Project Overview

The US 41 Complete Streets Corridor Planning Study, from University Parkway to Whitfield Avenue, evaluated existing multimodal corridor needs, existing and future regional travel needs, safety, and the community vision and desires for this portion of the US 41/Tamiami Trail Scenic Highway.

Based upon an understanding of regional and corridor needs, the study team identified a system of intersection and cross-section modifications that support the goals identified by the local stakeholders.

Project Goals

- Improve comfort and safety for all users
- Improve access to destinations along the corridor
- Maintain mobility through the corridor
- Beautify the corridor
In general, the corridor provides acceptable vehicular Level of Service (LOS). Motorists experience delays during the AM and PM periods, most notably at the intersection with University Parkway. Based on data reported by Google Map travel times, during a typical weekday in March 2018 from south of University Parkway intersection through Tallevast Road, travel times vary from 4.7 minutes to 6.5 minutes.

The Sarasota/Manatee MPO Bicycle, Pedestrian and Trails Master Plan (2013) identifies two multi-use trail projects within the study area:

- **Bayshore Treewalk to Sarasota Bay Trail Corridor (rank 10)** – 5 miles from SR 70 to Sarasota County line, parallel to the study corridor.

- **University Parkway – Sarasota Bay Trail** – 13 miles from University Parkway at Braden River Trail to Bayshore Gardens at El Conquistador. The trail crosses US 41.

### VEHICULAR TRAFFIC

**ANNUAL AVERAGE DAILY TRAFFIC**

<table>
<thead>
<tr>
<th>Year</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>39,000</td>
<td></td>
</tr>
<tr>
<td>2040</td>
<td>48,000</td>
<td></td>
</tr>
</tbody>
</table>

**VEHICULAR TRAFFIC ESTIMATED TO GROW**

0.9% ANNUALLY

In general, the corridor provides acceptable vehicular Level of Service (LOS). Motorists experience delays during the AM and PM periods, most notably at the intersection with University Parkway.

Based on data reported by Google Map travel times, during a typical weekday in March 2018 from south of University Parkway intersection through Tallevast Road, travel times vary from 4.7 minutes to 6.5 minutes.
**SAFETY**

**VEHICULAR TRAVEL SPEED**

**64 MPH**

85th PERCENTILE TRAVEL SPEED MEASURED NEAR SOMERSET AVENUE

Speeding is an issue along the corridor. While the posted speed varies from 45 MPH to 50 MPH, the 85th percentile travel speed near Somerset Avenue was measured at 64 MPH. During the days that speed data was collected, over 600 vehicles a day were traveling over 70 MPH near Somerset Avenue.

**CRASH HISTORY (2011 - 2015)**

Issues identified from the crash data include:

- **Lighting** - A high proportion of non-daylight crashes occur at the University Parkway intersection, US 41 from University Parkway to College Drive/General Spaatz Boulevard, US 41 from Braden Avenue to Tallevast Road, and US 41 from Tallevast Road to Whitfield Avenue

- **Lack of Raised Median** - A high proportion of left-turn crashes and pedestrian/bicycle crashes occur on the segment of US 41 from Edwards Drive to Braden Avenue

- **Speeding** - A high proportion of run-off-the-road crashes occur on the segment of US 41 from Braden Avenue to Tallevast Road

- **Concentrations of crashes at University Parkway** - A high number of crashes occur at the intersection of US 41 and University Parkway
SUMMARY OF ISSUES & OPPORTUNITIES

**EXISTING & FUTURE CONDITIONS**

1. **SPEEDING IN NORTHBOUND DIRECTION**
   - 85th PERCENTILE SPEED IN NORTHBOUND DIRECTION
   - 64 MPH
   - Number of Vehicles Traveling Over 70 MPH (daily)
   - >600

