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

From University Parkway to 17th Street W

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

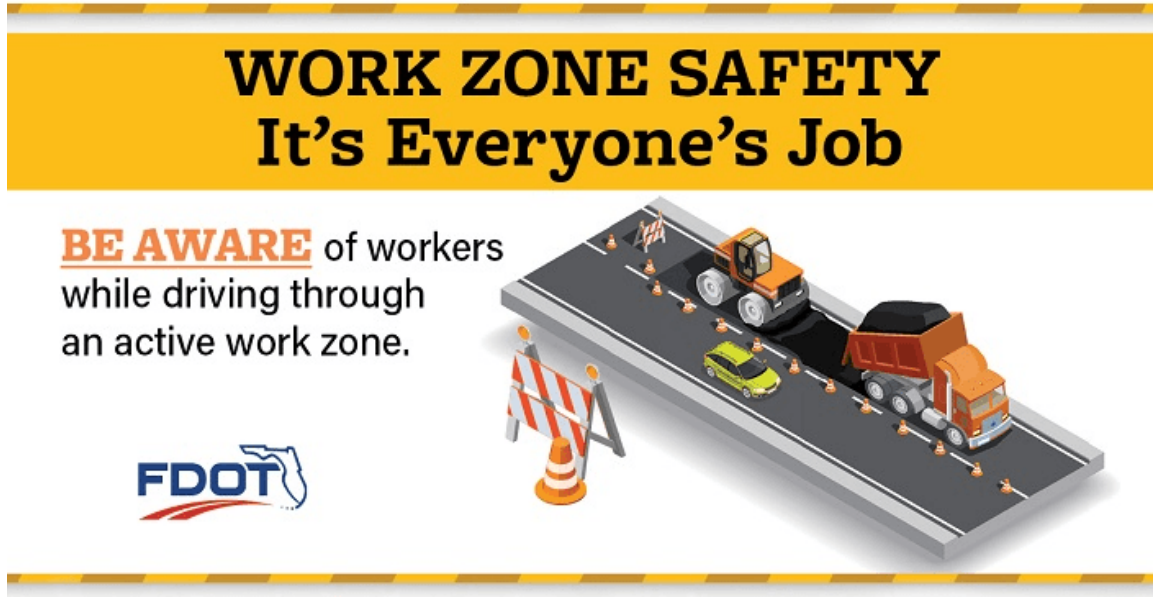
Sarasota/Manatee MPO Board
May 23, 2022

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



Meeting Agenda

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

US 41 CMASS

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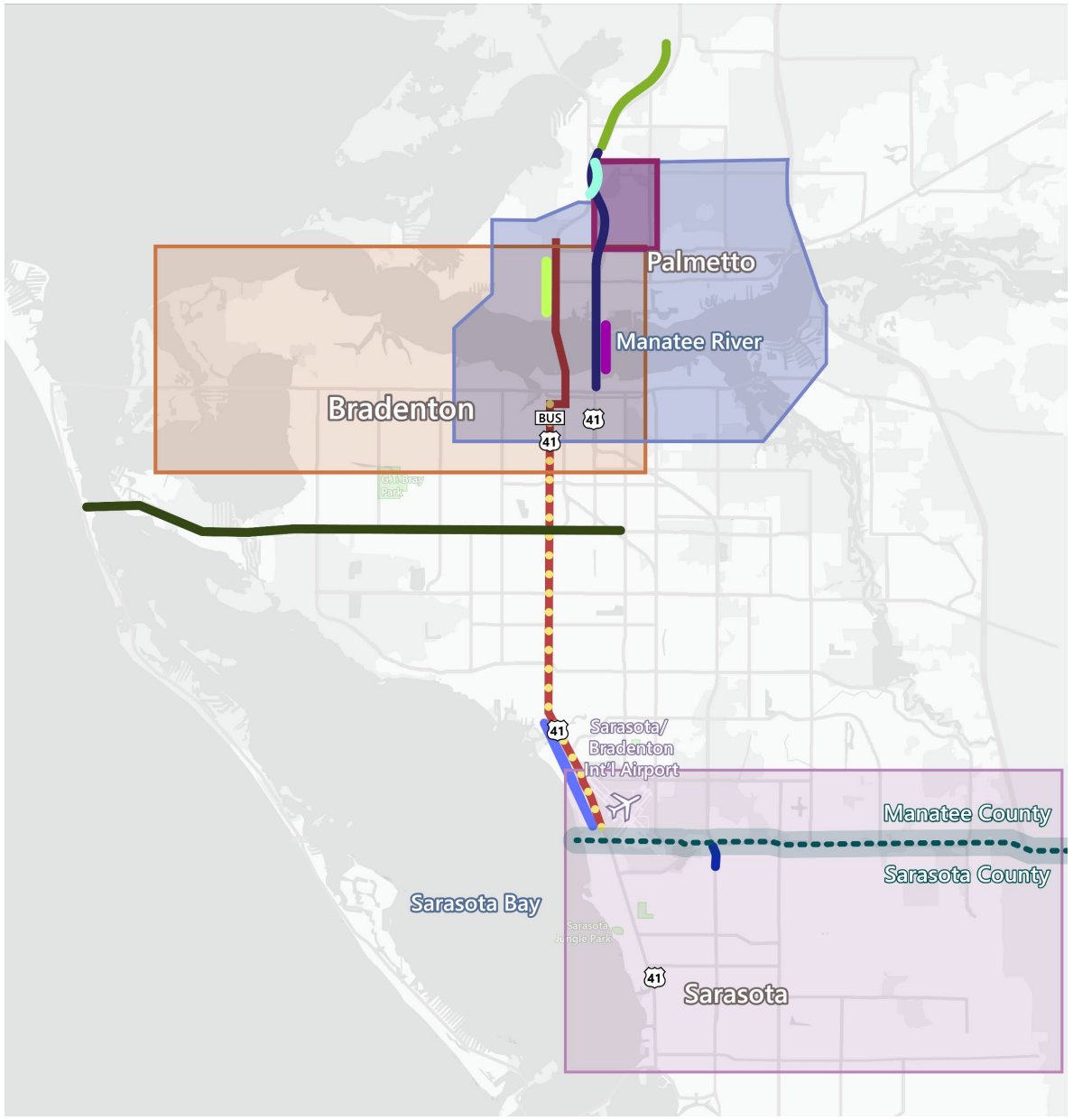
Current Area Projects

