

# SR 518 Conceptual Design Study Project Visioning Team Meeting #1

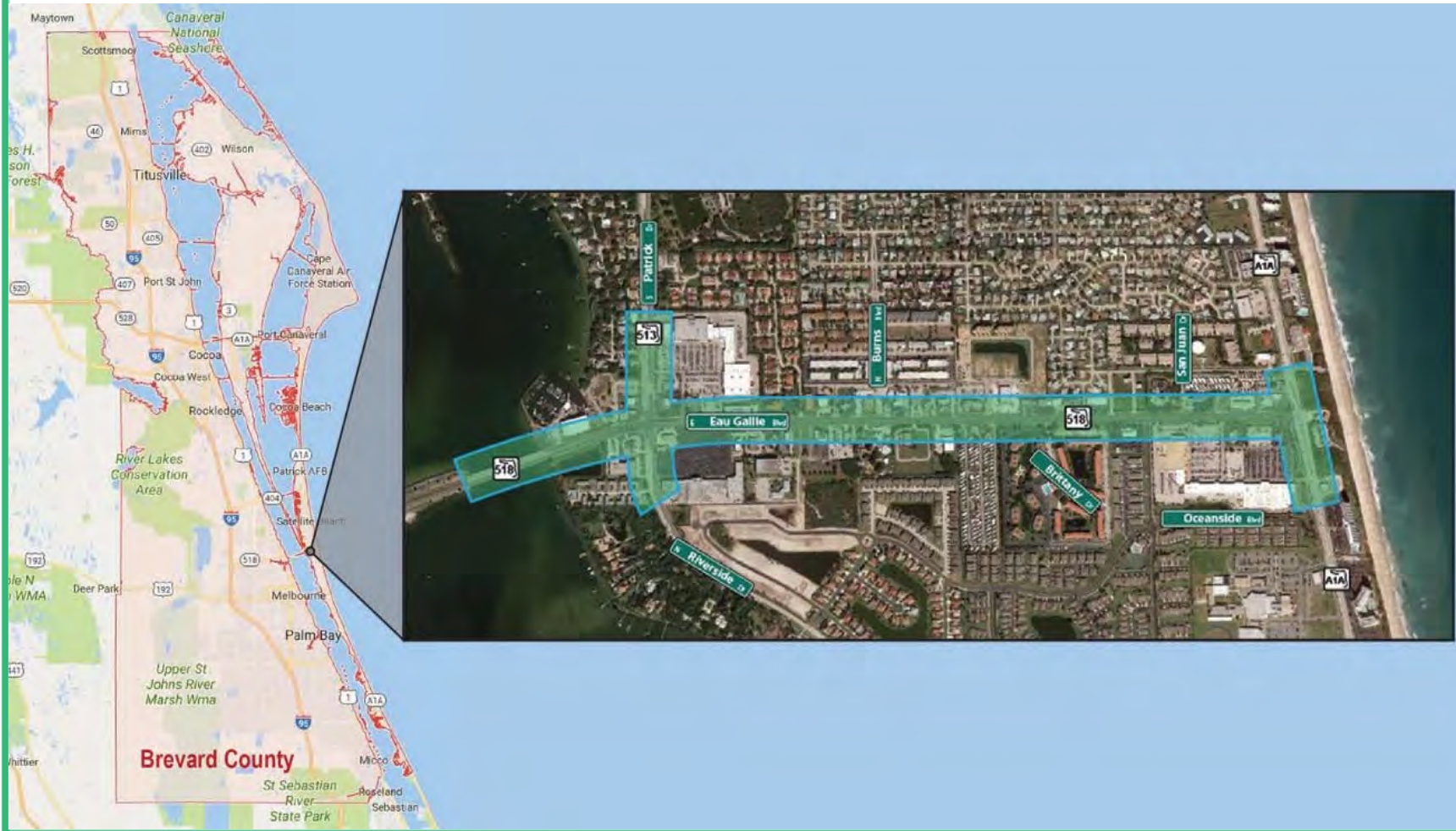
November 1, 2017



# Agenda

- Introductions
- Purpose and Need
- Existing Conditions
- Recommendations from Planning Phase
- Next Steps
- Open Discussion