2. **IMPROVE ACCESS TO USFSM**

3. **IMPROVE MULTIMODAL CONNECTIONS THROUGHOUT THE CORRIDOR, WITH EMPHASIS ON CONNECTING USFSM AND NEW COLLEGE**

4. **HIGH CRASH INTERSECTION**
   - 172 CRASHES

5. **INTERSECTION FAILING DURING PM PEAK PERIOD**
   - EXISTING LOS
   - F in PM peak hour

6. **SUMMARY OF ISSUES & OPPORTUNITIES**

   **Existing & Future Conditions**

   **SUMMARY OF ISSUES & OPPORTUNITIES**

   **SPEEDING IN NORTHBOUND DIRECTION**
   - 85th PERCENTILE SPEED IN NORTHBOUND DIRECTION
   - 64 MPH
   - Number of Vehicles Traveling Over 70 MPH (daily)
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   **IMPROVE ACCESS TO USFSM**

   **IMPROVE MULTIMODAL CONNECTIONS THROUGHOUT THE CORRIDOR, WITH EMPHASIS ON CONNECTING USFSM AND NEW COLLEGE**

   **HIGH CRASH INTERSECTION**
   - 172 CRASHES

   **INTERSECTION FAILING DURING PM PEAK PERIOD**
   - EXISTING LOS
   - F in PM peak hour

   **SUMMARY OF ISSUES & OPPORTUNITIES**
The study team hosted an online survey from September to December 2018. 772 surveys were collected. About half of the responses were from people who live along the corridor, and the other half represented residents from across the region. The majority of respondents, 90%, either live or work along US 41 or commute through the corridor. 64% of respondents travel the corridor daily, and 27% travel the corridor weekly. 5% of respondents attend New College and 8% of respondents attend USFSM.

Survey respondents showed a preference to modify the roadway cross-section. Only 18% of respondents supported the existing cross-section. Of the alternative cross-sections presented, no single cross-section was overwhelmingly supported more than the others. Generally, there was a preference for alternatives that provided separate, dedicated bicycle and pedestrian facilities.

**WHAT MODE(S) DO YOU USE WHEN TRAVELING ON US 41?**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Alone</td>
<td>94%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>22%</td>
</tr>
<tr>
<td>Walk</td>
<td>17%</td>
</tr>
<tr>
<td>Carpool</td>
<td>17%</td>
</tr>
<tr>
<td>Taxi/Uber/Lyt</td>
<td>10%</td>
</tr>
<tr>
<td>Bus</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
</tbody>
</table>

**WHAT ISSUES DO YOU SEE WHEN TRAVELING ALONG US 41?**

<table>
<thead>
<tr>
<th>Issue</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety High Crash Potential</td>
<td>64%</td>
</tr>
<tr>
<td>Excessive Vehicular Speeding</td>
<td>60%</td>
</tr>
<tr>
<td>Quality of Bicycle Facilities</td>
<td>50%</td>
</tr>
<tr>
<td>Poor Streetscaping/Landscaping</td>
<td>44%</td>
</tr>
<tr>
<td>Quality of Sidewalks</td>
<td>37%</td>
</tr>
<tr>
<td>Access to Properties along the Corridor</td>
<td>29%</td>
</tr>
<tr>
<td>Other (Please Specify)</td>
<td>26%</td>
</tr>
<tr>
<td>Poor Lighting</td>
<td>21%</td>
</tr>
<tr>
<td>Quality of Transit Stops</td>
<td>18%</td>
</tr>
</tbody>
</table>

**WHAT IMPROVEMENTS WOULD YOU SUPPORT ALONG US 41?**

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve Bicycle Facilities</td>
<td>57%</td>
</tr>
<tr>
<td>Add Medians/Access Management</td>
<td>43%</td>
</tr>
<tr>
<td>Roadway Design Changes to Reinforce the Posted Speed</td>
<td>42%</td>
</tr>
<tr>
<td>Improve Landscaping</td>
<td>41%</td>
</tr>
<tr>
<td>Add Capacity at Congested Intersections</td>
<td>41%</td>
</tr>
<tr>
<td>Wider Sidewalks</td>
<td>40%</td>
</tr>
<tr>
<td>Increase Law Enforcement</td>
<td>32%</td>
</tr>
<tr>
<td>Improve Lighting</td>
<td>32%</td>
</tr>
<tr>
<td>Improve Transit Stops</td>
<td>28%</td>
</tr>
<tr>
<td>Other (Please Specify)</td>
<td>21%</td>
</tr>
<tr>
<td>Safety Education</td>
<td>17%</td>
</tr>
</tbody>
</table>

