



# Sarasota/Manatee US 41 Corridor Mobility and Safety Study (CMASS)

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From University Parkway to 8<sup>th</sup> Avenue W

Florida Department of Transportation – District One  
FPID: 440154-1-21-01

Sarasota Manatee MPO  
Citizen Advisory Network  
May 9, 2022

# Distracted Driving and Work Zone Awareness



## WHAT YOU SHOULD KNOW!

### WHAT IS DISTRACTED DRIVING?

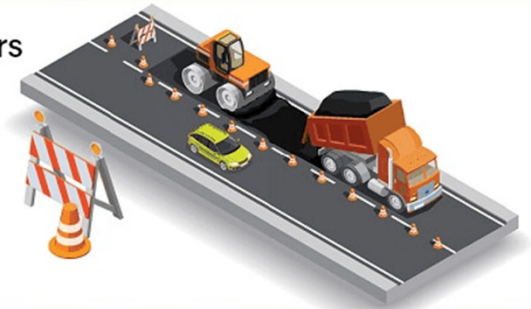


ANY activity that can take a person's attention from the primary task of driving



## WORK ZONE SAFETY It's Everyone's Job

**BE AWARE** of workers while driving through an active work zone.





## US 41 CMASS










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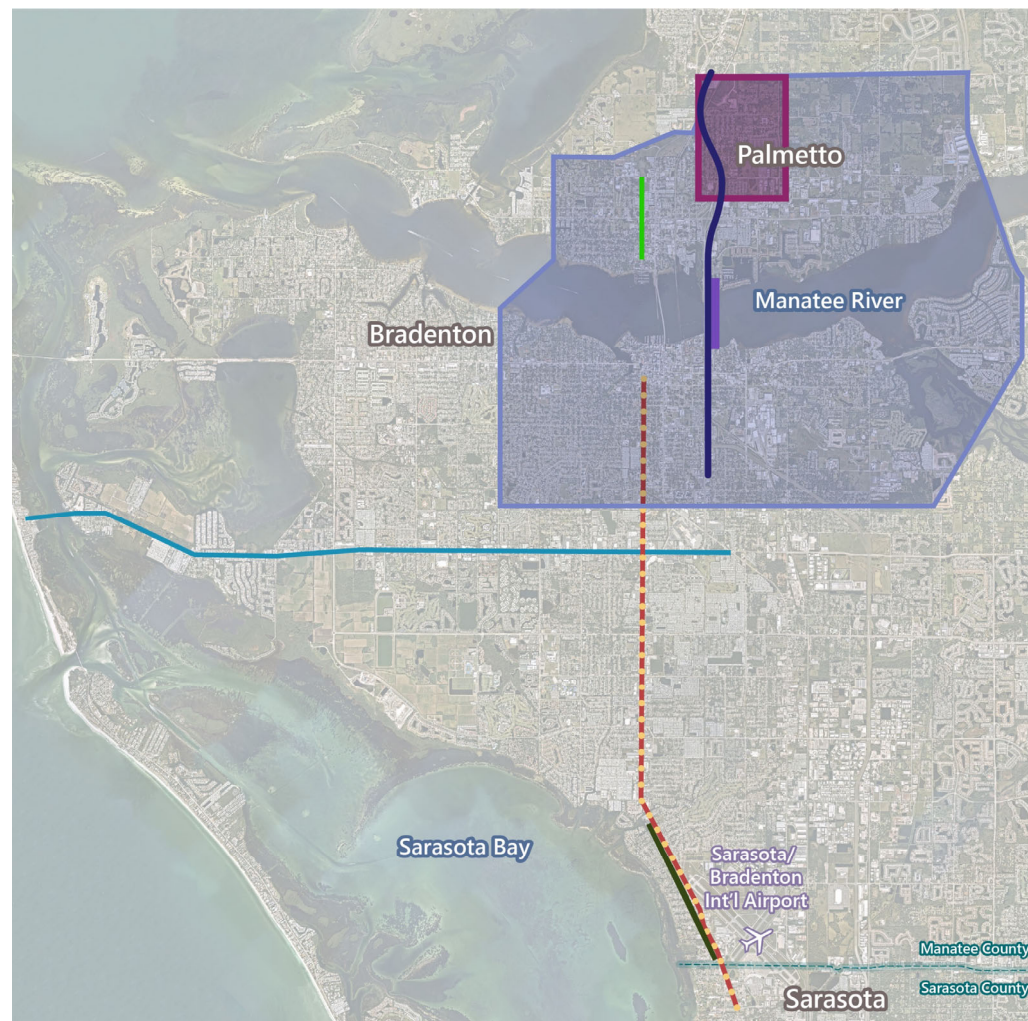
# Meeting Agenda



