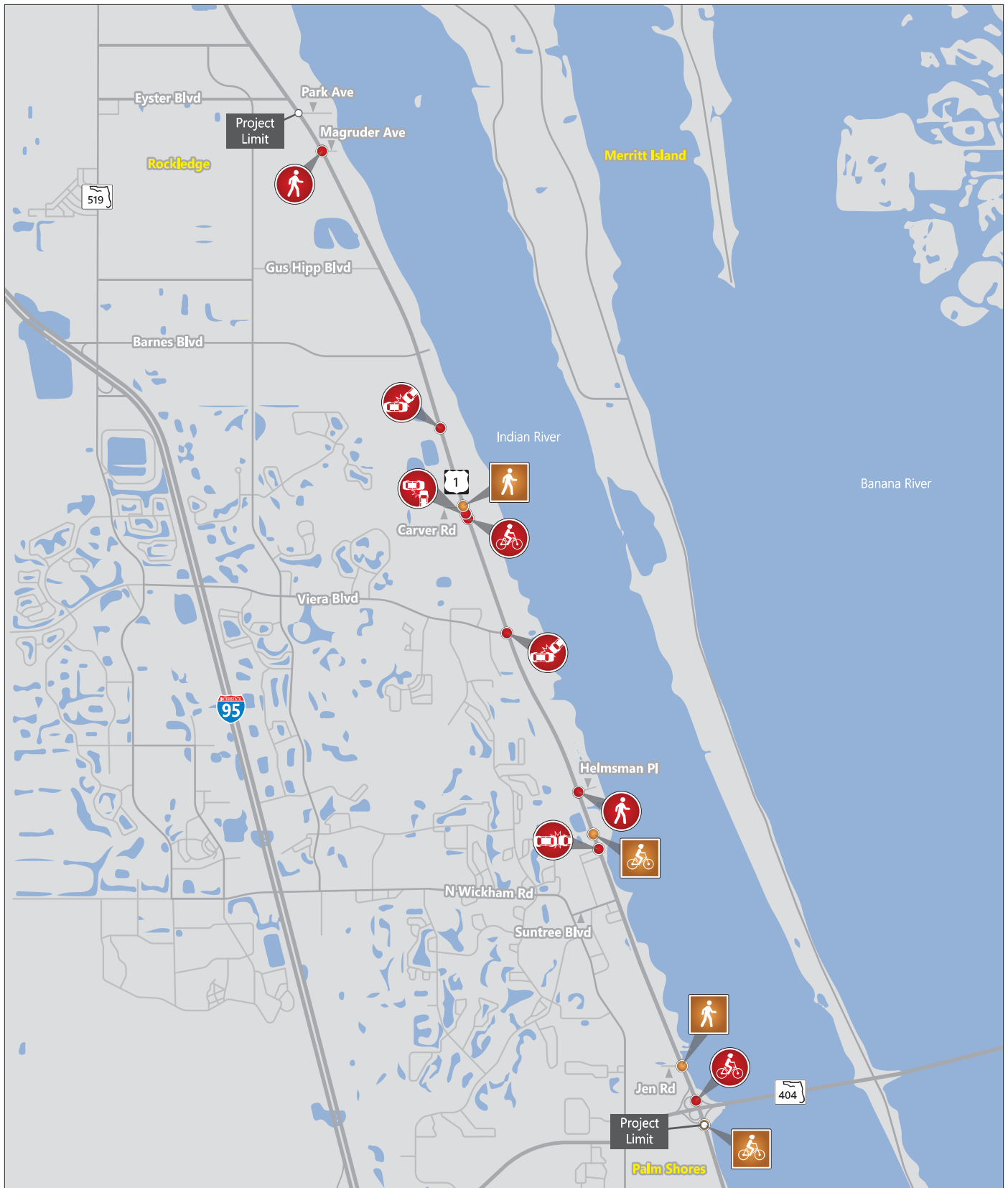
Fatal Crash Narratives:

- **84857484 – Angle:** Vehicle 1 – a sedan – was travelling eastbound on Carver Road as Vehicle 2 – a motorcycle – was travelling southbound on US 1. The sedan attempted to turn left across the southbound travel lanes to join northbound US 1, pulling directly into the path of the motorcycle. The motorcyclist applied the brakes and skidded 35 feet before hitting the left side of the sedan with the front of his motorcycle. Upon impact, the motorcyclist was ejected from his motorcycle and hit the hood and windshield of the sedan – his final resting place is unknown. He was pronounced dead approximately one hour after the time of the accident.
- **85288188 – Bicycle:** The bicyclist was originally travelling on the west paved shoulder of southbound US1 but cut across two lanes to move into the path of the driver who was also travelling southbound. The driver stated that he attempted to swerve but was unable to avoid colliding with the bicycle. The bicyclist was thrown from his bicycle and killed instantly.
- **85288231 – Bicycle:** The driver struck the rear tire of the bicycle as both were travelling southbound on the overpass over SR 404. The bicyclist was thrown from his seat, suffering multiple blunt force injuries and passing away about 15 minutes after the crash occurred. Based on toxicology reports, neither the bicyclist nor the driver had any function impairing substance in their bloodstream.
- **84494321 – Left Turn:** A sedan was travelling southbound on US 1 towards the intersection at Viera Boulevard/River Way. A motorcycle was travelling northbound on US 1. The driver of the car began to turn left onto River Way, and for reasons unknown, did not notice the motorcycle approaching. The front of the motorcycle collided with the right side of the sedan, the motorcyclist fell off, suffering multiple blunt force injuries; he was taken to hospital for treatment but passed away approximately 34 hours after the time of the crash due to his injuries.
- **85399146 – Left Turn:** A pickup truck was travelling southbound on US 1, approaching the median opening at McIver Lane. The truck began to turn left across the northbound travel lanes, directly into the path of a motorcycle. The motorcyclist had been travelling northbound on US 1; when he saw the truck, he took evasive actions and applied the brakes, skidding for 98 feet before striking the right rear of the truck with the front of his motorcycle. The motorcycle came to final rest 15 feet east of the impact point, with the motorcyclist being thrown a further 10 feet northwest. He was pronounced deceased three hours after the time of the collision.
- **85425990 – Other (Bicycle):** The vehicle was travelling in the outside lane of southbound US 1; the bicycle was travelling on the paved shoulder of the same lane. When passing the bicyclist, the driver failed to allow enough space between the car and the bicycle and struck

the rear tire of the bicycle with the front bumper of the vehicle. The bicyclist came to final rest on the grass shoulder; he passed away 17 days after the accident.