**WOULD YOU SUPPORT REDUCING A TRAVEL LANE IN EACH DIRECTION ALONG US 41 BETWEEN THE SARASOTA/MANATEE COUNTY LINE (EDWARDS DRIVE) AND TALLEVAST ROAD?**

- Yes: 33%
- Yes, if accompanied with congestion relief at University Parkway and Tallevast that would allow for similar or reduced vehicular travel times through the corridor: 28%
- No: 39%
EXISTING AND FUTURE TRAFFIC ANALYSIS SHOWS THAT DELAYS OCCUR AT THE MAJOR INTERSECTIONS. INCREASING CAPACITY AT THE INTERSECTIONS WILL IMPROVE TRAVEL TIME. A 4-LANE DIVIDED FACILITY WILL BE ABLE TO ACCOMMODATE FUTURE TRAFFIC DEMANDS.

**OVERALL CORRIDOR TRAVEL TIME**
**PM PEAK HOUR NORTHBOUND (MINUTES)**

<table>
<thead>
<tr>
<th>Year</th>
<th>No Build</th>
<th>Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>5.2</td>
<td>5.2</td>
</tr>
<tr>
<td>2040</td>
<td>10.2</td>
<td>8.2</td>
</tr>
</tbody>
</table>

Recommend closing Ponce De Leon from US 41 to Tallevast Road

**Proposed Roundabout**

**Proposed Additional Turn Lanes**

**Recommendations: Intersection Improvements**
Recommendations: Potential Typical Sections

4-LANE CROSS-SECTION ALTERNATIVE

FROM UNIVERSITY PARKWAY TO EDWARDS AVENUE
45 MPH DESIGN SPEED

Four Vehicular Lanes with Cycle Track

Four Vehicular Lanes with Buffered Bike Lanes with Wide Median

Approximate ROW 120'

Four Vehicular Lanes with Buffered Bike Lanes with Narrow Median

Approximate ROW 120'

Four Vehicular Lanes with Wide Sidewalk

Approximate ROW 120'

FROM EDWARDS AVENUE TO TALLEVAST ROAD
45 MPH DESIGN SPEED

INSIDE EXISTING ROW

Four Vehicular Lanes with Wide Sidewalk

Approximate ROW 90’ - 96’

OUTSIDE EXISTING ROW

Four Vehicular Lanes with Buffered Bike Lane

Approximate ROW 90’ - 96’

Four Vehicular Lanes with Wide Sidewalk

Approximate ROW 90’ - 96’

Four Vehicular Lanes with Cycle Track

Approximate ROW 90’ - 96’
The intent of the Corridor Study was to evaluate the existing and future quality of travel along the roadway for all modes of travel and identify a system of improvements that will support regional mobility, safe and comfortable travel by all modes, and development goals of the major cultural and educational institutions and employers along the corridor.

The Study documented support for multimodal improvements along US 41 from University Parkway to Tallevast Road. Stakeholders and residents support the implementation of bicycle facilities, intersection improvements, landscaping, and access management.

This study did not identify one preferred typical-section for the corridor, but rather defined a framework for investments. Each recommendation will involve additional analysis and public engagement to develop a final design.

FDOT will work in partnership with the Sarasota-Manatee MPO and local governments to prioritize and fund improvements.

Recommendations:

- Program intersection improvements at University Parkway as an individual project: Add turn lanes, introduce pedestrian crossing on north leg, improve pedestrian crossing on east leg, improve signage, and provide traffic separator in southbound direction.

- Advance a Project Development and Environment (PD&E) Study for the corridor currently scheduled for 2021/22 to an earlier year.

- Work with the MPO and local governments to examine if some recommendations can be included, as part of the programmed resurfacing project scheduled for 2022/2023.

- For elements recommended by the PD&E that are not included in the resurfacing project, prioritize improvements through the MPO prioritization process.