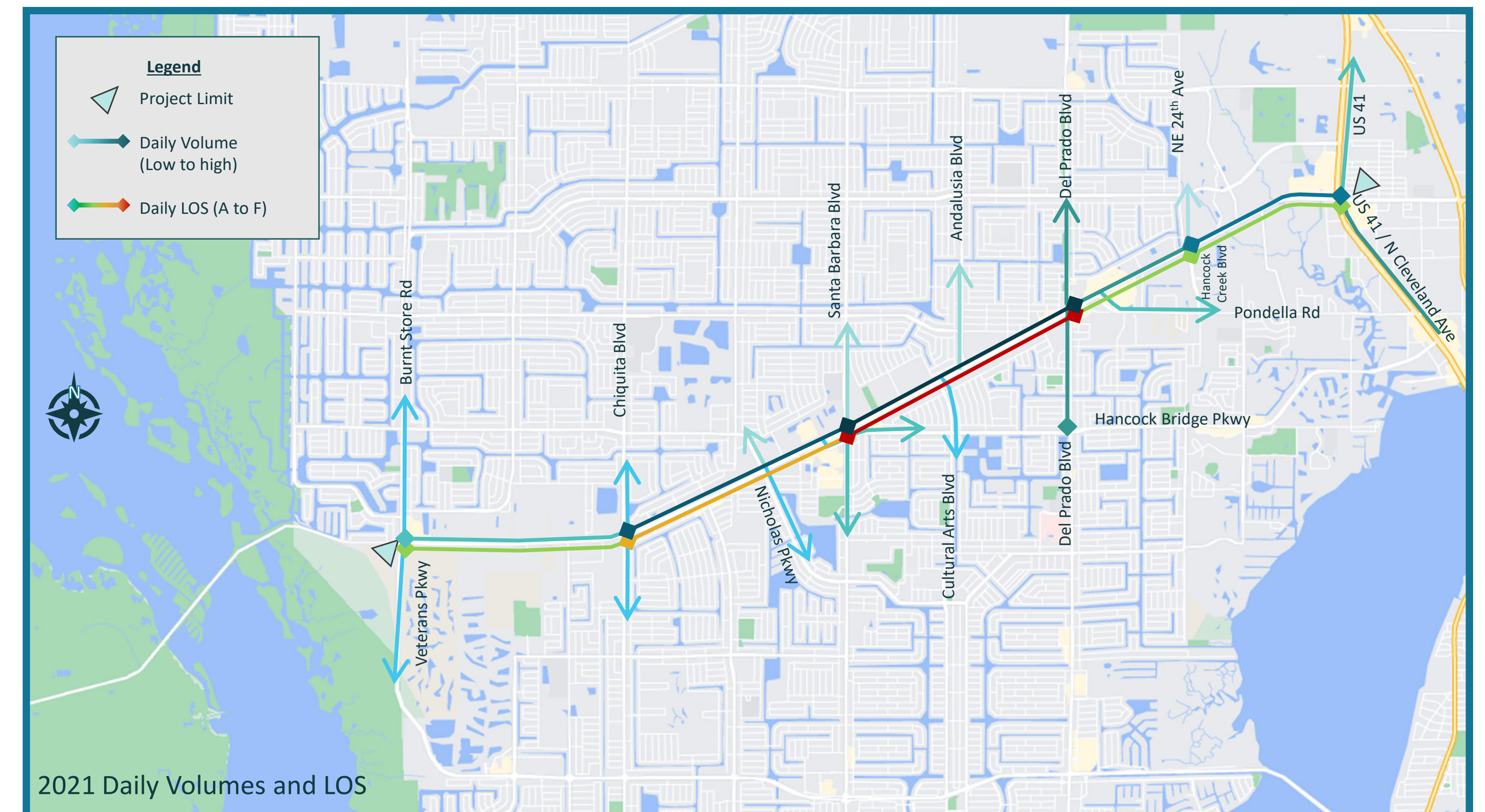