- Introductions
- Current Area Projects
- Previous Studies Overview
- US 41 CMASS Overview
- Goals and Objectives
- Measures of Effectiveness
- Open Discussion



-  10<sup>th</sup> Avenue Complete Street Study [FPID: 433142-2]
-  Palmetto Trails Network Project Development & Environment (PD&E) [FPID: 444857-1]
-  Bradenton-Palmetto Connector Alternative Corridor Evaluation (ACE) Study [FPID: 444843-1]
-  Desoto Bridge PD&E Study [FPID: 442630-1]
-  SR 55 (US 19) Resurfacing [FPID: 447379-1]
-  US 41 Resurfacing [FPID: 444612-1]
-  Sarasota/Manatee US 41 CMASS [440154-1 - This project]
-  US 41 Transit Choices Concept of Operations (ConOps)
-  Cortez Corridor Visioning Plan [FPID Pending]







- US 41 Complete Streets Corridor Planning Study
- Arterial Safety Study
- Access Management Study
- Intersection Safety Studies
  - US 41 at Florida Boulevard
  - US 41 at SR 70 (53<sup>rd</sup> Ave)



- US 41 Multi Modal Emphasis Corridor (MMEC) Gap and Safety Analysis
- US 41 Transit Choices Study



### US 41 Multi Modal Emphasis Corridor (MMEC)

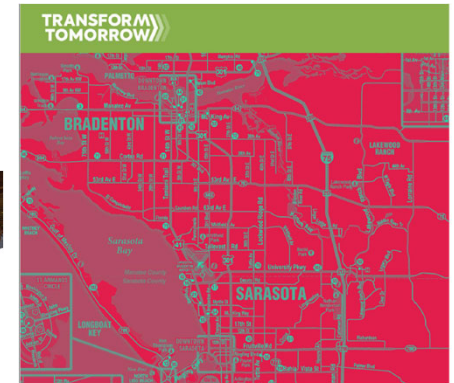
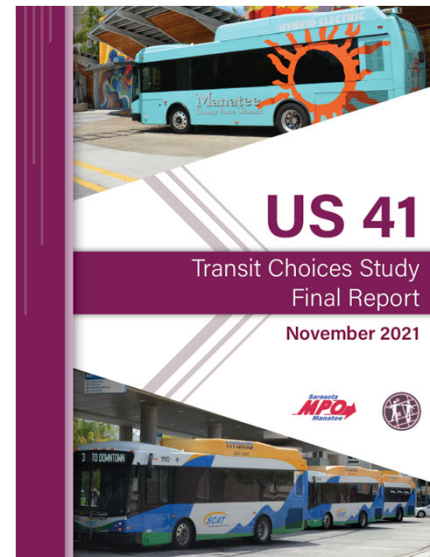
- Crosswalk markings
- Roadway and intersection crosswalk lighting
- Signage
- Flashing yellow arrow
- Bus stop locations
- Right turn on red restrictions
- Driveway consolidation
- Innovative intersection designs
- Bikeway selection
- Speed management
- Signal timing and spacing
- Safe Transportation for Every Pedestrian (STEP)

### US 41 Transit Choices Study

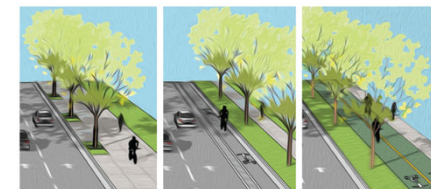
- Transit signal priority, dedicated lanes, stop modifications, bus operation (low, medium, and high) investment projects
- Development of a concept of operations
- Implementation of a demonstration project
- Agency coordination

