



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

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From University Parkway to 17<sup>th</sup> Street W

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

Manatee County Commission Meeting  
June 7, 2022

# Distracted Driving and Work Zone Awareness



## DISTRACTED DRIVING

### WHAT YOU SHOULD KNOW!

#### WHAT IS DISTRACTED DRIVING?

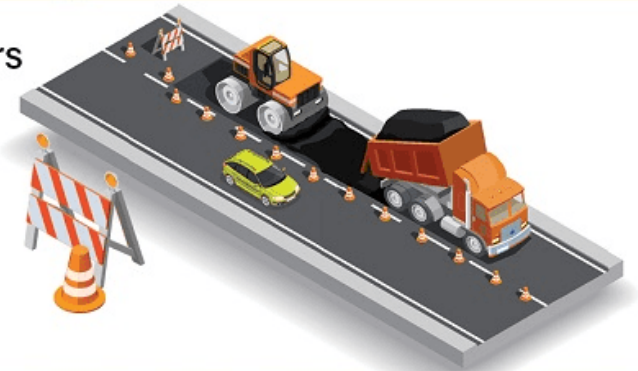


ANY activity that can take a person's attention from the primary task of driving



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

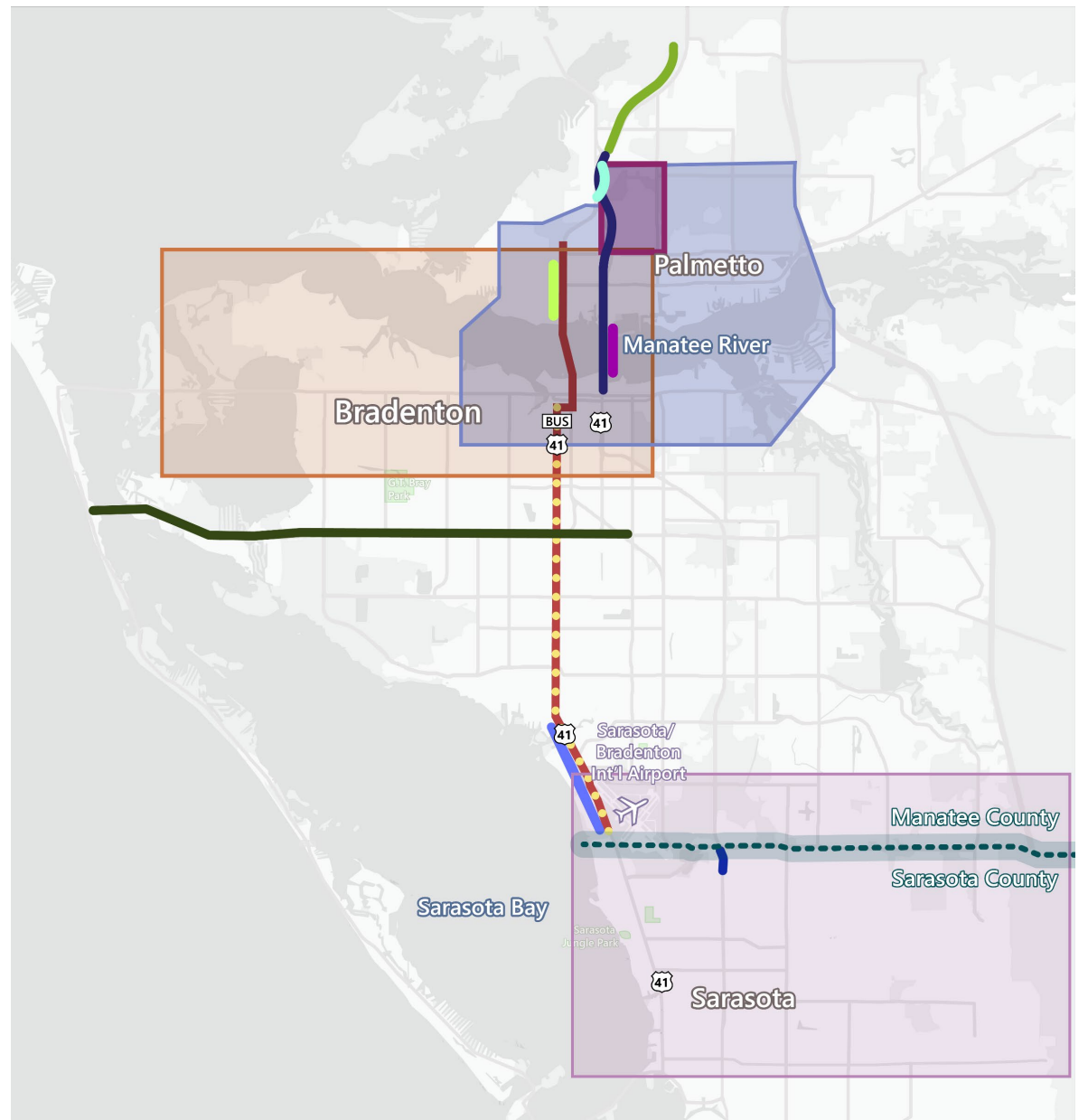
**BE AWARE** of workers while driving through an active work zone.