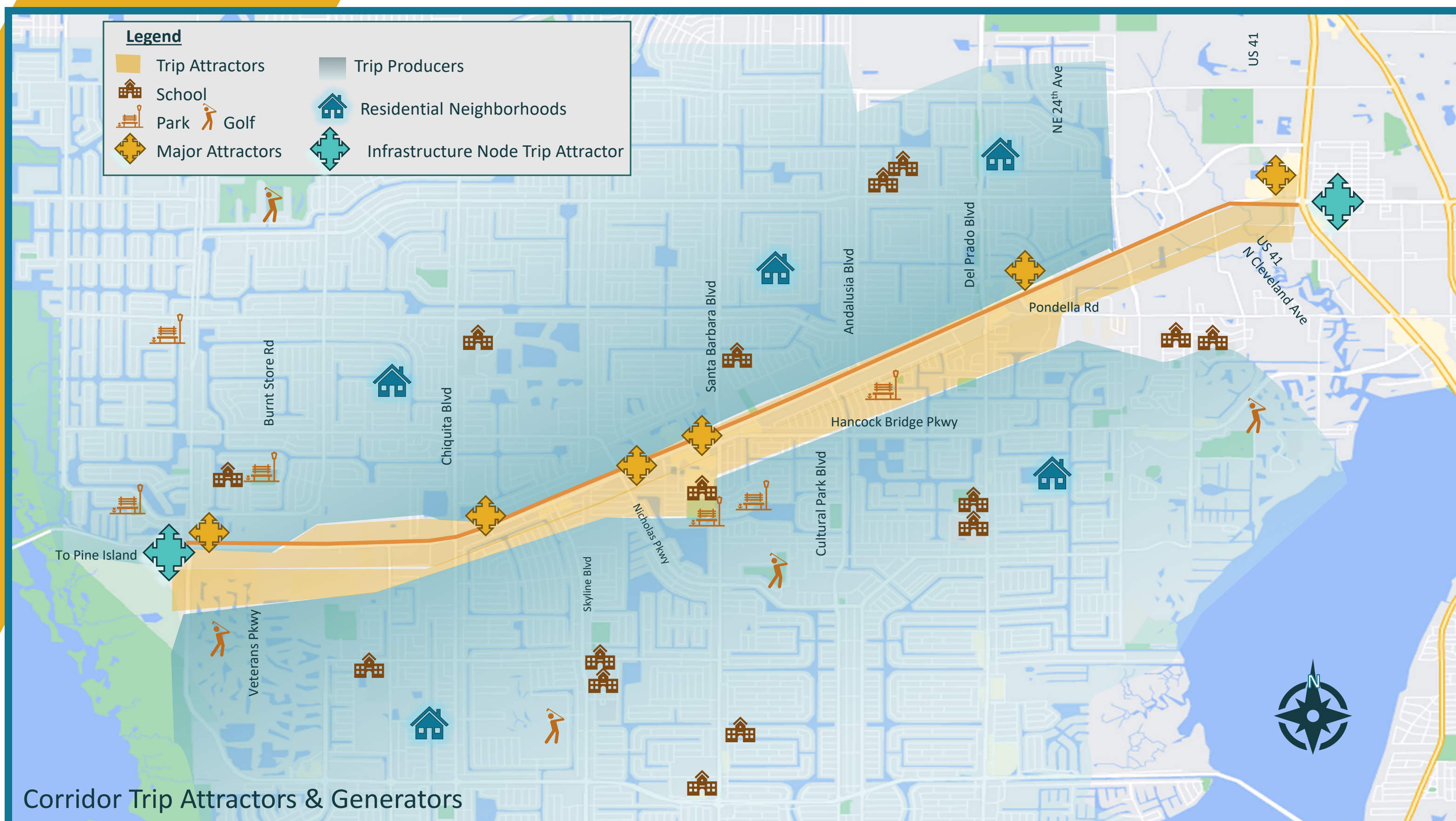