### US 41 Complete Streets Corridor Planning Study

- Support for implementation of bicycle and pedestrian facilities, intersection improvements, landscaping, and access management
- Evaluated 4 lane facility with various bicycle and pedestrian improvements
- Intersection improvements at University Parkway and at Tallevast Road



US 41 MULTI MODAL EMPHASIS CORRIDOR  
GAP AND SAFETY ANALYSIS  
SUMMARY REPORT



FINAL REPORT  
MAY 2019



## US 41 CMASS

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# Previous Study Findings



### Arterial Safety Study

- Provide designated / high visibility crosswalks
- Install lighting
- Provide advanced street name signs
- Evaluate Signal Timing / Phasing, including Pedestrian Phasing
- Add supplemental nearside signal heads at Cortez Road
- Include dilemma zone detection
- Provide ADA improvements for all curb ramps and pedestrian push button assemblies
- Increase signage
- Conduct speed zone study to reduce speed limit
- Convert continuous two-way left-turn lane to a raised median
- Add bike lanes

### Access Management Study

- Convert continuous two-way left-turn lane to a raised median

### Intersection Safety Studies

- US 41 at SR 70 (53<sup>rd</sup> Ave)
  - Convert northbound and southbound protected/permissive left turn phasing to protected only
- US 41 at Florida Blvd
  - Perform access management study within influence area
  - Install lighting at intersections and approaches
  - Restriping crosswalks
  - Change signal phasing
  - Advanced street names
  - Enhance signal visibility





# US 41 CMASS

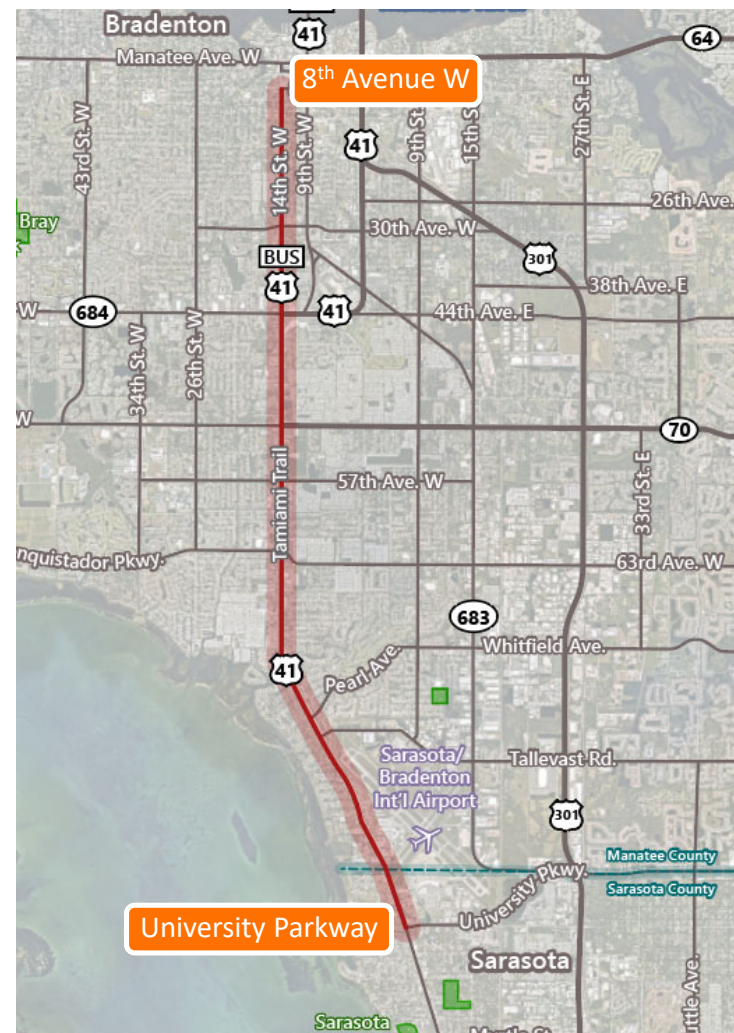
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# US 41 CMASS Overview