- Sarasota/Manatee US 41 CMASS [440154-1 - This project]
- US 41 Transit Choices Concept of Operations (ConOps) [MPO Study]
- 10th Avenue Complete Street Design [FPID: 433142-2]
- Desoto Bridge PD&E Study [FPID: 442630-1]
- Palmetto Trails Network Project Development & Environment (PD&E) [FPID: 444857-1]
- Bradenton-Palmetto Connector Alternative Corridor Evaluation (ACE) Study [FPID: 444843-1]
- Cortez Corridor Visioning Plan [FPID Pending]
- Manatee Trail Alignment Study [MPO Study]
- Sarasota Trail Alignment Study [MPO Study]
- SR 55 (US 19) Resurfacing [FPID: 447379-1]
- US 41 Resurfacing [FPID: 444612-1]
- SR 683 (US 301) Resurfacing [FPID: 449113-1]
- SR 45 (US 41) Resurfacing [FPID: 449114-1]
- SR 45 (US 41) Resurfacing [FPID: 449115-1]



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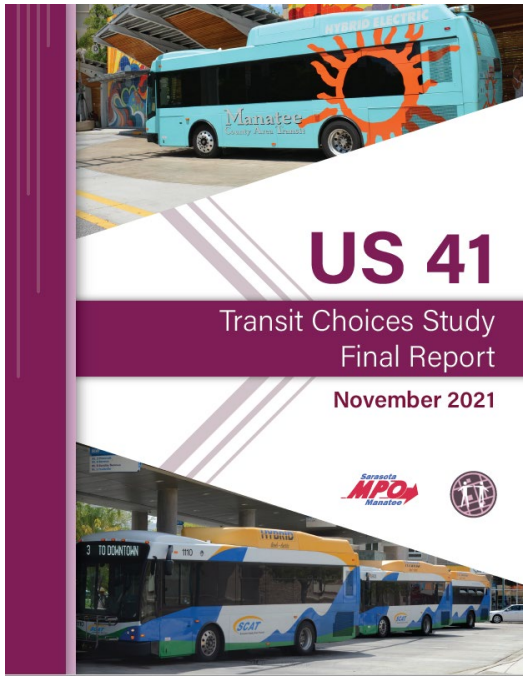
Previous Studies Overview

- 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 (53rd Ave)
- US 41 Multi Modal Emphasis Corridor (MMEC) Gap and Safety Analysis
- US 41 Transit Choices Study

Previous Studies Findings

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

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 (53rd 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 Overview

Project Purpose

- Enhance multimodal mobility and safety along the US 41/US 41 Business corridor from University Parkway in Sarasota to 17th Street W in Palmetto
- 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