- **86547181 – Pedestrian:** The pedestrian was inebriated and failed to notice the vehicle approaching him prior to stepping out into the street and into its path. The driver of the vehicle was determined not to be at fault for the collision which caused the pedestrian fatality.
- **87151220 – Pedestrian:** The pedestrian was walking in the outside travel lane of US 1 northbound when they were struck by the driver who was travelling in the same lane. Blood toxicology/coroner's reports have not yet been provided; however, it was noted that the driver did not appear to be impaired at the time of the collision.
- **85389964 – Rear End:** A passenger car was travelling southbound in the outside lane on US 1 at an unsafe speed through a work zone. A medium/large truck was travelling inside a construction lane closure on southbound US 1 on the inside lane. The truck pulled out of the lane closure and into the outside travel lane, at which point the driver of the passenger car applied the brakes and steered left, hitting the back left of the truck with the front right of the car. The passenger seated in the front seat of the car passed away due to injuries and was pronounced deceased on the scene within ten minutes of the collision.

The locations of these crashes (along with the bicycle and pedestrian crashes discussed in section 2.4) can be found in **Figure 13**.



-  Fatality - Pedestrian Crash
-  Fatality - Bicycle Crash
-  Fatality - Angle Crash
-  Fatality - Left Turn Crash
-  Fatality - Rear End Crash



-  Injury - Pedestrian Crash
-  Injury - Bicycle Crash



Figure 13

Fatal Crashes & Bicycle/Pedestrian Crashes

6.12.4. Crash Rate Analysis

Segment crash rates in crashes per million vehicle-miles traveled were calculated for the US 1 corridor in order to compare the actual crash rate of the corridor to the statewide average crash rate for similar facilities during the study period. Each transition in crash rate category or AADT requires a break in the segment crash rate calculation, resulting in four segments for the study corridor. The first segment extends from the southern end of the project corridor at SR 404 to Suntree Boulevard; the second extends from Suntree Boulevard to Viera Boulevard; the third from Viera Boulevard to Gus Hipp Boulevard; and the fourth from Gus Hipp Boulevard to the northern end of the project corridor at Park Avenue. Segments are defined as including the 'from' intersection, but not including the 'to' intersection (with the exception of the northernmost segment from Gus Hipp Boulevard to Park Avenue which includes the crashes recorded at the Park Avenue intersection). The statewide average crash rate was extracted from the FDOT CAR system. **Table 12** below provides a summary of crash rates along the corridor.

Table 12
Crash Rate Analysis Summary

| From/To | Number of Crashes ¹ | Length (miles) | AADT ⁴ | ACR ² | Crash Rate Category | AVG ³ | High Crash Segment? |
|--|--------------------------------|----------------|-------------------|------------------|------------------------------------|------------------|---------------------|
| 1 - SR 404 (Pineda Park Causeway) to Suntree Boulevard | 244 | 1.982 | 36,000 | 1.874 | Urban 4-5 lane 2 way Divided | 3.413 | No |
| 2 - Suntree Boulevard to Viera Boulevard | 192 | 2.394 | 31,000 | 1.418 | Urban 4-5 lane 2 way Divided | 3.413 | No |
| 3 - Viera Boulevard to Gus Hipp Boulevard | 384 | 3.163 | 27,000 | 2.464 | Urban 4-5 lane 2 way Divided | 3.413 | No |
| 4 - Gus Hipp Boulevard to Park Avenue | 81 | 1.306 | 26,000 | 1.307 | Urban 4-5 lane 2 way Divided | 3.413 | No |

1. Number of crashes from January 1, 2014 to December 31, 2018.

2. Average Crash Rate = $(N * 1,000,000) / (365 * Y * AADT * L)$, where N = number of crashes, Y = number of years, AADT = Annual Average Daily Traffic, and L = Length of the segment in miles.

3. AVG = Statewide Average Crash Rate for Corresponding Category.

4. Data obtained from existing traffic conditions section.

5. Segment counts include "from" intersection, but do not include "to" intersection.

As shown in **Table 12**, all segments within the US 1 study corridor experience an average crash rate lower than the statewide average for similar facilities, with the segment from SR 404 to Barnes boulevard having an average crash rate that is less than half of the statewide average. No abnormal trends were identified

with the exception of the large number of rear end crashes. This could be a product of the high speeds and speed limit within this urban area.

6.12.5. Bicycle and Pedestrian Crashes

Five crashes involving bicycles and four crashes involving pedestrians occurred on the US 1 study corridor from 2014 to 2018. Of the nine crashes involving bicycles or pedestrians, five resulted in fatalities. **Table 13** provides detail of the bicycle and pedestrian crashes. **Figure 13 (above)** shows where these crashes occurred alongside the other fatal crashes along the project corridor.

Table 13
Bicycle and Pedestrian Crash Summary

| Crash Type | Severity | Report Number | Location on US1 | Weather Condition | Lighting Condition | Alcohol/ Drug Related | Bike/ Ped Facility at Location? |
|------------|----------|---------------|--------------------|-------------------|--------------------|-----------------------|---------------------------------|
| Pedestrian | Fatality | 86547181 | Magruder Avenue | Cloudy | Dark - Not Lighted | Yes - Pedestrian | No |
| | | 87151220 | Helmsman Place | Clear | Dark - Lighted | No | No |
| | Injury | 85224190 | Jen Drive | Clear | Dusk | Yes - Pedestrian | No |
| | | 85363018 | Carver Road | Clear | Dark - Not Lighted | No | No |
| Bicycle | Fatality | 85288188 | Carver Road | Clear | Daylight | No | Yes |
| | | 85288231 | SR 404 Interchange | Clear | Dark - Not Lighted | No | No |
| | | 85425990 | Helmsman Place | Clear | Daylight | No | No |
| | Injury | 83777400 | SR 404 Interchange | Clear | Dawn | No | No |
| | | 87194576 | Suntree Boulevard | Cloudy | Daylight | No | Yes |

6.13. Intelligent Transportation Systems Infrastructure

Existing Intelligent Transportation Systems (ITS) infrastructure was identified based on reviews of the Space Coast Transportation Planning Organization (SCTPO) ITS Master Plan (2015) and the existing dataset of fiber locations within Central Florida, as provided by FDOT District Five.