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



- Sarasota/Manatee US 41 CMASS [440154-1 - This project]
- US 41 Transit Choices Concept of Operations (ConOps) [MPO Study]
- 10<sup>th</sup> 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]





- 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)

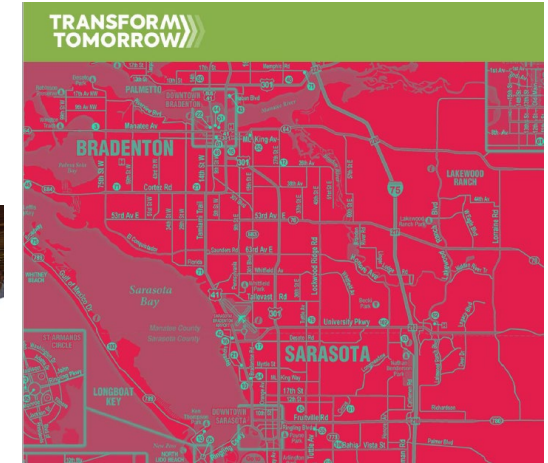
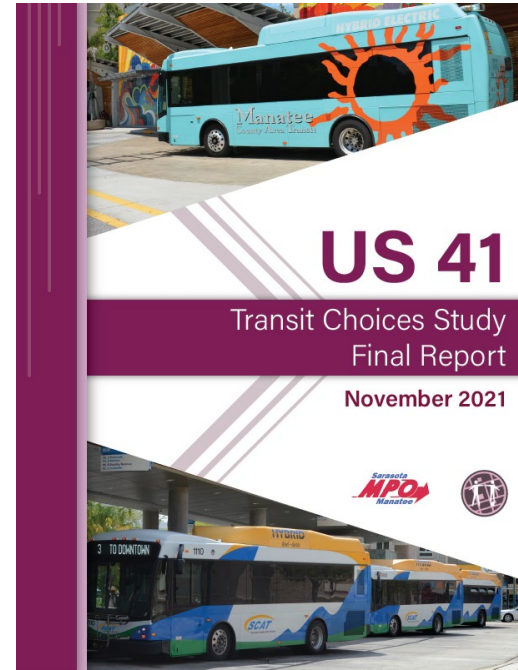
- Crosswalk markings
- Roadway and intersection crosswalk lighting
- Signage
- Flashing yellow arrow
- Bus stop locations
- Right turn on red restrictions
- Driveway consolidation
- Innovative intersection designs
- Bikeway selection
- Speed management
- Signal timing and spacing
- Safe Transportation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

## US 41 Transit Choices Study

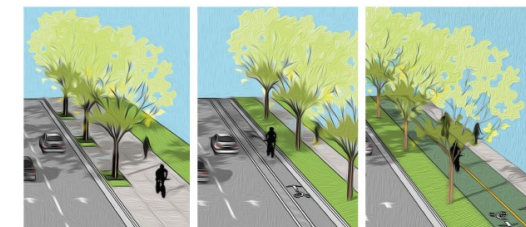
- Transit signal priority, dedicated lanes, stop modifications, bus operation (low, medium, and high) investment projects
- Development of a concept of operations
- Implementation of a demonstration project
- Agency coordination

## 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

## 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

## Project Purpose

- Enhance multimodal mobility and safety along the US 41/US 41 Business corridor from University Parkway in Sarasota to 17<sup>th</sup> 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