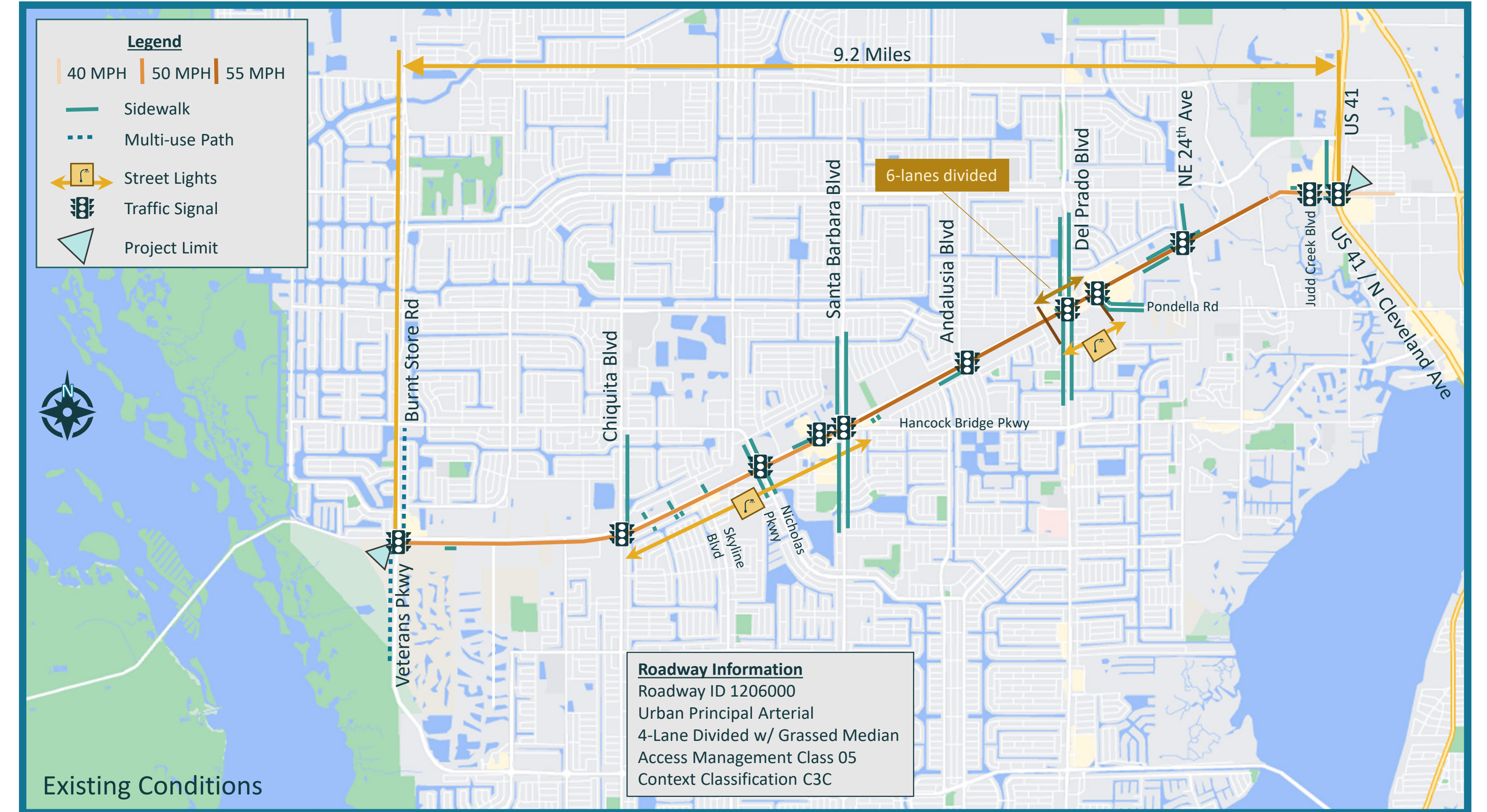