6.13.1. Fiber Optic Communications

Fiber optic cables allow for increased bandwidth, increased range, and improved signal resistance compared to standard cabling (copper or coax) methods. This facilitates the implementation of advanced ITS/TSM&O strategies that require larger data volumes and video transmissions for real-time traffic monitoring and communications.

Upon review of the US 1 corridor and surrounding area, fiber optic communication lines were identified in the following locations:

- Along US 1 from Coquina Road to McIver Lane
- Along US 1 from Suntree Boulevard to approximately 250 feet north of intersection
- Along North Wickham Road from I-95 to Suntree Boulevard, and
- Along Suntree Boulevard from North Wickham Road to US 1

6.13.2. Closed-Circuit Television

Closed-circuit television (CCTV) allows agencies to actively monitor traffic conditions in real-time. This includes monitoring recurring and non-recurring issues, such as congestion, traffic incidents, work zones, special events, incident response, emergency vehicles, and weather conditions, among other issues. Having real-time video of a given situation provides operators with the necessary information to coordinate/communicate the proper response in a given scenario.

Upon review of the US 1 corridor and surrounding area, CCTVs were identified in the following locations:

- At US 1 and Barnes Boulevard
- At US 1 and Suntree Boulevard
- At US 1 and Eyster Boulevard (immediately north of US 1 study limits)
- At US 1 and Barton Boulevard (approximately 4,000 feet north of US 1 study limits)
- At several intersections along North Wickham Road, including at Suntree Boulevard

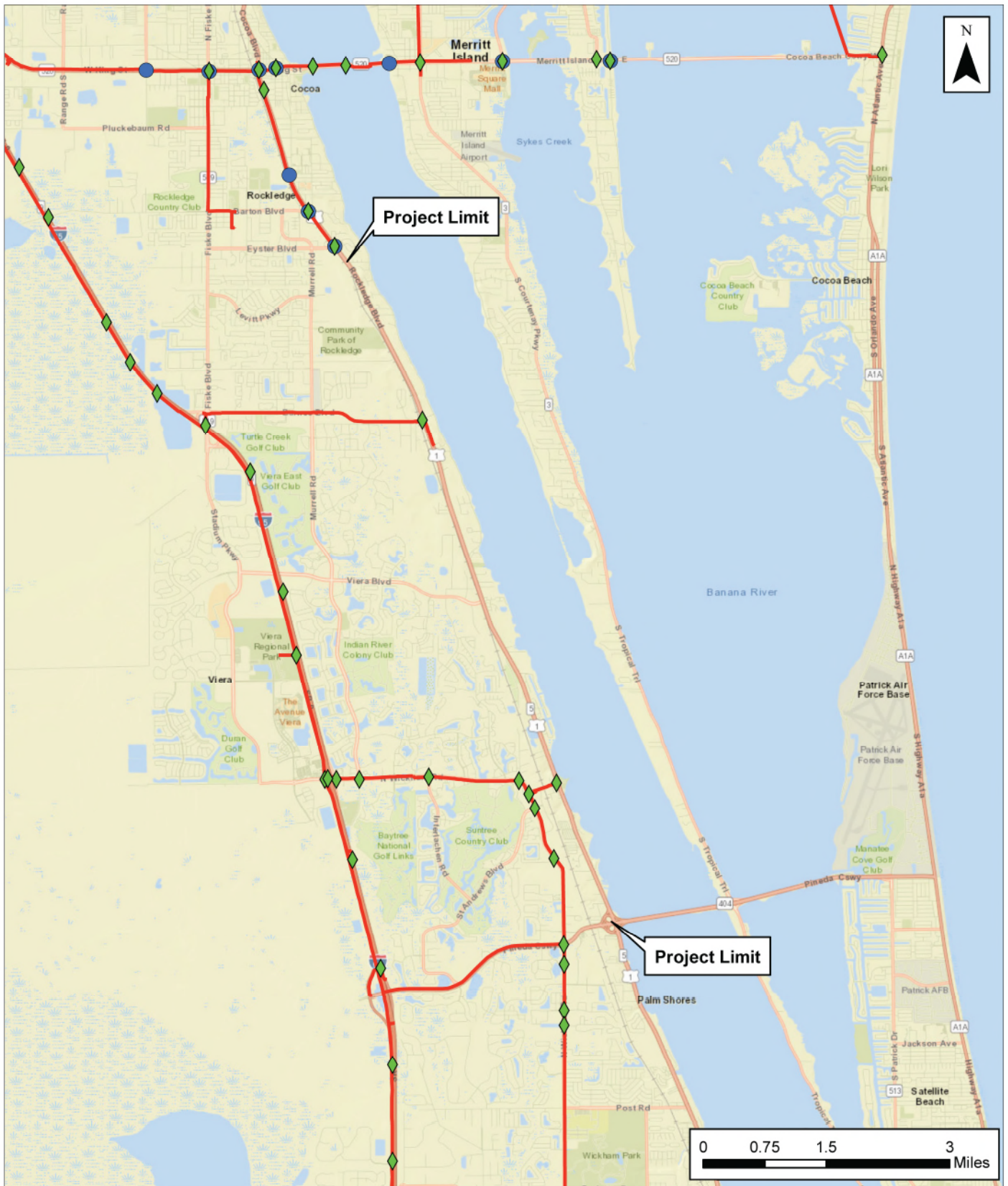
6.14. Bluetooth Devices

Bluetooth detection devices search for in-range Bluetooth devices (e.g., cell phones and many newer-model vehicles) and capture the unique media access control (MAC) address of each device. The device must be turned on with its “discoverable” mode activated so that it can broadcast its MAC address. As a vehicle passes a series of Bluetooth devices deployed along a corridor, the MAC address is captured by each consecutive device, allowing for real-time calculation of travel times and speeds. This information can be used by traffic operators to adjust operations in real-time or identify particular roadway segments or intersections for additional study and potential improvements.