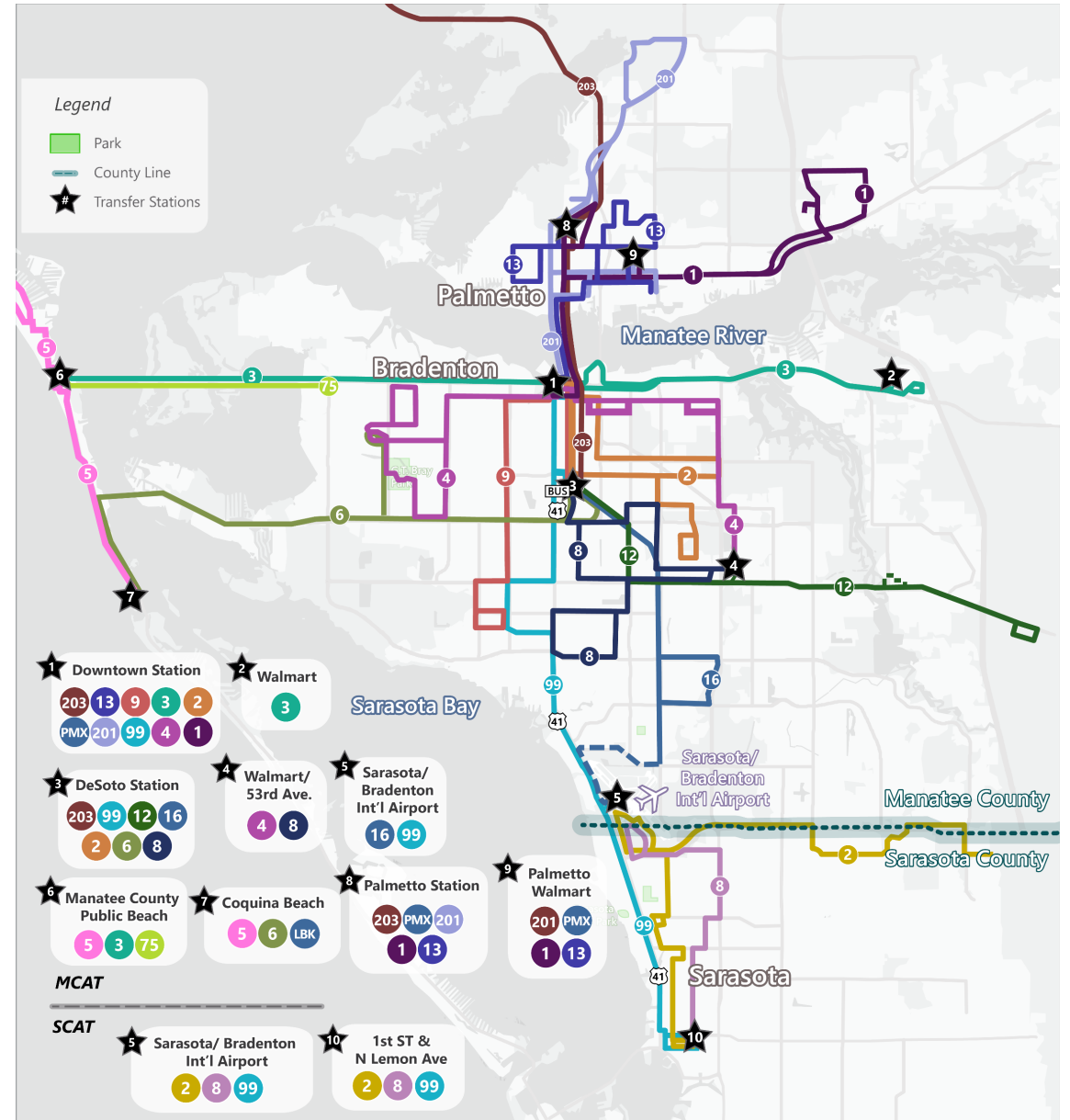
**Project Status:** Feasibility Study – Phase I