## Project Purpose

- Enhance multimodal mobility and safety along the US 41/US 41 Business corridor from University Parkway to 8<sup>th</sup> Avenue W
- Advance transit service/operation strategies along the US 41/US 41 Business corridor
- Improve access and interconnectivity within neighborhoods/areas adjacent to US 41/US 41 Business from the transit center at the Sarasota Bradenton International Airport to the Bradenton transit hub, including the Desoto Mall transit hub
- Develop corridor concepts
- Develop implementation strategies

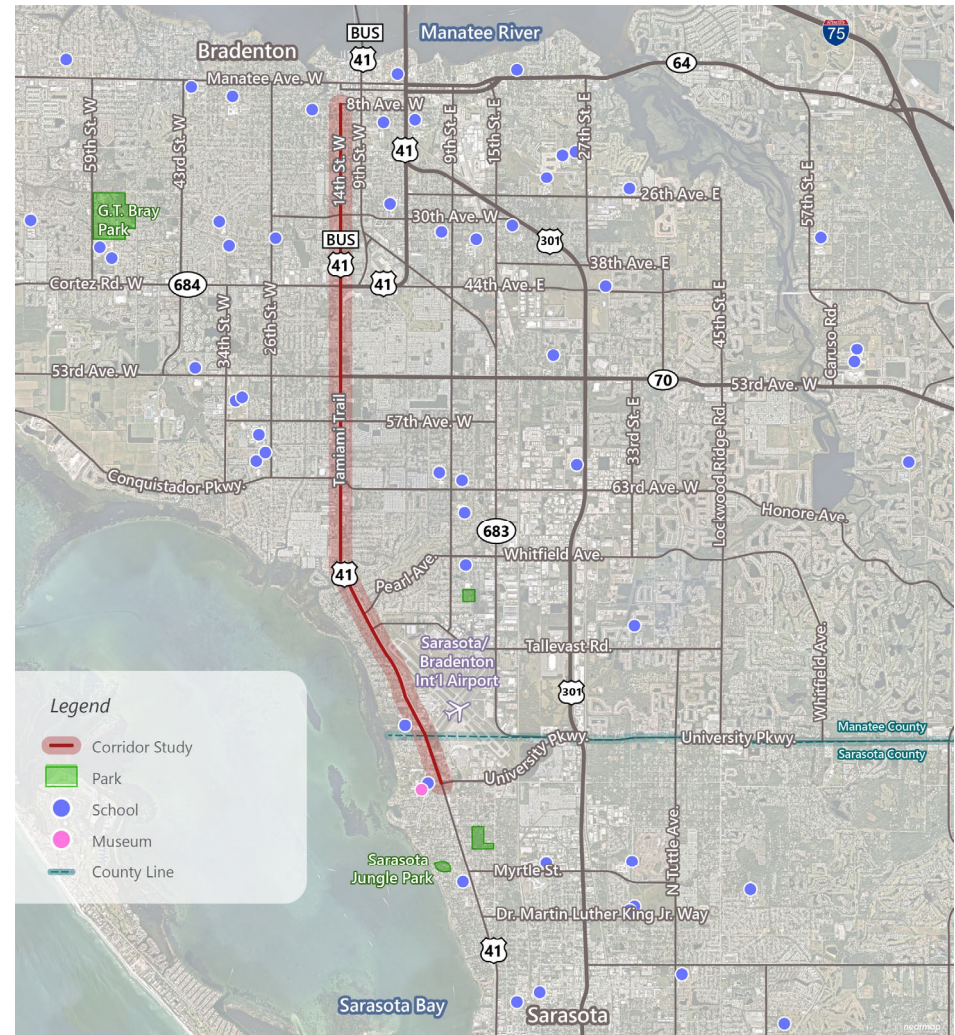




**Project Status:** Feasibility Study – Phase I

**Key Milestones:**

- Public Outreach - Ongoing
  - MPO Board and Committee Meetings
  - Project Working Group Meetings
  - Stakeholder Meetings
  - Conduct Questionnaire
- Develop Goals & Objectives and Measures of Effectiveness
- Existing Conditions Data Collection and Assessment
- Develop Corridor/Neighborhood Strategies
- Phase I Completion: Late Spring 2023
- Phase 2: Develop Concepts for Implementation