# Project Location

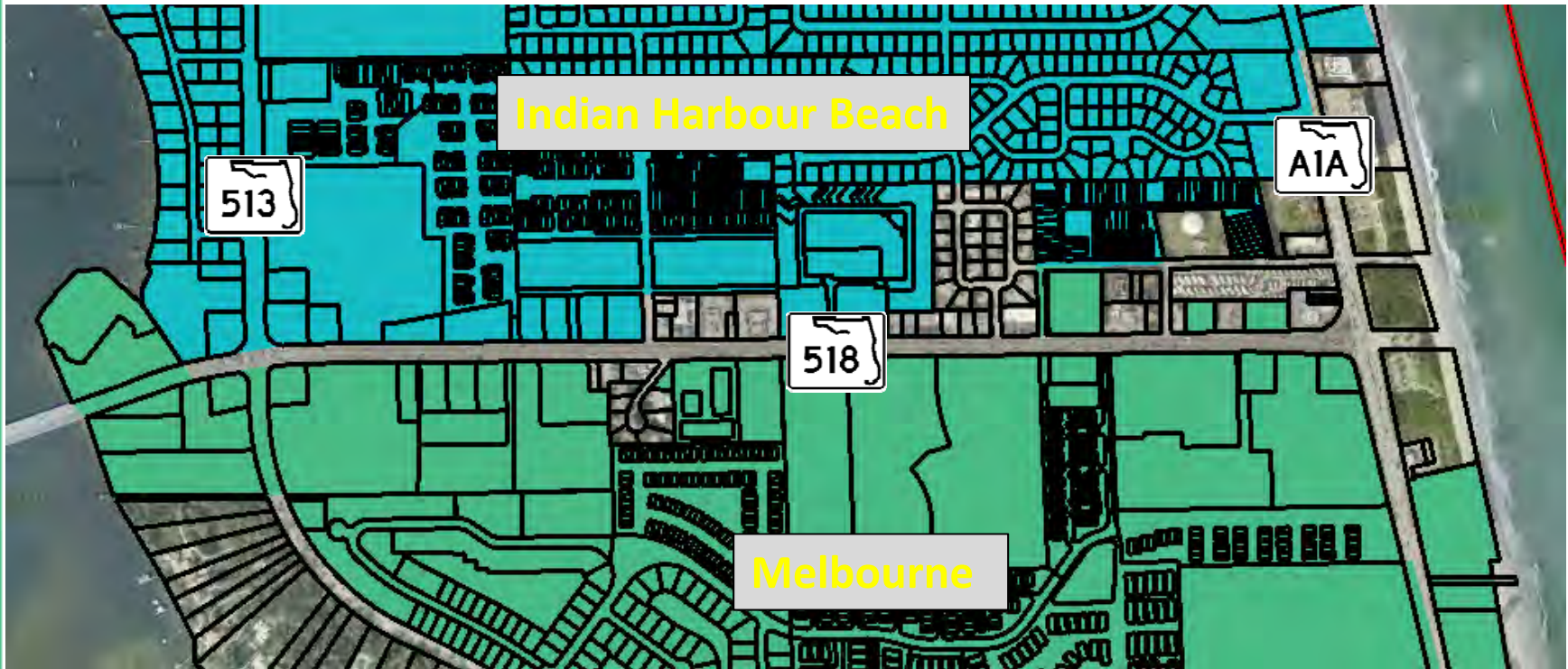


# Project Limits







# Municipal Boundaries



# Purpose of the CDS

To prepare design-ready concepts developed as part of the Planning Study that meet the Purpose and Need of the project.