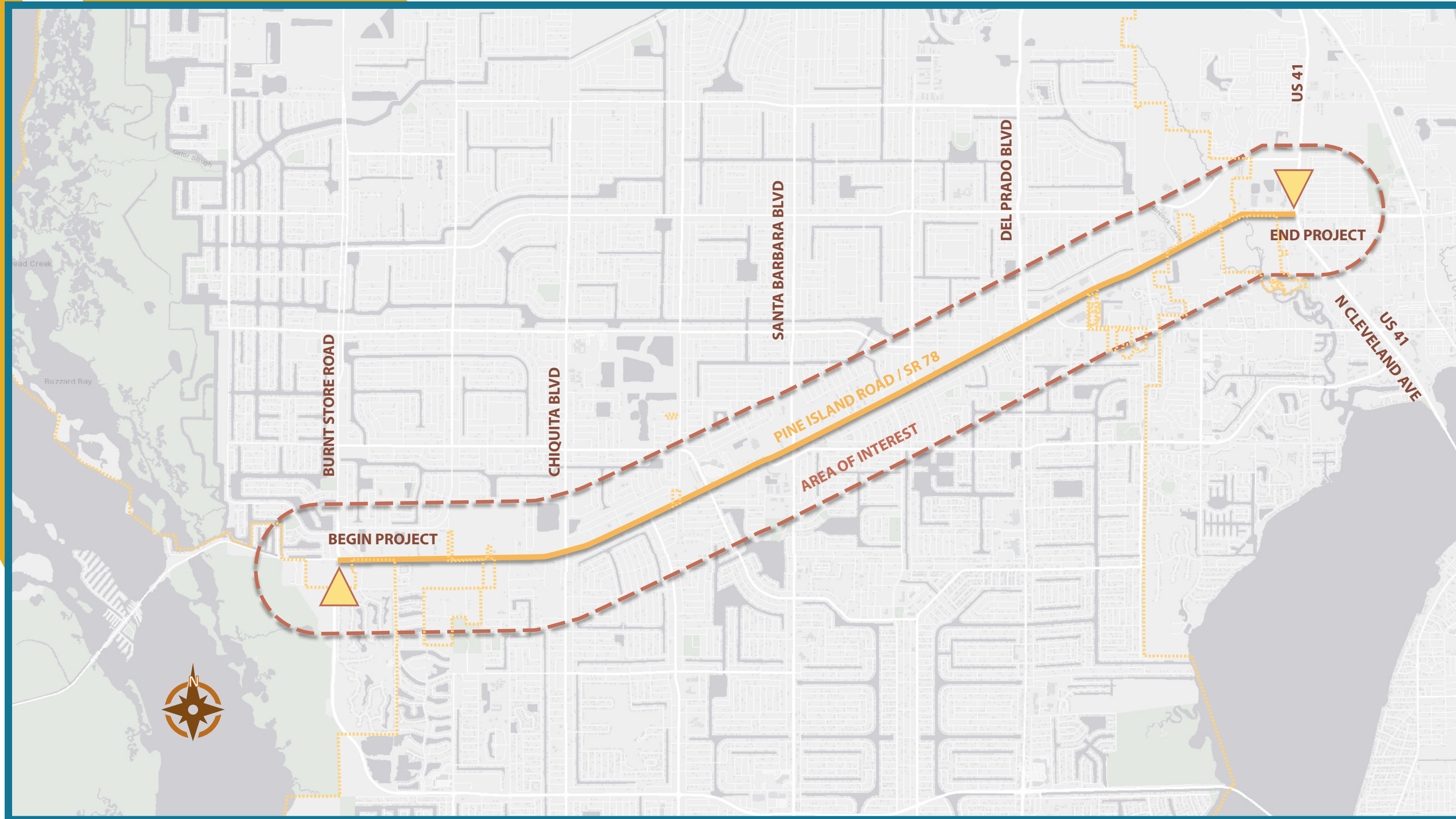