## 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

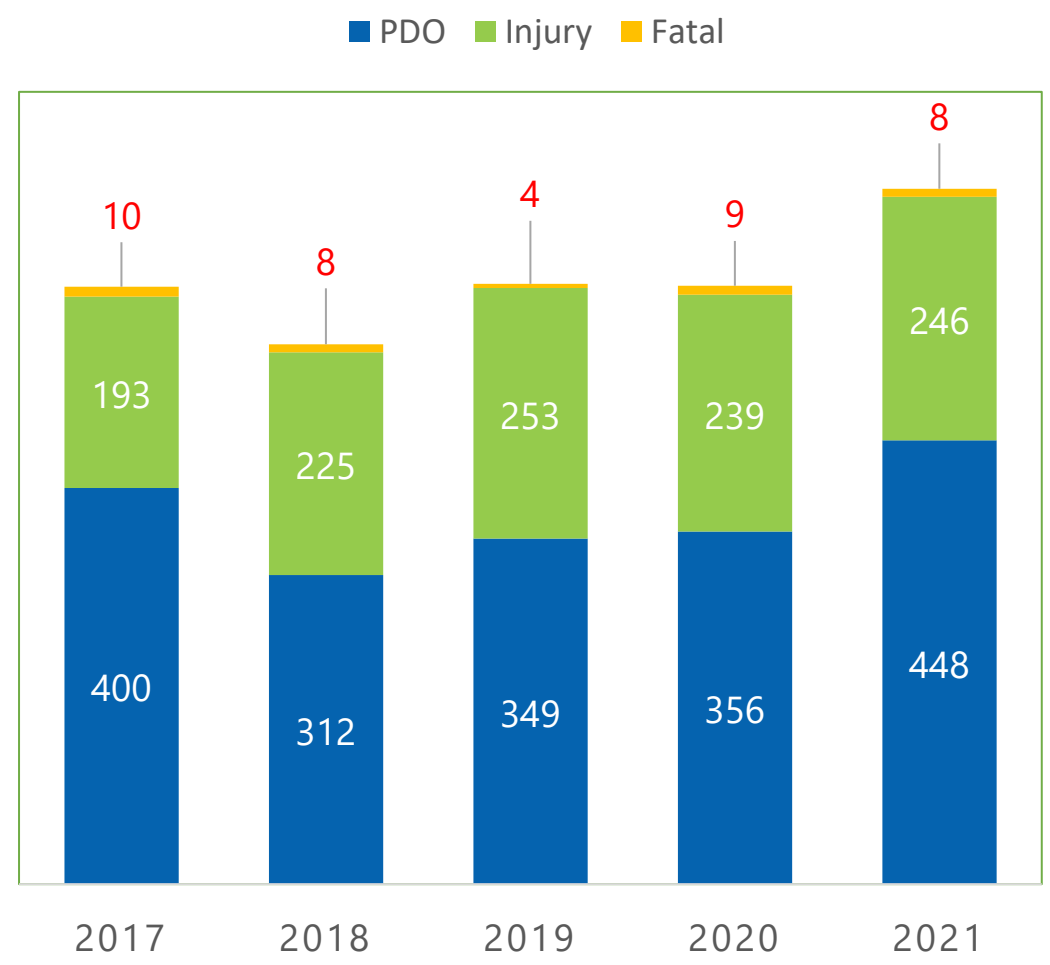


- Route 99 Bradenton-Sarasota
  - Runs length of study area
  - 20-minute AM and PM Peak Period service started Dec 2021
  - New Sunday service proposed starting in 2026
- Stations Near Project
  - Downtown Station – northern limit of US 41 CMASS
  - DeSoto Station
  - Sarasota-Bradenton International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



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

Source: Signal Four Analytics

Agency	Policies/Objectives Stated in Agency Comprehensive Plans	Goals/Policies Directly Related to CMASS
<p><b>City of Sarasota</b></p>	<p><u>Transportation Element</u> Objective 3.0 Multimodal Transportation</p>	<p>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></p>
<p><b>City of Bradenton</b></p>	<p><u>Transportation Element</u> Policy 1.6.8 Transit Operations and Service Area Policy 2.1.2 System Interconnectivity</p>	<p>The City will promote an interconnected, <u>multimodal transportation</u> system 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></p>
<p><b>Manatee County</b></p>	<p><u>Transportation Element</u> Objective 5.6.6 Transit as an Attractive, Convenient Alternative to Single Occupancy Vehicles</p>	<p>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></p>
<p><b>Sarasota County</b></p>	<p><u>Mobility Element</u> Objective 1.3 Interconnected Transportation System Objective 1.4 Complete Streets</p>	<p>The County shall provide for a safe, convenient, energy-efficient, interconnected, <u>multi-modal transportation</u> system 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.</p>

## 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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