 CORRIDOR ALTERNATIVES AND STRATEGIES REPORT 

*Table 1: Summary of Improvement Potential Improvements*

Priority Group	#	Description	Location	Agency Lead	Potential Phases Needed
<b>I</b>	1.a	Sidewalks - North Side	South Patrick Drive to SR A1A	To Be Determined	Concept Development / Design / Construction
	1.b	Crosswalk with audible beacon	Winn-Dixie Intersection, east side	To Be Determined	Design / Construction (after sidewalk is in place)
	2	Bike Lanes	Relief Bridge to SR A1A	To Be Determined	Implement during resurfacing
	3	SR A1A Intersection - remove continuous right turn lanes, extend median	Eau Gallie Boulevard at SR A1A. Median changes along Eau Gallie	To Be Determined	Concept Development / Design / Construction
<b>II</b>	4a	Bridge sidewalk and connection of bike lanes	Relief Bridge to SR 513 / South Patrick Drive	To Be Determined	Concept Development / Design / Right-of-way / Construction
	4b	SR 513 / South Patrick Drive Intersection - repurpose westbound lanes (1 left, 2 through, 1 right)	Intersection of Eau Gallie Boulevard and SR 513 / South Patrick Drive	To Be Determined	Concept Development / Design / Right-of-way / Construction
	5	Driveway and median modifications	Publix / Beals Shopping Center driveways on Eau Gallie	To Be Determined	Concept Development / Design / Construction
<b>III</b>	6	Roundabouts and median	Burns Boulevard to Winn-Dixie driveway	To Be Determined	Gain support then Concept Development / Design / Right-of-way / Construction

**1**

# Purpose and Need

- Bike/Ped Connectivity
  - Paved Shoulders
  - Continuous Sidewalk on South Side
  - Transit Stops Lack Accessibility
  - No Traffic Signals
- Reduce Vehicle Conflicts
  - Unrestricted access maximizes conflict points
- Improve Operations

## 5.0 Purpose and Need

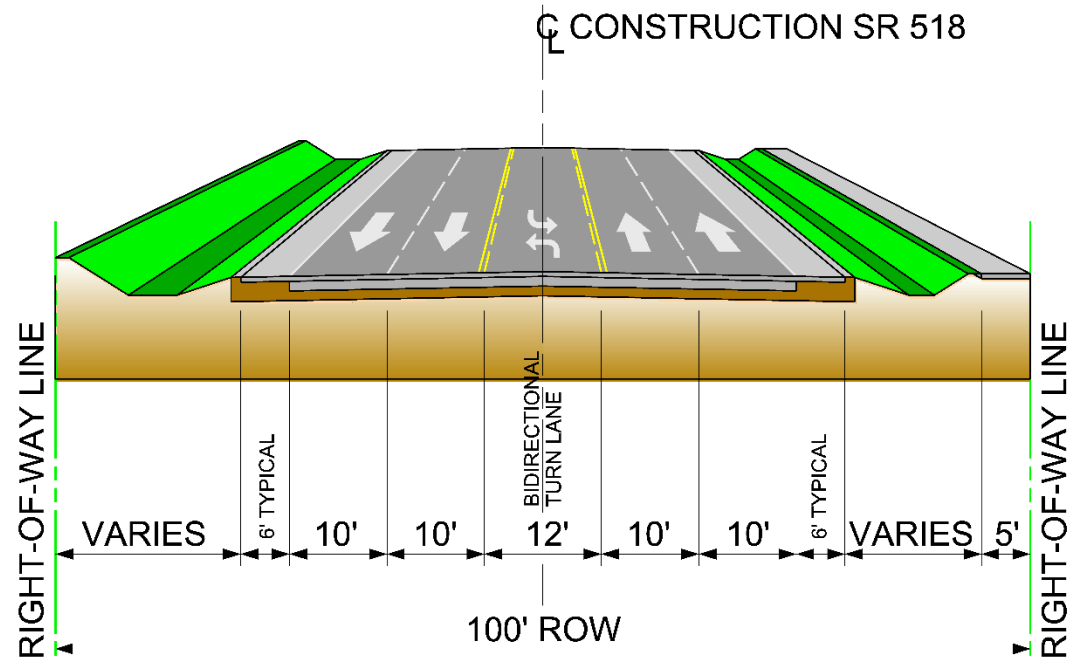
The purpose of the Corridor Planning Study is to be based on the defined problem and guided by the principles defined in the previous section. The apparent problems are largely due to a lack of multi-modal connectivity and a lack of access management. The Purpose and Need statement is provided below:

**Purpose Statement:** To provide better pedestrian and bicycle connectivity, reduce vehicular conflicts, and improve operations.

**Needs Statement:** Connectivity improvements are needed based on the mix of uses and current bicycle/pedestrian demand. This corridor provides retail and service uses adjacent to residential areas. The resulting high demand is currently traveling with unfavorable conditions in many areas, which lack sidewalk, bike lanes, access to transit, and other features. The following elements contribute to this statement:

- Operational inefficiencies were observed and analyzed for the main intersections on the corridor. Stakeholder and public input has indicated issues at the intersections.
- There are no bike lanes along the corridor, but several bicyclists were observed during site visits and during traffic counts conducted for the study. Shoulders are sometimes used as bike lanes but are often blocked by trucks.
- The north side of SR A1A lacks continuous sidewalks and lacks connectivity between adjacent properties.
- Crash data indicate that crashes occur throughout the corridor, likely due in part to the lack of access management. Crashes involving pedestrians occur primarily at mid-block locations (not at the signalized intersections).
- Most transit stops lack ADA compliant features, such as a concrete slab and access via a sidewalk.

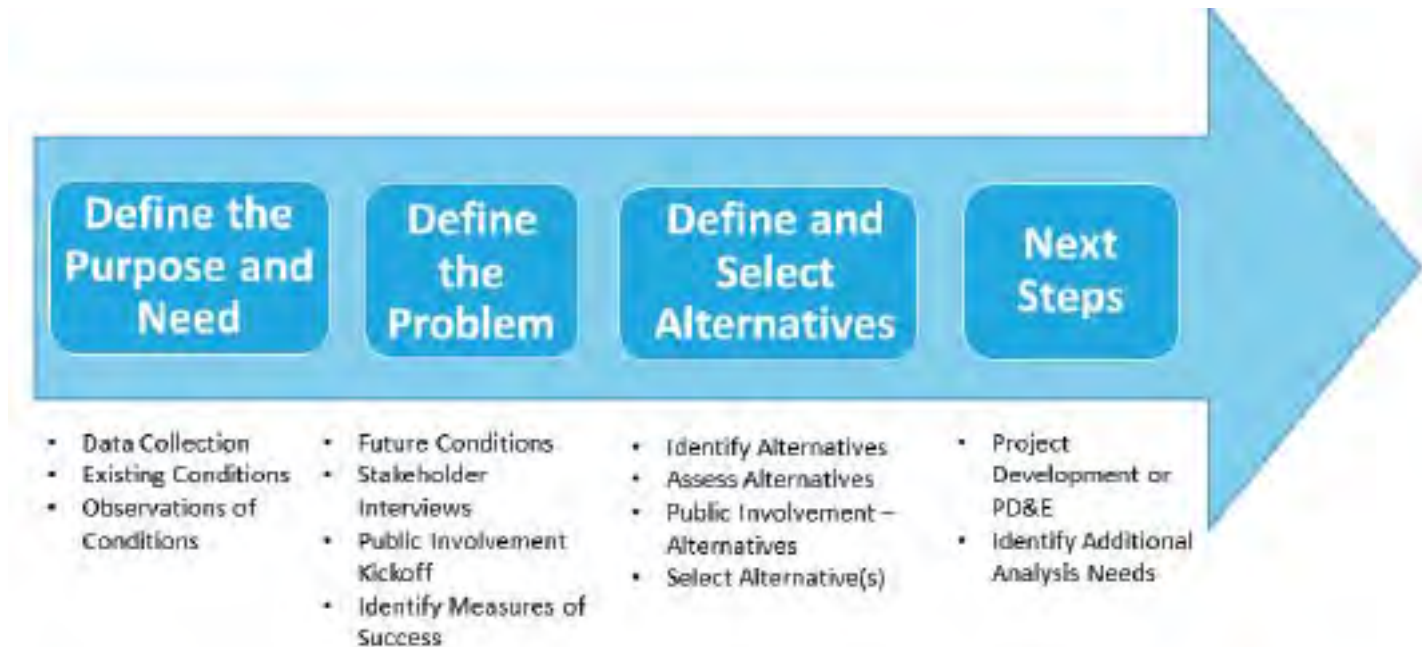
# Existing Conditions



- Two 10-foot lanes in each direction
- 12-foot bidirectional turn lane
- Sidewalks on south side
- Signals at SR 513, WalMart, SR A1A
- Closed drainage system on south
- Limited existing plans/permits



# Planning Phase



- Developed Purpose and Need
- Project Visioning Team/Public Involvement
- Developed Concepts for Further Study

# Planning Phase

- Three Priority Groups
- I – Bike Lanes, Sidewalks, SR A1A Intersection
- II – Relief Bridge, Access Management, SR 513 Intersection
- III – Roundabouts, Median

**Eau Gallie Beachside** CORRIDOR ALTERNATIVES AND STRATEGIES REPORT

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2

# Priority Group I

Sidewalk along north side of SR 518 from SR 513 to SR A1A.



# Priority Group 1

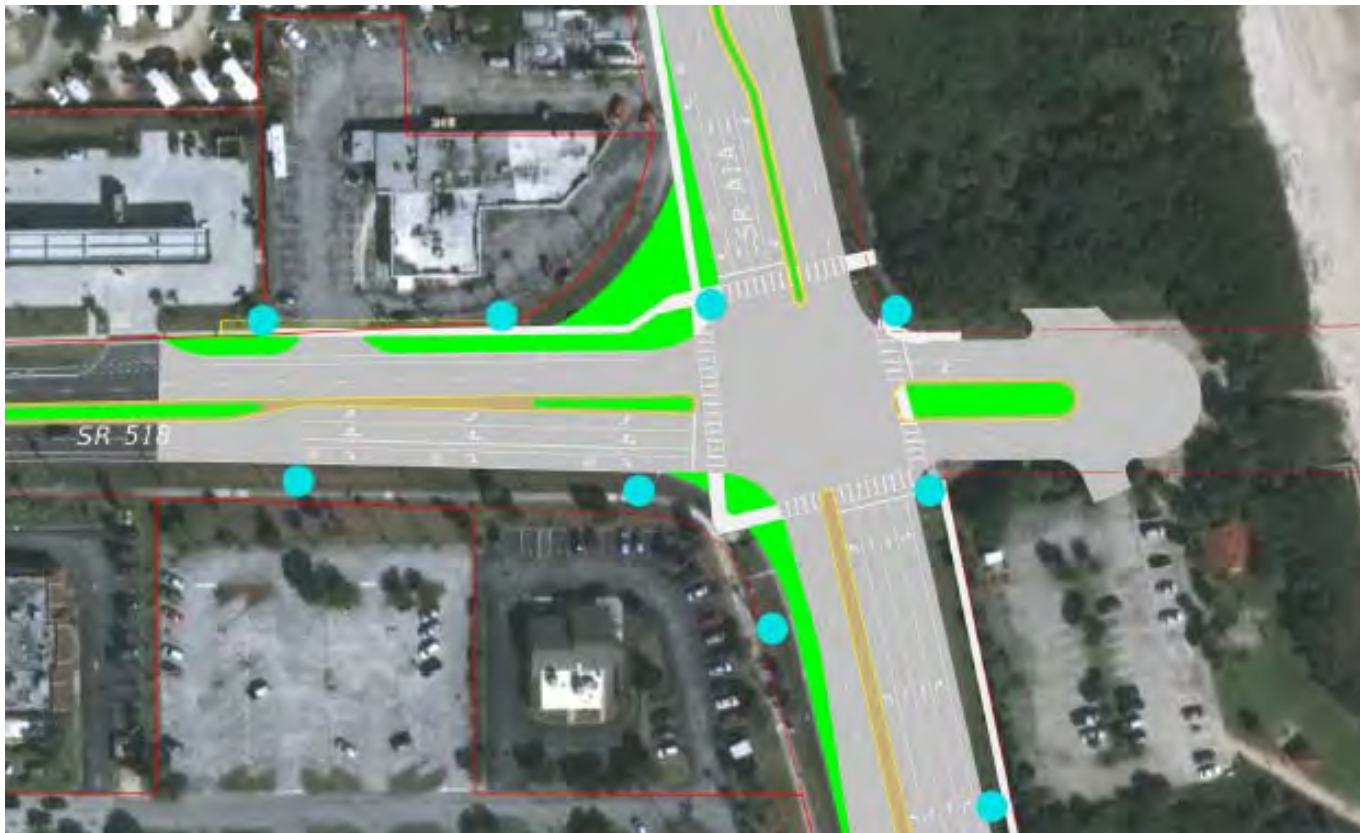
Bike lanes from the Indian River Relief Bridge to SR A1A.