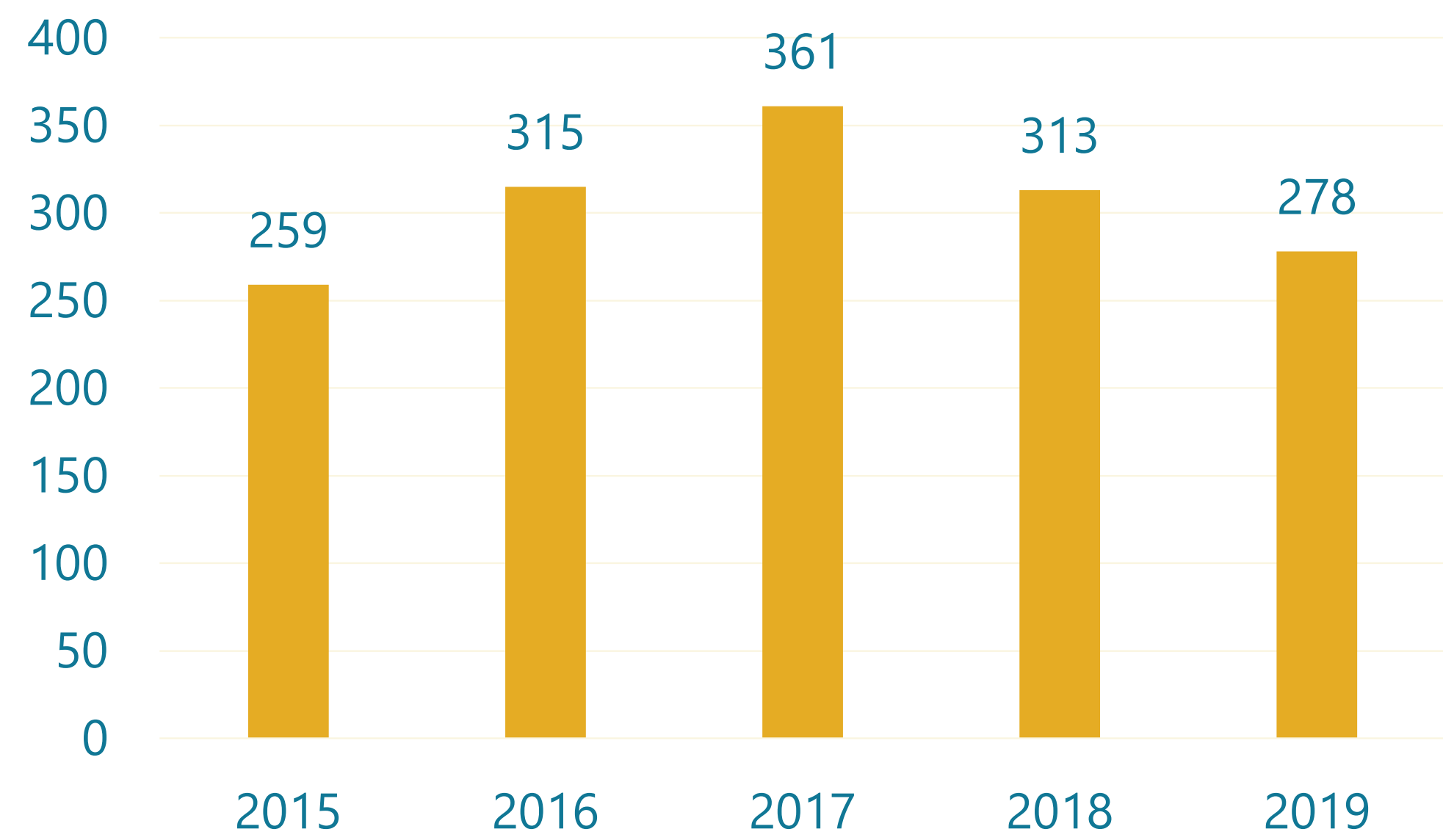