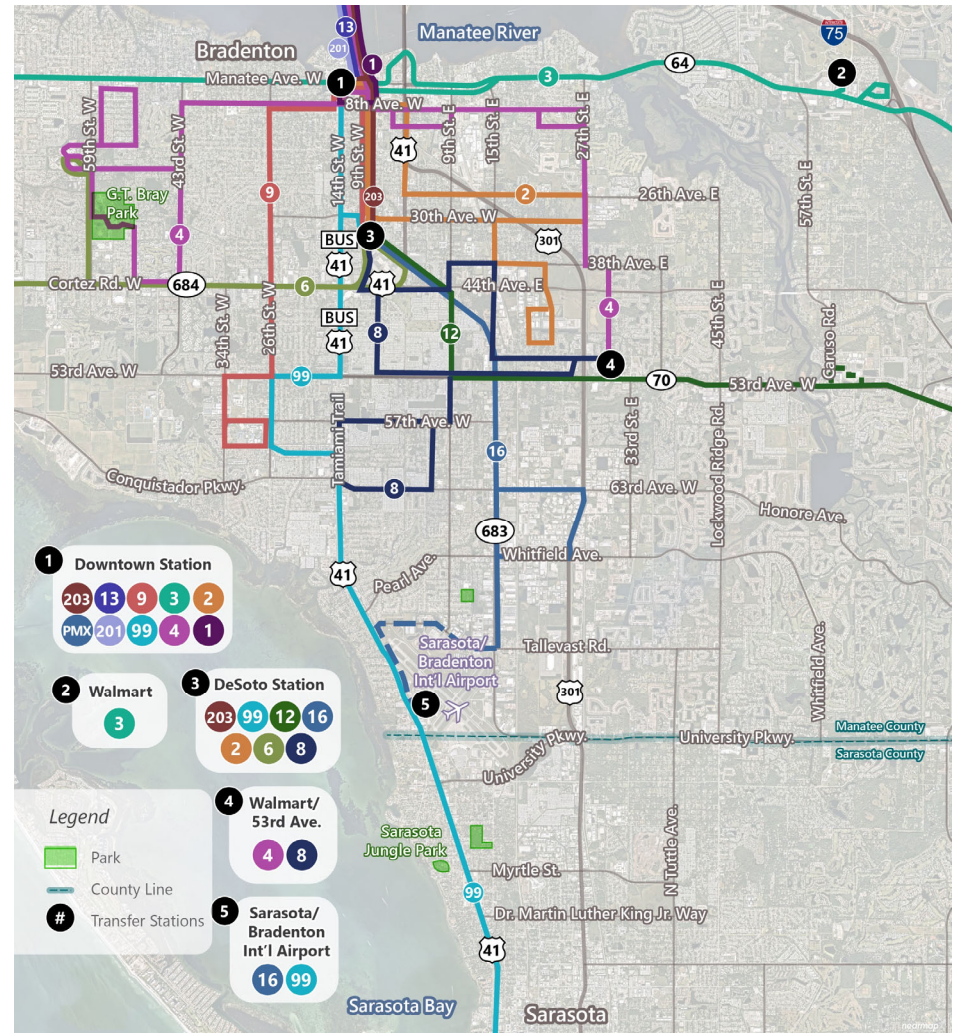
# US 41 CMASS

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# Manatee County Area Transit