# Priority Group 1

Intersection improvements at SR A1A



## Priority Group 2

Bridge Sidewalk and Bike Lane Connection from the Indian River Relief Bridge to SR 513.



## Priority Group 2

Westbound approach reconfiguration of SR 513 intersection.





# Priority Group 2

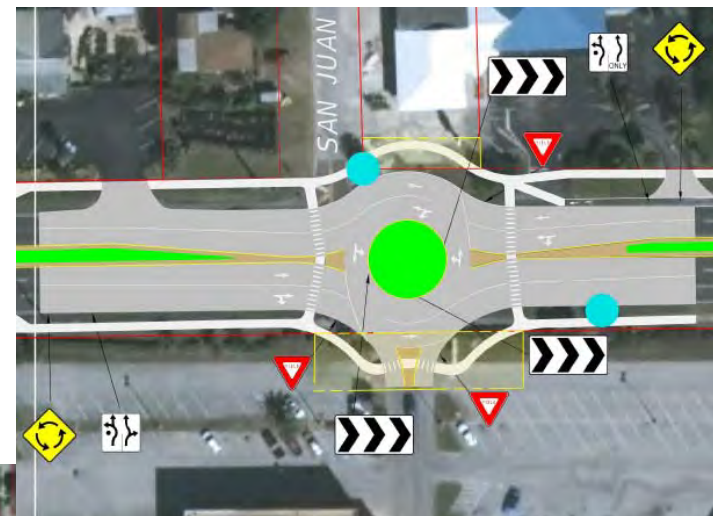
Modify the median and access to Publix/Bealls shopping center.





# Priority Group 3

Roundabouts and Median (Not to be included in CDS)



# Traffic Data Collection

- Week of October 2, 2017
  - Publix Shopping Center
  - Burns Boulevard
  - West of SR A1A
- Establish Existing Traffic Patterns
- Forecast Future Traffic Patterns
- Formal Signal Warrants not Part of the CDS
  - Collected data

# Environmental Analysis

- Area of Interest (AOI)
- No significant environmental impacts



# Next Steps

- Develop Alternatives
- PVT Meeting #2
- Public Meeting
- Refine Alternatives
- Documentation
- Final Design







## Questions & Discussion

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