EXISTING CONDITIONS

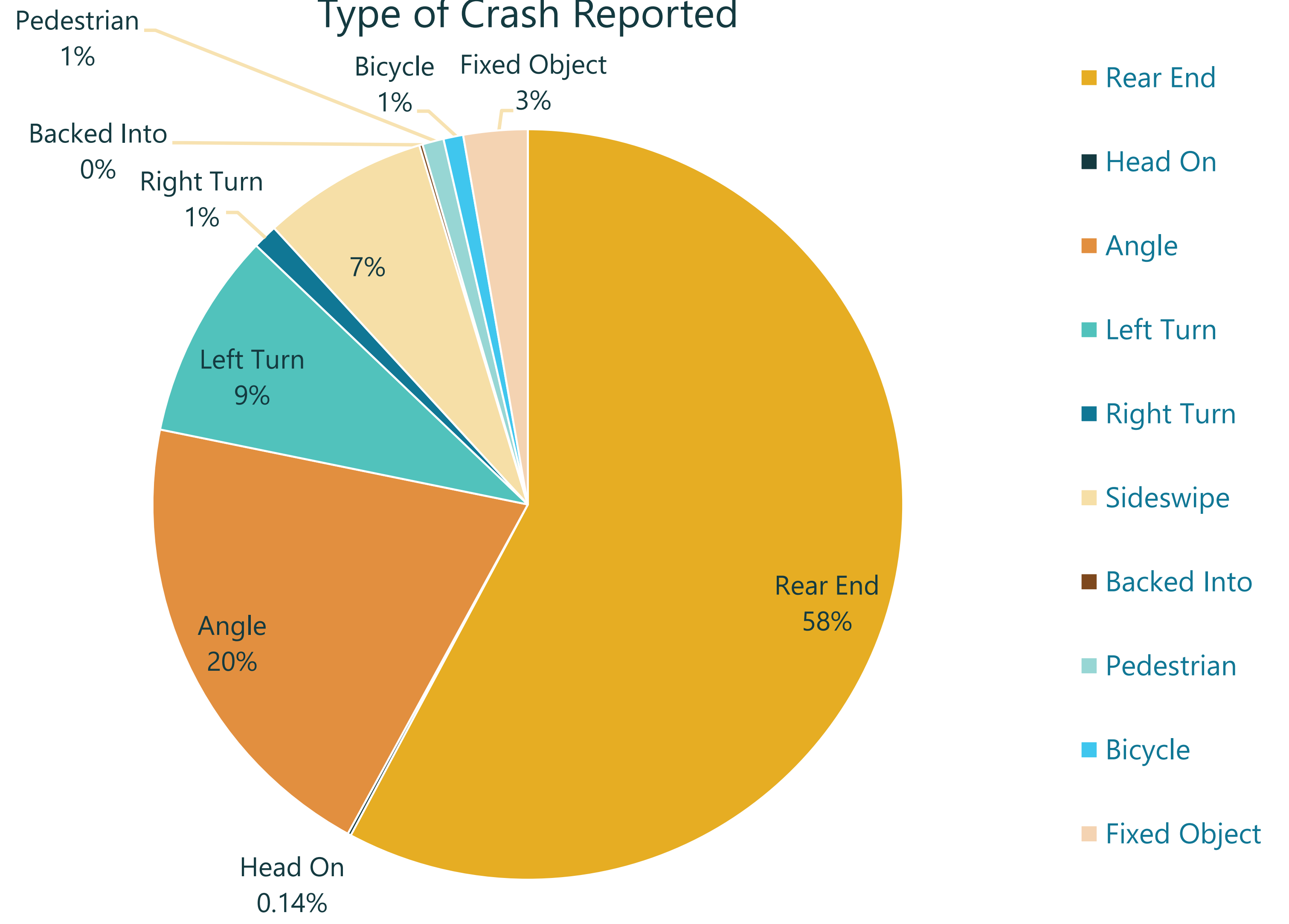


CRASH HISTORY (2015-2019)