Upon review of the US 1 corridor and surrounding area, Bluetooth devices were identified in the following locations:

- Along US 1 at Eyster Boulevard (immediately north of US 1 study area)
- Along US 1 at Barton Boulevard (approximately 4,000 feet north of US 1 study area)
- Along US 1 at Florida Avenue (approximately 1.25 miles north of US 1 study area)

Fiber optic cable, closed-circuit television, and Bluetooth device locations are shown on **Figure 14**.



- ◆ CCTV Locations
- Bluetooth Device Locations
- Fiber Optic Locations



Figure 14
Existing ITS

6.15. Utilities / Railroads

A design ticket was requested on April 15, 2019. The evaluation included the identification of utilities within a quarter mile of US 1. The following utilities were identified:

- Resurgence Infrastructure Group – Fiber
- AT&T and AT&T Distribution – Fiber and Communication Lines
- Brevard County Water Resources – Water, Sewer, Reuse Lines
- Brevard County Public Works Engineering Division – Fiber and Traffic Signals
- City of Cocoa – Water
- City of Rockledge – Reclaimed Water and Sanitary Sewer
- Florida City Gas – Gas
- Florida Power and Light (FP&L) – Electric
- CenturyLink – Fiber
- MCI – Fiber and Communication Lines
- Brighthouse Networks (Spectrum) – Fiber
- Sprint – Fiber

In addition to requesting a design ticket, research was done to identify potential gas transmission and hazardous material pipelines. However, neither of these pipelines were found to exist within a quarter mile of US 1.

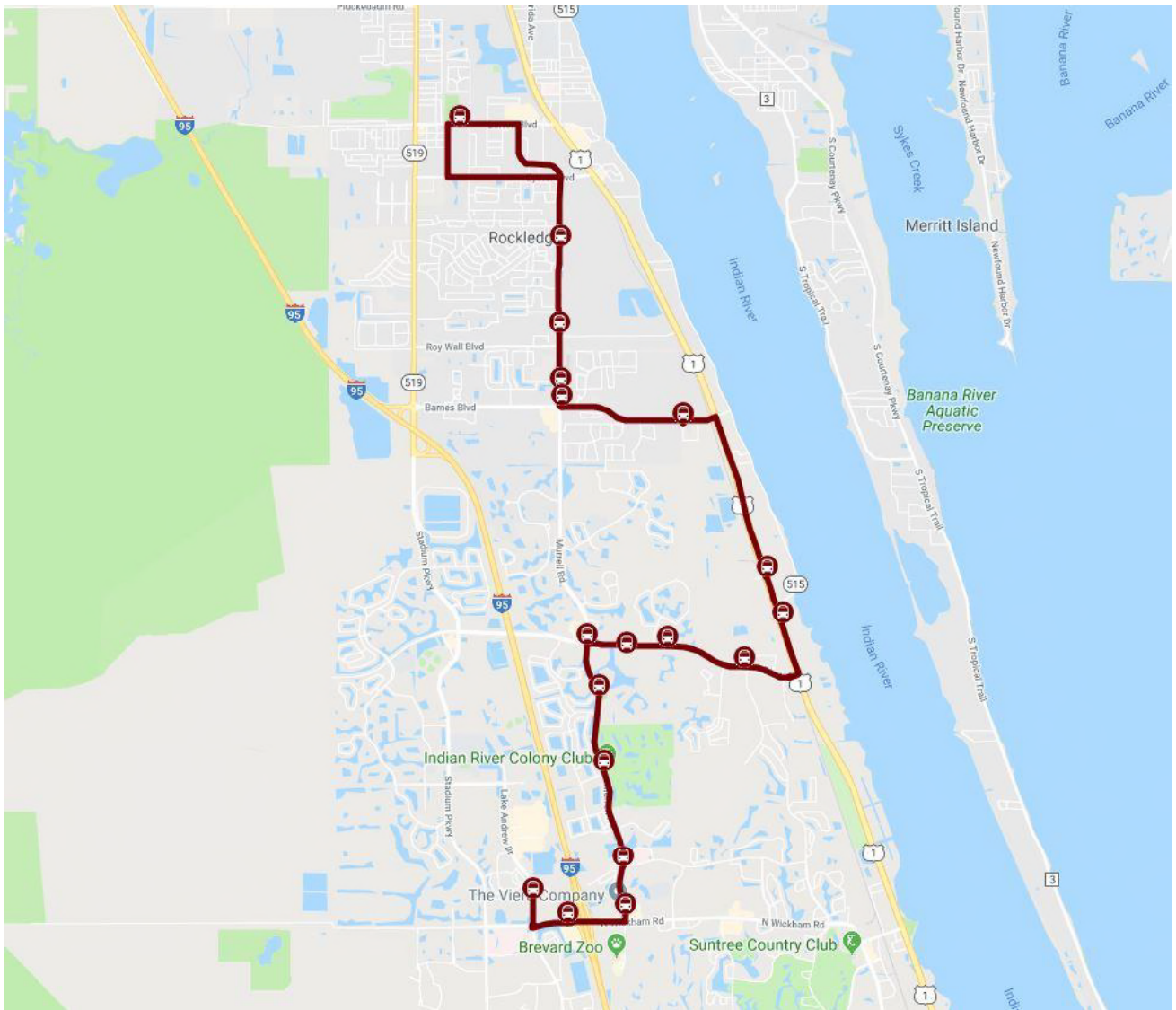
A 138 kV FP&L transmission line is present on the east side of US 1 beginning south of Pineda Causeway (SR 404). The transmission lines crosses US 1 twice in the vicinity of Wickham Road and continues on the east side of US 1. Approximately, 2,750 feet north of Viera Boulevard the transmission line crosses US 1 and continues north and west of US 1.

6.16. Transit Data / Routes

Space Coast Area Transit (SCAT) has one route within the proposed corridor, Route 7-Rockledge/Viera, which runs along US 1 from Viera Boulevard to Coquina Road, as shown in **Figure 15**.

Virgin Trains USA, formerly All Aboard Florida passenger-rail system and Brightline, has a planned expansion that will utilize the existing railroad system that currently runs parallel to US 1 from Park Avenue to south of Viera Boulevard within the project area. Currently, there are no stations planned for Brevard County.