US 41 CMASS Overview

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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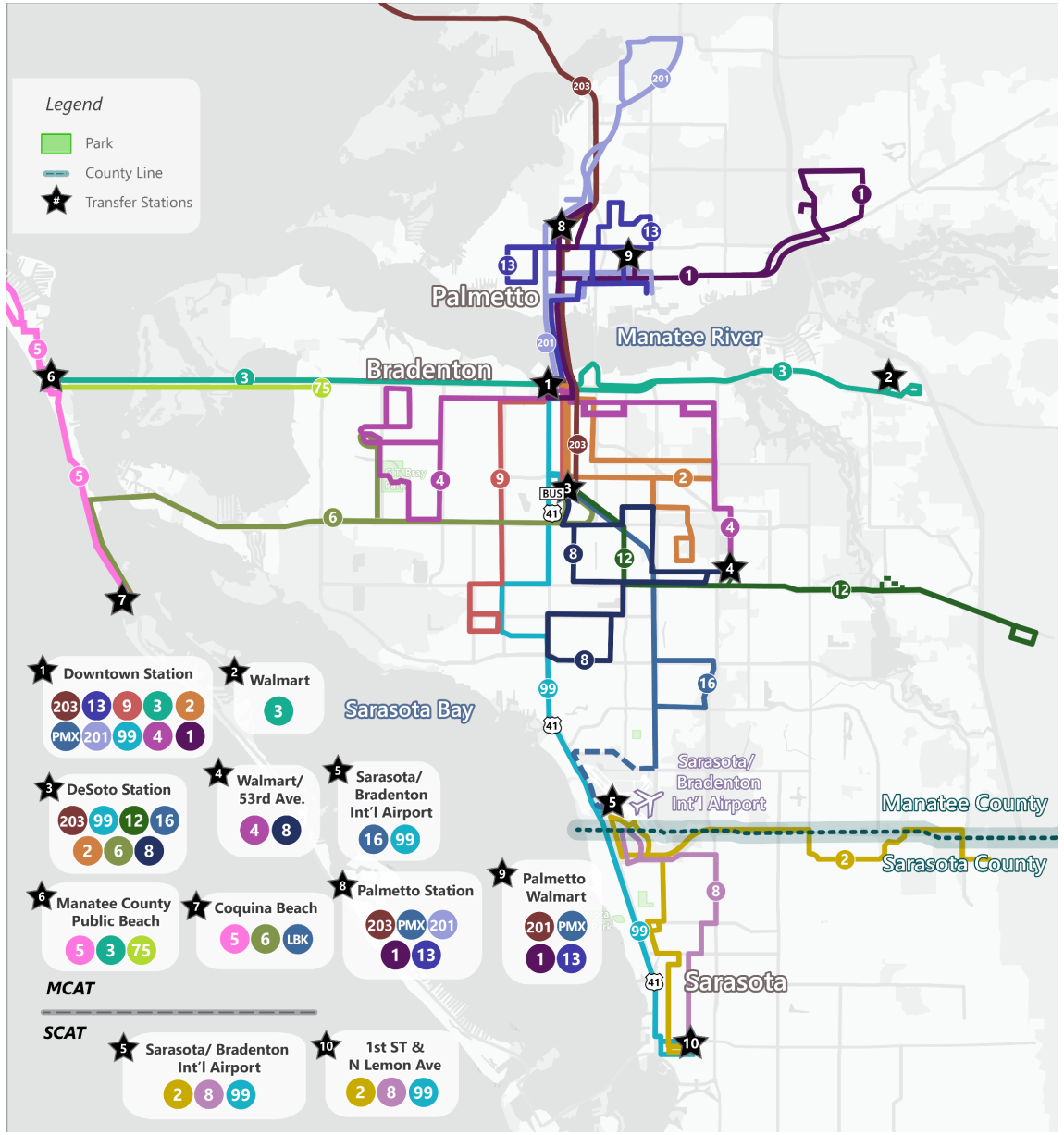
Area Transit Routes

