

Why State Road 519 (Fiske Boulevard)

This project was originally requested by the Cities of Cocoa and Rockledge to coordinate the development of a multimodal vision for the Fiske Boulevard corridor. The Florida Department of Transportation (FDOT) started the original corridor planning study in January 2015, which led to the initiation of the Concept Development and Evaluation study in July 2017. The State Road (S.R.) 519 (Fiske Boulevard) project limits extend from County Road (C.R.) 502 (Barnes Boulevard) / I-95 northbound ramps to S.R. 520 (King Street).

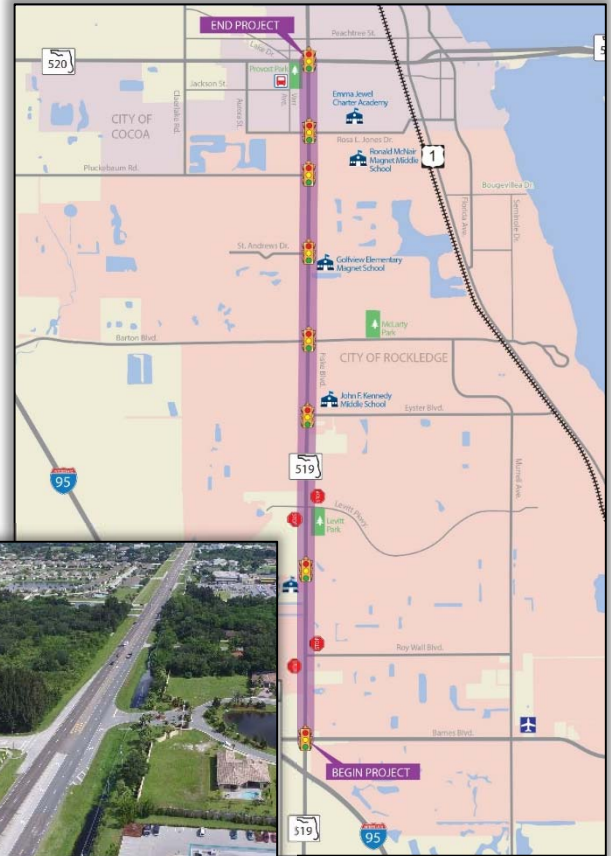
This corridor study began as an evaluation of safety, environmental, and geometric concerns along S.R. 519 (Fiske Boulevard) to identify possible improvement options and planning level cost estimates. This phase of the project aimed to compare the alternatives developed from the planning study, select a preferred alternative, and prepare the concept for implementation.

This project was coordinated with local and regional agency partners, such as the Space Coast Transportation Planning Organization (SCTPO), Brevard County, the Cities of Cocoa and Rockledge, Space Coast Area Transit (SCAT), and the City of Cocoa Diamond Square CRA, to develop potential solutions which establish a multimodal urban environment utilizing a context-sensitive approach.

Issues and Opportunities

Although the corridor is projected to operate at or near adopted LOS standards in the long-term planning horizon (with exceptions at certain intersections), there are needs for geometrical improvements and improved safety conditions to create a more walkable and multi-modal corridor. The Project Visioning Team identified the need for continuous sidewalks, bicycle facilities, improved transit stop facilities, and improved pedestrian safety to provide safe and convenient access to users of all ages and abilities. The issues and opportunities of the existing corridors were developed to provide a more comprehensive understanding of the project corridor.

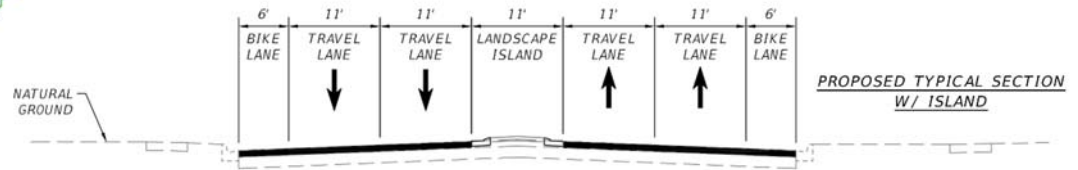
- Lane Widths – improve consistency throughout the study corridor, based on the corridor’s context classification C3R/C, from Barnes Boulevard to Ferndale Avenue, and C4, from Ferndale Avenue to S.R. 520.
- Access Management – reduce the number of driveways and upgrade to current standards, improving the safety and operations. Account for the existing vehicle queue for the Hans Christian Anderson Elementary School, occurring in the center turn lane.
- Bicycle Facilities – add/improve bicycle facilities along the corridor.
- Sidewalk Connectivity – add/improve pedestrian facilities along the corridor, such as constructing sidewalks where one does not exist, relocate and/or widen existing sidewalks to provide a safer environment for the pedestrians.