Figure 15
Space Coast Area Transit Route 7



6.17. Existing / Planned and Trails

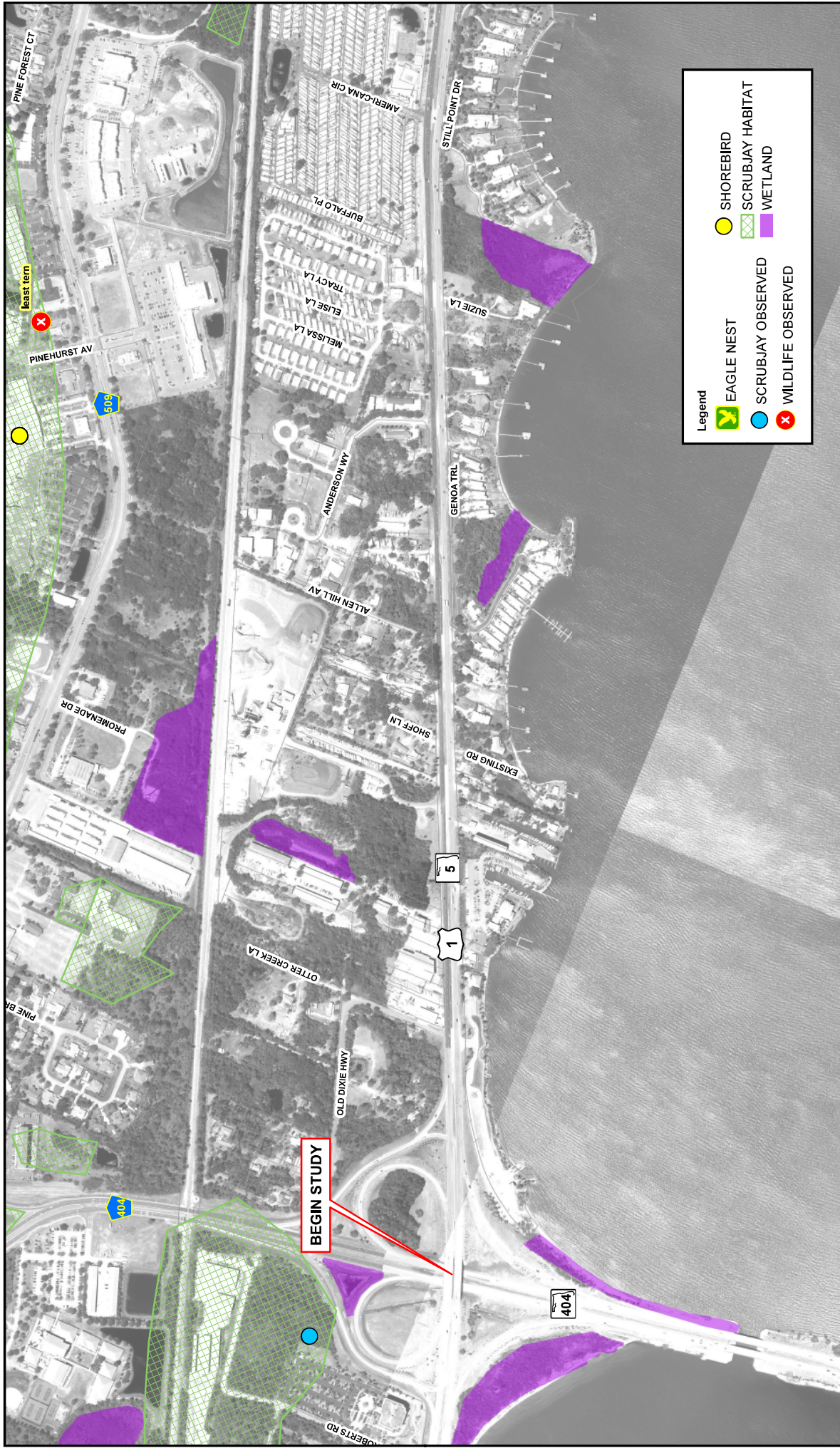
The East Coast Greenway Trail, a 3,000-mile spine route that traverses from Key West Florida north to the Canadian border in Maine, travels along a segment of US 1 from Pineda Causeway to Rockledge Drive within the project area; moreover, the section of US 1 from US 192 to SR 528 is considered an unfunded gap in FDOT's SUN Trail network. No funding has been identified for this section of SUN Trail.

7. Environmental Setting







7.1. Natural Resources

This segment of US 1 is located along the Atlantic Coastal Ridge, a geologic shoreline feature formed during comparatively high sea levels approximately 140,000 years ago. This shoreline feature influenced the biological diversity of the region, with many species of plants and animals evolved to the moderately well drained, sandy soils which contain few nutrients. The predominant feature of the relict shoreline would have been scrub habitat, often identified by an open to closed canopy, an open sandy ground layer, and dense thicket of scrub oaks suited for the soil conditions. This habitat type is rarely observed along the project corridor. Instead, it and other natural habitats have been replaced by single family and multi-family residential developments, as well as commercial land uses. Many of these developments were constructed prior to effective water resource protection criteria or the need for environmental permits.

We assessed whether protected species or their critical habitat(s) have been documented along the project corridor. The U.S. Fish and Wildlife Service (USFWS) designated the Indian River Lagoon (IRL) as critical habitat for the West Indian manatee. While the project corridor does not occur in the IRL, any new proposed discharge structures from US 1 may require coordination with the USFWS and standard protection measures, including grates on discharge structures accessible by manatees. The project corridor also falls within several USFWS Consultation Areas: Audubon's crested caracara, Florida scrub-jay, piping plover, and red-cockaded woodpecker. However, the project corridor only contains remnant habitat for and documented sightings of Florida scrub-jay. Proposed actions within potential scrub habitat would require additional coordination with the USFWS and potentially surveys using established protocols. The project corridor is located within USFWS core foraging habitat for five wood stork rookeries: Lake Poinsett, SW Lake Washington, Lake Washington, US 192 East, and US 192 West. Potential impacts to surface waters, including swales and ditches, would require additional coordination with the USFWS. Finally, the project corridor is not located within 660 feet of a bald eagle nest; and only the remnant uplands may contain state-listed species, particularly the gopher tortoise. Additional surveys using established protocols may be required for work in these areas. Wetlands and wildlife within the project area are shown on **Figure 16**.