- 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



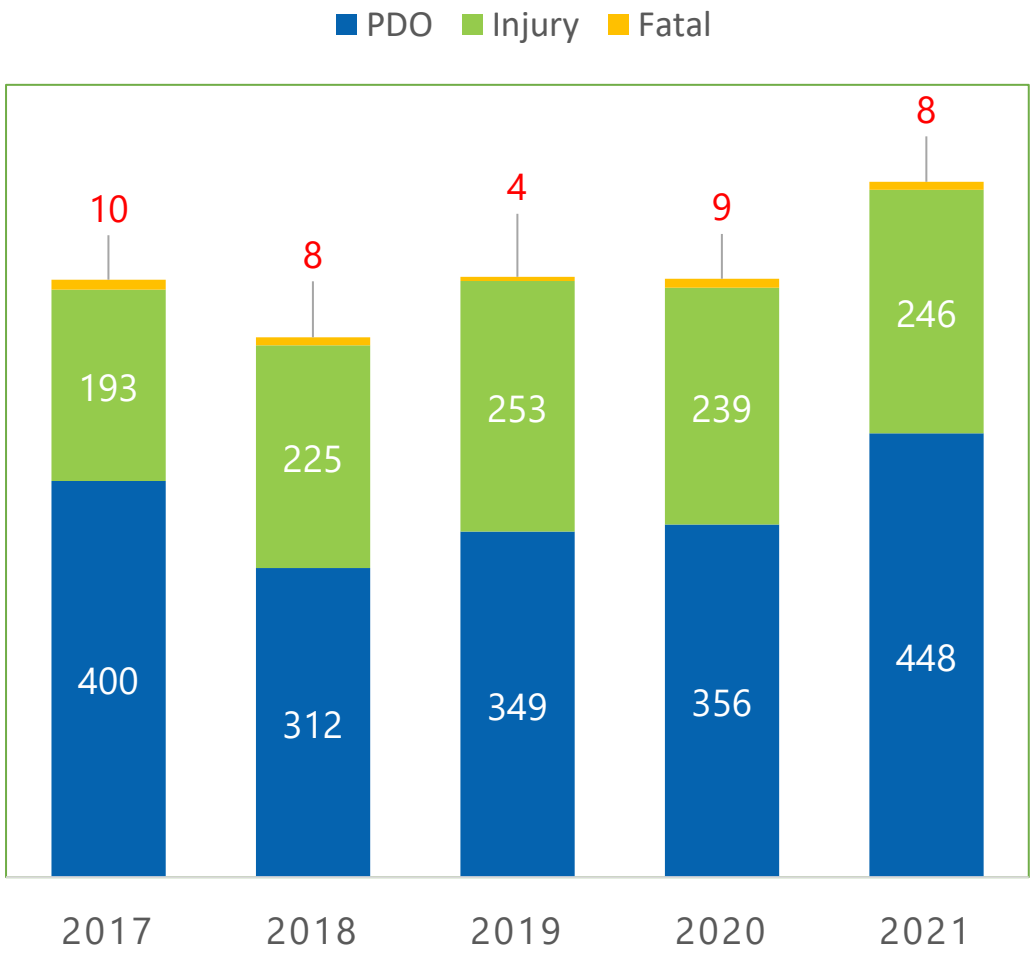
Historical Crash Analysis

- 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)

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

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

TOTAL CRASHES BY SEVERITY AND YEAR



Source: Signal Four Analytics

Local Comprehensive Plans

Agency	Policies/Objectives Stated in Agency Comprehensive Plans	Goals/Policies Directly Related to CMASS
City of Sarasota	Transportation Element Objective 3.0 Multimodal Transportation	The City shall continue to support and promote multiple modes of transportation, in coordination with other units of local government and the private sector, including handicapped-accessible mass transit, bicycle lanes, and pedestrian pathways to all existing and proposed major trip generators.
City of Bradenton	Transportation Element Policy 1.6.8 Transit Operations and Service Area Policy 2.1.2 System Interconnectivity	The City will promote an interconnected, multimodal transportation system that transitions from a system focused on quickly moving motor vehicles toward a 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.
Manatee County	Transportation Element 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 reduce pollution through the integration of the walking, bicycling, and transit systems.
Sarasota County	Mobility Element Objective 1.3 Interconnected Transportation System Objective 1.4 Complete Streets	The County shall provide for a safe, convenient, energy-efficient, interconnected, multi-modal transportation system that will enable County residents the opportunity to live and travel utilizing an integrated, intermodal transportation system based on complete streets design principles and the latest technological innovations and trends including sharing of vehicles and bicycles.

Goals and Objectives

Previous Studies and Local Planning Agency:

Goals/Objectives	Source
• Identify a system of improvements that will support regional mobility and safe and comfortable travel by all modes • Improve bicycle and pedestrian facilities • Improve access to transit stops • Improve access to destinations along the corridor including connections to USF Sarasota-Manatee • Maintain mobility along the corridor	US 41 Complete Streets Corridor Planning Study
• Increase access to bus stops and transfer stations • Increase availability of park-n-rides • Expand transportation options to reduce auto use • Promote projects that reduce travel time	Sarasota/Manatee County MPO LRTP, US 41 Transit Choices Study, US 41 Multi-modal Emphasis Corridor (MMEC) Gap and Safety Analysis
• Increase safety across all modes of travel • Increase travel reliability, reduce congestion, and establish clear performance metrics	Transportation System Management and Operations (TSM&O) Master Plan
• Continue to expand and enhance existing sidewalk and bicycle facility networks • Establish target speeds on key corridors	Destination Zero Action Plan
• Identify technology and capital projects that will improve the speed, efficiency, and reliability of fixed-route public transportation services operating within the corridor • Ensure equity in all transportation decisions • Expand access to essential services and affordable housing • Improve access for persons with disabilities	US 41 Transit Choices Study

Goals and Objectives

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

Measures of Effectiveness

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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