- Transit Access - upgrade the existing transit amenities, such as constructing landing pads, and/or upgrade service such as provide connectivity to the pedestrian network.
- Intersection Geometry – improve intersection operations by modifying the current type of traffic control and/or turn lanes.

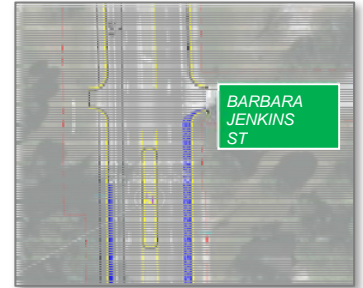


What Alternative Best Addresses the Needs?



Different alternatives were developed, evaluated, and presented to stakeholders. Feedback received from this outreach was used to select and refine the preferred alternative which was presented to the public for input on June 28, 2018. Below are some highlights from the concept development and evaluation assessment:

- The PVT was presented with three alternatives. These alternatives were:
 - Alternative 1: Maintain 5-lane Cross Section with Addition of Bike Lane
 - Alternative 2: Add Raised Median
 - Alternative 3: Raised Landscape Islands
- After the PVT: removed Alternatives 1 and 2 from further consideration, Alternative 3 was given priority.
- Traffic signal warrants and roundabout screenings were conducted for the intersections at Roy Wall Boulevard and Levitt Parkway. This screening, consistent with the Department's policy to evaluate for roundabouts prior to installing signals, determined that roundabouts were the preferred alternative when compared against a traffic signal alternative due to their high life cycle benefit/cost ratio.



What else is occurring on S.R. 519?

There are several projects occurring along S.R. 519 (Fiske Boulevard) within the project limits, which will follow-up the Concept Development and Evaluation Study. Projects occurring in the short-term include:

- A Resurfacing, Restoration, and Rehabilitation (3R) project is programmed in Fiscal Year (F.Y.) 2020-2021 that would include a complete milling and resurfacing of the roadway. The project would add bicycle lanes and close identified sidewalk gaps.
- A project would add double-left turn lanes and corresponding receiving lanes at the C.R. 502 (Barnes Boulevard)/I-95 northbound ramps intersection (northbound and westbound approach), resulting in dual left turn lanes at all approaches. This project is not currently on the Work Program list; however, it will be added to a future Work Program.
- An FDOT Traffic Operations study at the intersections of S.R. 519 (Fiske Boulevard) at Roy Wall Boulevard/Martin Road and Levitt Parkway/Lakemoor Boulevard will collect updated traffic volumes and re-assess the best alternative.

What are the Next Steps?

This Concept Development and Evaluation Study identified improvements that could be implemented in the short term. Most of these improvements are being implemented as a part of the 3R project. The list of identified short term improvements shown within the Proposed Alternative Concept Plans is the following:

- Construct bicycle lanes throughout the length of the corridor.
- Close sidewalk gaps throughout the corridor.
- Upgrade all pedestrian crossings (crosswalks and transit stops) to be ADA compliant and install ADA pads to provide detectable warnings to alert the visually impaired to upcoming intersection crossings and grade changes.
- Construct raised landscape islands at strategic locations throughout the corridor to improve access management.
- Construct a pedestrian refuge south of Barbara Jenkins Street to provide access to residents wishing to utilize Provost Park.
- Improve the Roy Wall Boulevard, Levitt Parkway, and Barnes Boulevard intersections, as identified in the previous section.
- Existing drainage conditions will remain (open swale or closed drainage).

Long term improvements were also identified for the corridor and there were grouped into two categories: Needed and Desired. Those in the needed category are required by FDOT policies or laws (i.e., ADA improvements, etc.) while those in the desired category will require significant funding and have significant unknown variables. The list of identified long term improvements is the following:

- Long-Term – Needed: Construct widened sidewalks (6 feet) where possible. Extend the Brevard Zoo Trail, from the southern project limit to Eyster Boulevard, to complete the trail loop. Modify driveways through removal, relocation, and/or width size modification to meet design standards and assist with access management.
- Long-Term – Desired: Construct curb and gutter north of Barbara Jenkins Street. Conduct an area wide drainage study to gain a better understanding of drainage facilities and utilities (no documentation currently exists of what was constructed below ground).