Legend

-  SHOREBIRD
-  SCRUBJAY HABITAT
-  WETLAND
-  EAGLE NEST
-  SCRUBJAY OBSERVED
-  WILDLIFE OBSERVED



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 Federal Project No. n/a



0 250 500 Feet

FIGURE 16
WETLAND and WILDLIFE

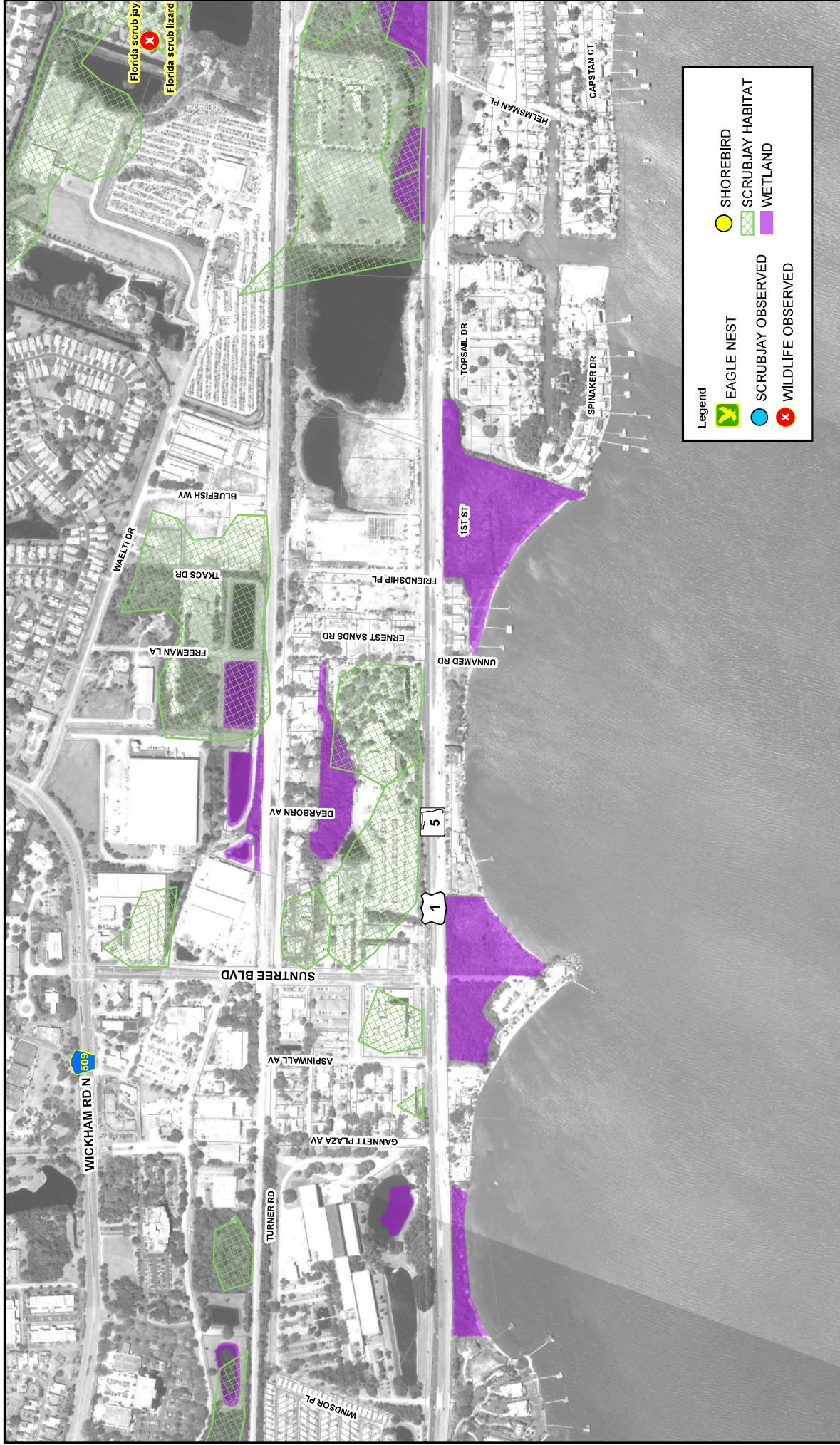
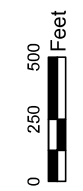


FIGURE 16
WETLAND and WILDLIFE



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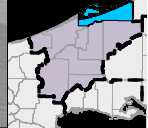
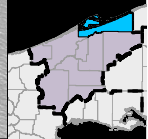