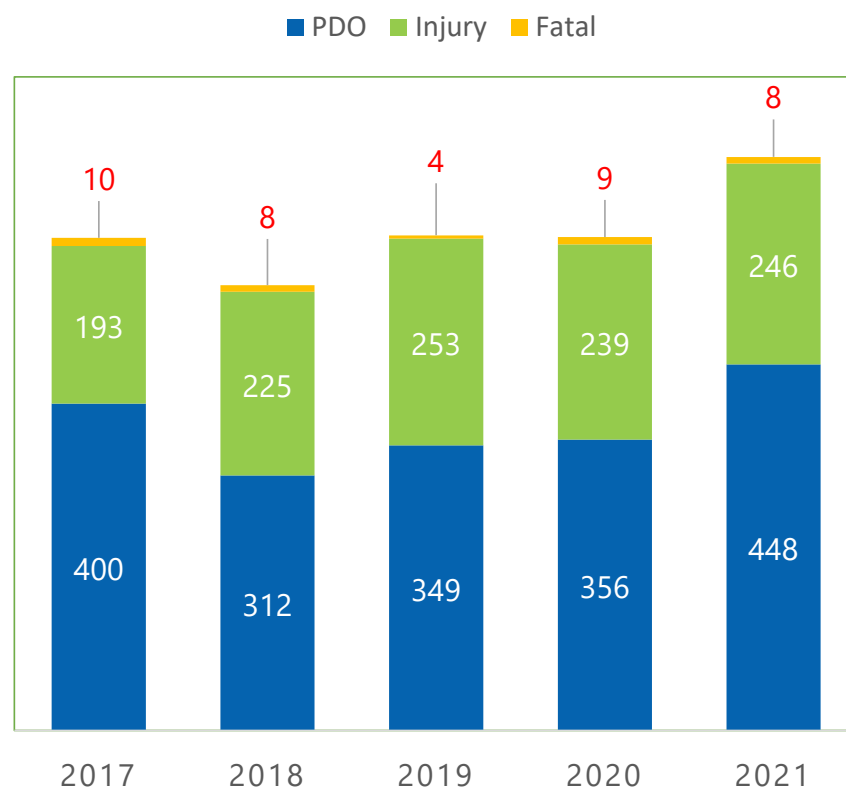
- Route 99 Bradenton-Sarasota
  - Runs length of study area
  - 20-minute AM and PM Peak Period service started Dec 2021
  - New Sunday service proposed starting in 2026
- Stations Near Project
  - Downtown Station – northern limit of US 41 CMASS
  - DeSoto Station
  - Sarasota-Bradenton International Airport Station





- Total of 3,060 crashes in 5 years (2017-2021)
  - Major types – Rear-end, Left turn, Sideswipe, Angles and Off-road
  - 39 fatalities (15 DUI related); 1,156 injuries (38%)
  - 112 ped/bike related
  - 1,865 property damage
  - 2,009 Intersection crashes (65.5% of total)

**TOTAL CRASHES BY SEVERITY AND YEAR**



Source: Signal Four Analytics

Five segments are listed as **FDOT District One Fatal Top 20 Segments**

- 63<sup>rd</sup> Ave W to 55<sup>th</sup> Ave W; Ranked #1
- 55<sup>th</sup> Ave W to Orlando Ave; Ranked #2
- Magellan Dr to 63<sup>rd</sup> Ave W; Ranked #8
- County line to Scott Ave; Ranked #9
- Orlando Ave to 30<sup>th</sup> Ave W; Ranked #11