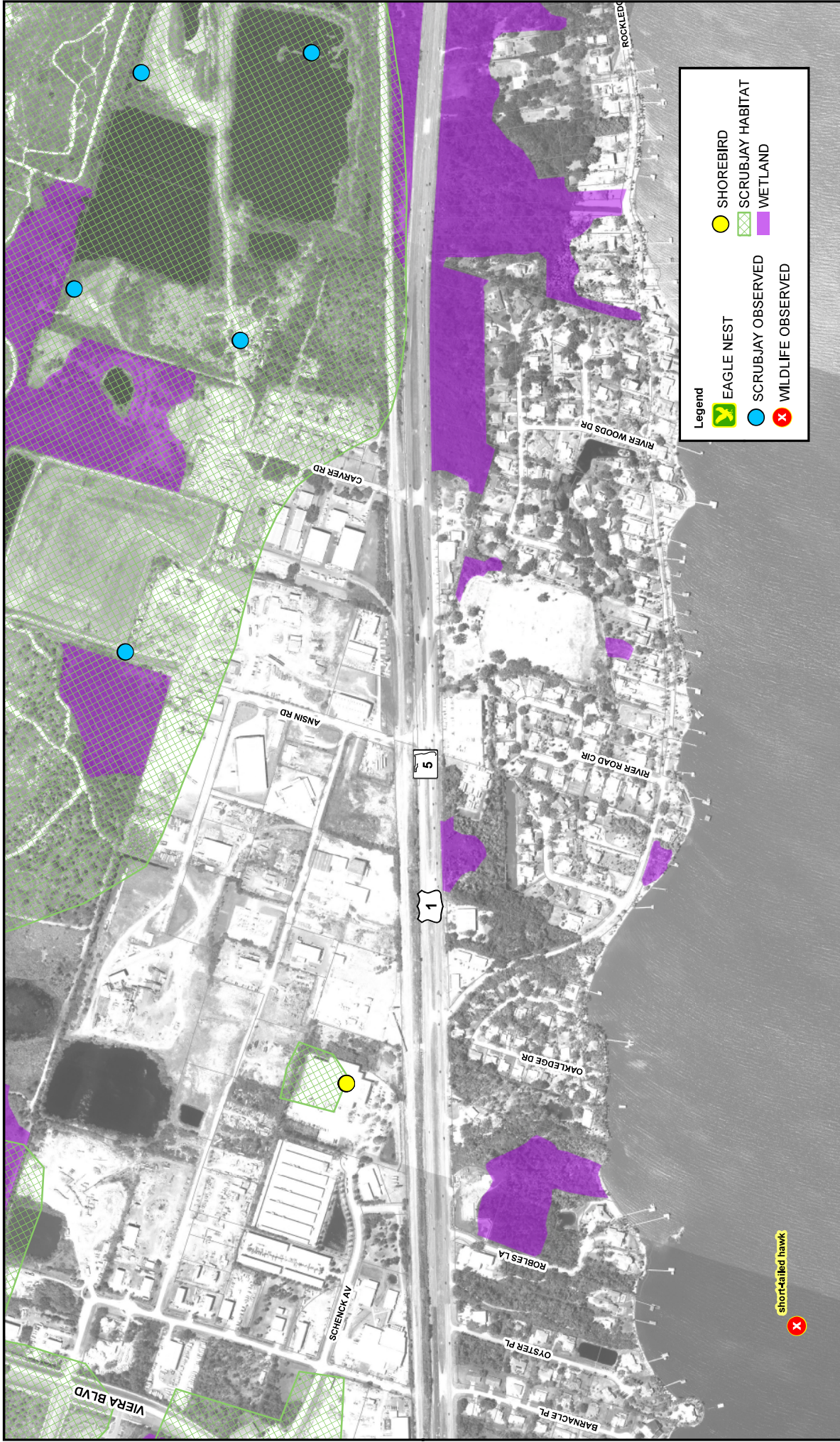


FIGURE 16
WETLAND and WILDLIFE







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Legend

-  SHOREBIRD
-  SCRUBJAY HABITAT
-  WETLAND
-  SCRUBJAY OBSERVED
-  WILDLIFE OBSERVED
-  EAGLE NEST



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0 250 500 Feet

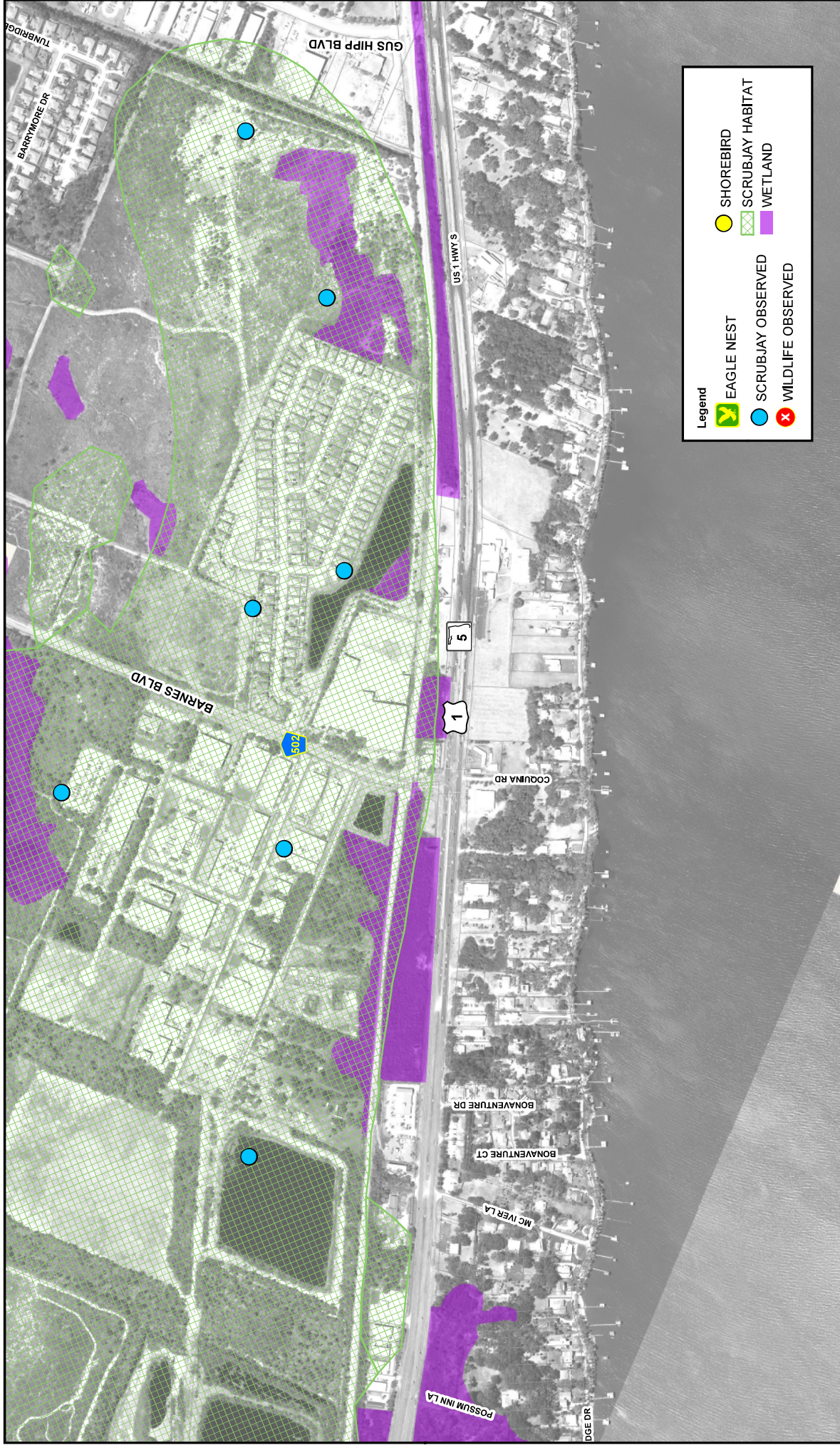
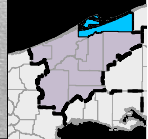