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# Local Comprehensive Plans



Agency	Policies/Objectives Stated in Agency Comprehensive Plans	Goals/Policies Directly Related to CMASS
<b>City of Sarasota</b>	<u>Transportation Element</u> Objective 3.0 Multimodal Transportation	The City shall continue to support and <u>promote multiple modes of transportation</u> , in coordination with other units of local government and the private sector, <u>including handicapped-accessible mass transit, bicycle lanes, and pedestrian pathways to all existing and proposed major trip generators.</u>
<b>City of Bradenton</b>	<u>Transportation Element</u> Policy 1.6.8 Transit Operations and Service Area Policy 2.1.2 System Interconnectivity	The City will promote an interconnected, <u>multimodal transportation system</u> that transitions from a system focused on quickly moving motor vehicles toward a <u>system that emphasizes the movement of people of all ages and abilities, whether those people choose to walk, bicycle, ride transit, drive a motor vehicle or use a new transportation mobility technology.</u>
<b>Manatee County</b>	<u>Transportation Element</u> Objective 5.6.6 Transit as an Attractive, Convenient Alternative to Single Occupancy Vehicles	Reduce traffic congestion along constrained transportation corridors, intersections and downtown areas, promote economic development through provision of convenient and accessible transit linking employees with employment centers, and <u>reduce pollution through the integration of the walking, bicycling, and transit systems.</u>
<b>Sarasota County</b>	<u>Mobility Element</u> Objective 1.3 Interconnected Transportation System Objective 1.4 Complete Streets	The County shall provide for a safe, convenient, energy-efficient, interconnected, <u>multi-modal transportation system</u> that will enable County residents the opportunity to live and <u>travel utilizing an integrated, intermodal transportation system based on complete streets design principles</u> and the latest technological innovations and trends including sharing of vehicles and bicycles.



Previous Studies and Local Planning Agency:

Goals/Objectives	Source
<ul style="list-style-type: none"> <li>• Identify a system of improvements that will support regional mobility and safe and comfortable travel by all modes</li> <li>• Improve bicycle and pedestrian facilities</li> <li>• Improve access to transit stops</li> <li>• Improve access to destinations along the corridor including connections to USF Sarasota-Manatee</li> <li>• Maintain mobility along the corridor</li> </ul>	<p>US 41 Complete Streets Corridor Planning Study</p>
<ul style="list-style-type: none"> <li>• Increase access to bus stops and transfer stations</li> <li>• Increase availability of park-n-rides</li> <li>• Expand transportation options to reduce auto use</li> <li>• Promote projects that reduce travel time</li> </ul>	<p>Sarasota/Manatee County MPO LRTP, US 41 Transit Choices Study, US 41 Multi-modal Emphasis Corridor (MMEC) Gap and Safety Analysis</p>
<ul style="list-style-type: none"> <li>• Increase safety across all modes of travel</li> <li>• Increase travel reliability, reduce congestion, and establish clear performance metrics</li> </ul>	<p>Transportation System Management and Operations (TSM&amp;O) Master Plan</p>
<ul style="list-style-type: none"> <li>• Continue to expand and enhance existing sidewalk and bicycle facility networks</li> <li>• Establish target speeds on key corridors</li> </ul>	<p>Destination Zero Action Plan</p>
<ul style="list-style-type: none"> <li>• Identify technology and capital projects that will improve the speed, efficiency, and reliability of fixed-route public transportation services operating within the corridor</li> <li>• Ensure equity in all transportation decisions</li> <li>• Expand access to essential services and affordable housing</li> <li>• Improve access for persons with disabilities</li> </ul>	<p>US 41 Transit Choices Study</p>

## Potential Goals and Objectives for US 41 CMASS:

- Enhance multimodal mobility and safety for all users
- Advance transit service/operation strategies along the study corridor
- Improve transportation network access and interconnectivity within neighborhoods, adjacent areas, and transit centers





**Potential Measures of Effectiveness for US 41 CMASS:**

- Improve multimodal Level of Service (LOS)
- Reduce rate of fatalities and serious injuries
- Enhance ADA accessibility and provide sidewalk connections to transit
- Improve sidewalk conditions in accordance with FDOT Design Manual (FDM), Florida Greenbook, and local standards
- Increase overall corridor travel time reliability
- Increase transit reliability during peak hours





Thank you!

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## US 41 CMASS contact information:

Richard "OJ" Oujevolk, PE  
FDOT Project Development Manager  
Phone: 863-519-2293  
[Richard.Oujevolk@dot.state.fl.us](mailto:Richard.Oujevolk@dot.state.fl.us)

Amy Sirmans, PE  
Consultant Project Manager  
Phone: 407-641-0688  
[Asirmans@vhb.com](mailto:Asirmans@vhb.com)