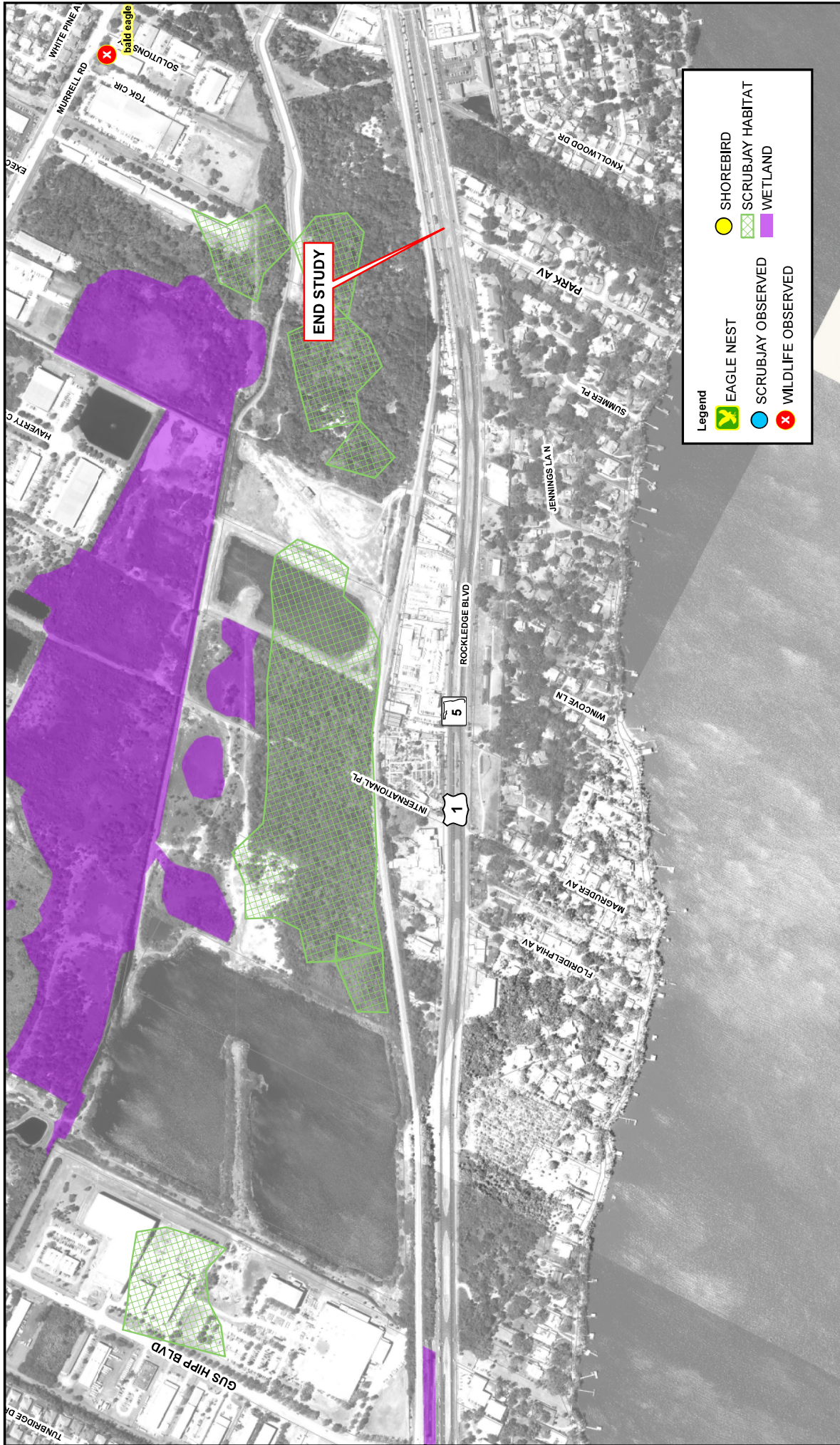
FIGURE 16
WETLAND and WILDLIFE

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- Legend**
- EAGLE NEST
 - SHOREBIRD
 - SCRUBJAY HABITAT
 - WETLAND
 - SCRUBJAY OBSERVED
 - WILDLIFE OBSERVED



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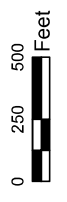


FIGURE 16
WETLAND and WILDLIFE

7.2. Cultural Resources

7.2.1 Historic Resources

There are several historic structures along the corridor greater than 50 years of age; however, only three of these structures are eligible for listing on the National Register of Historic Places (NRHP). These resources are presented on **Figure 17** and include Harvey's Groves located at 3700 US 1, Rockledge, Florida 32955; Victory Groves located at 2273 US 1, Rockledge, Florida 32955; and an unnamed wooden structure at Rockledge Gardens located at 2153 US 1, Rockledge, Florida 32955.



Legend

SHPOEVAL

- ELIGIBLE FOR NRHP
- POTENTIALLY ELIGIBLE FOR NRHP
- INELIGIBLE FOR NRHP
- NOT EVALUATED BY SHPO

600ft Buffer

FIGURE 17

HISTORIC STRUCTURES

Sheet
1 of 6

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0 250 500 Feet



Legend

- SHPOEVAL
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- POTENTIALLY ELIGIBLE FOR NRHP
- INELIGIBLE FOR NRHP
- NOT EVALUATED BY SHPO
- 600ft Buffer



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FIGURE 17
HISTORIC STRUCTURES



Legend

- SHPOEVAL
- ELIGIBLE FOR NRHP
- POTENTIALLY ELIGIBLE FOR NRHP
- INELIGIBLE FOR NRHP
- NOT EVALUATED BY SHPO
- 600ft Buffer



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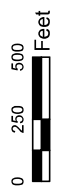
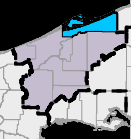


FIGURE 17
HISTORIC STRUCTURES



Legend

- SHPOEVAL
- ELIGIBLE FOR NRHP
- POTENTIALLY ELIGIBLE FOR NRHP
- INELIGIBLE FOR NRHP
- NOT EVALUATED BY SHPO
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 Financial Project ID: 433604-1-12-01
 Federal Project No. n/a

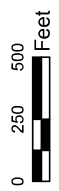


FIGURE 17
HISTORIC STRUCTURES