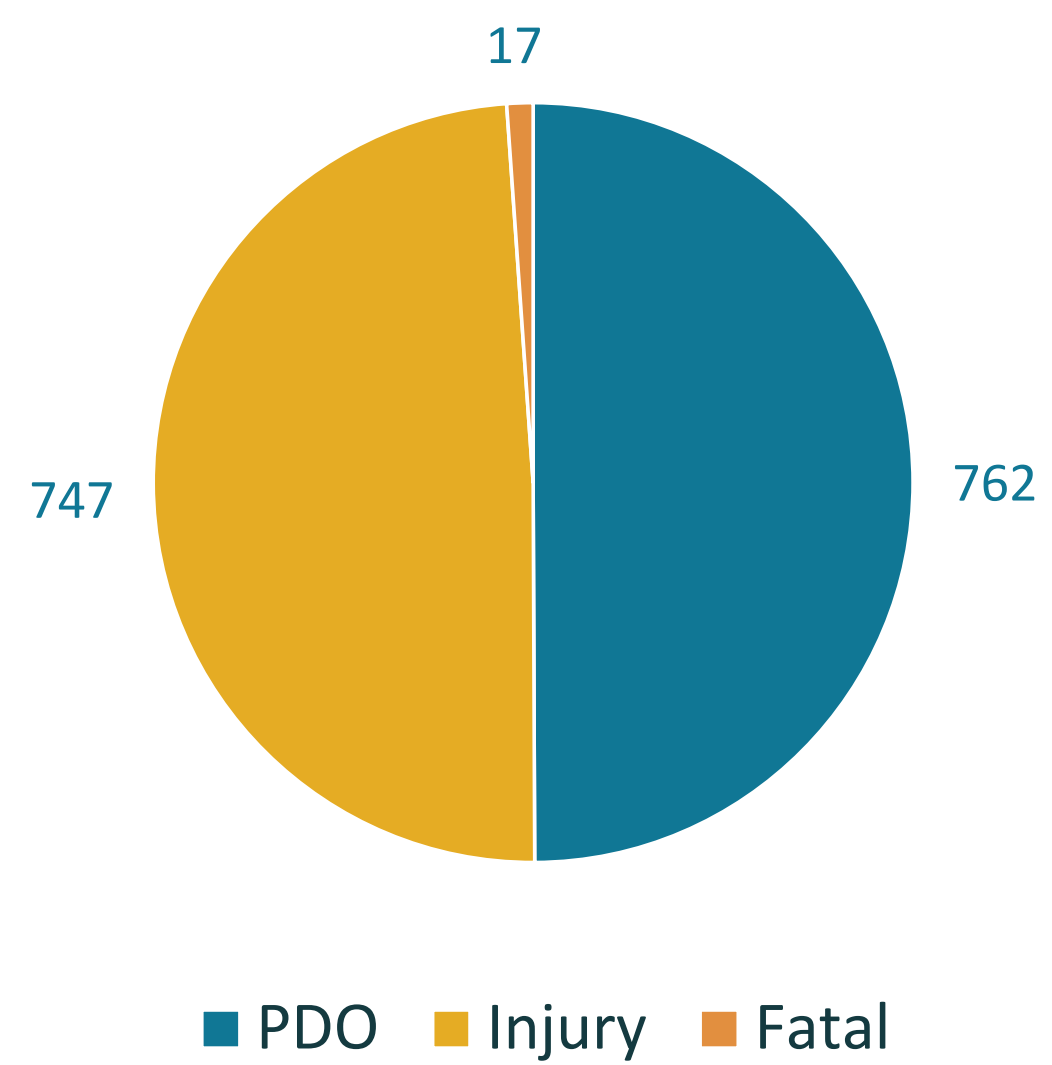
Total Crashes Reported By Year



Type of Crash Reported

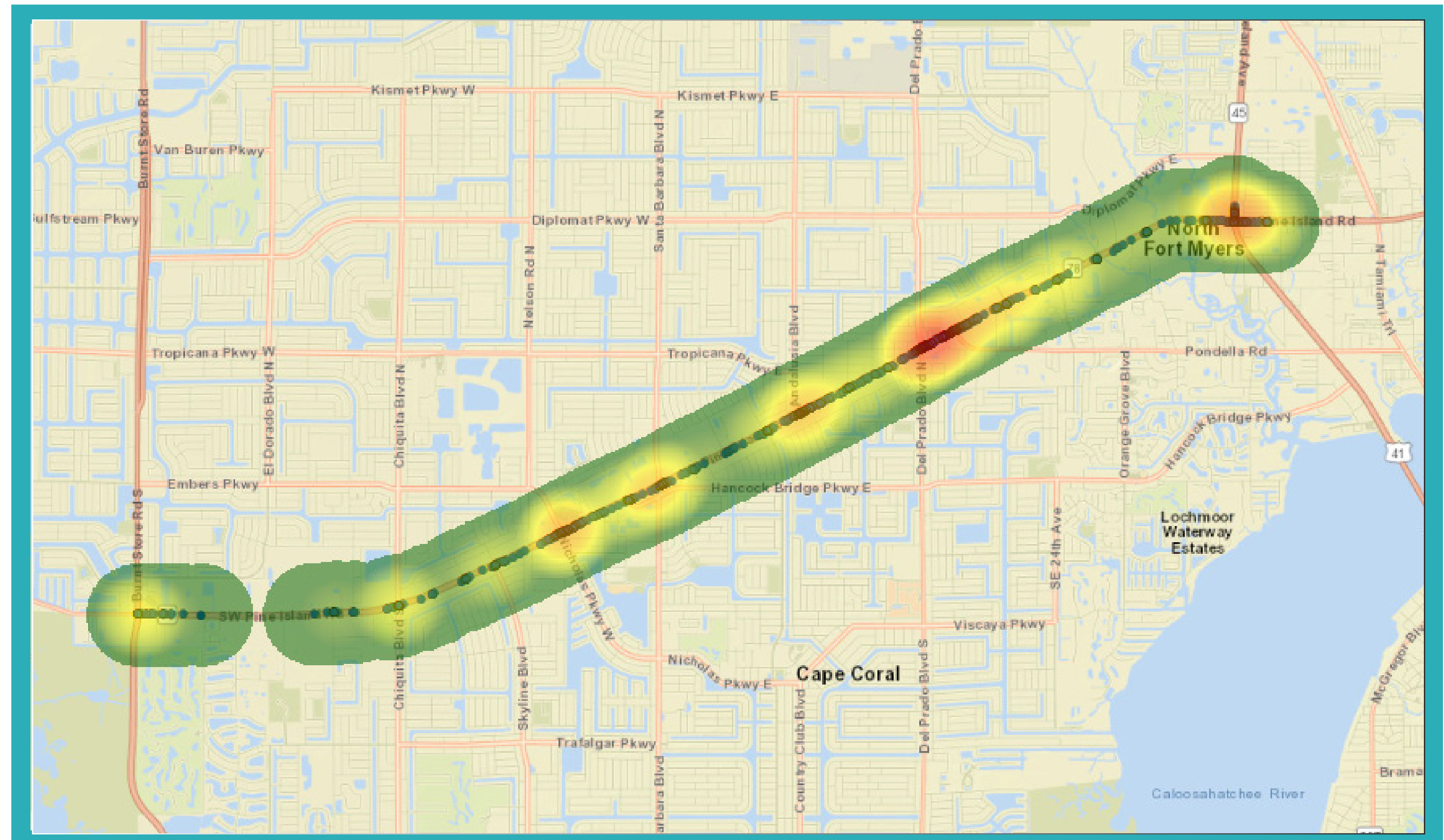


Crash Type



2015-2019:

17 Fatal Crashes | 19 Fatalities
747 Injury Crashes | 1,215 Injuries



Summary of Public Input

Public Workshops Held Sept 2022

- 1 In-Person
- 1 Virtual

MetroQuest Online Survey

- Launched Sept 14, 2022
- Over 225 Participants



KEY TAKE-AWAYS FROM PUBLIC INPUT

VEHICULAR TRAFFIC

- More Lanes
- Add Signals
- Coordinated Signal Timing
- Intersection Improvements
- **Enhanced Safety**

BICYCLISTS

- Buffered Lanes
- Corridor-Wide Bike Facilities
- Shade
- **Enhanced Safety**

PEDESTRIANS

- Continuous Facilities Along Corridor
- Wider Sidewalks
- Multi-Use Paths
- **Enhanced Safety**

SAFETY

- Speed Management
- Street Lighting
- Pedestrian Safety
- Bicyclist Safety

STREETSCAPING

- Beautification
- More Trees
- Median Landscaping
- Shade

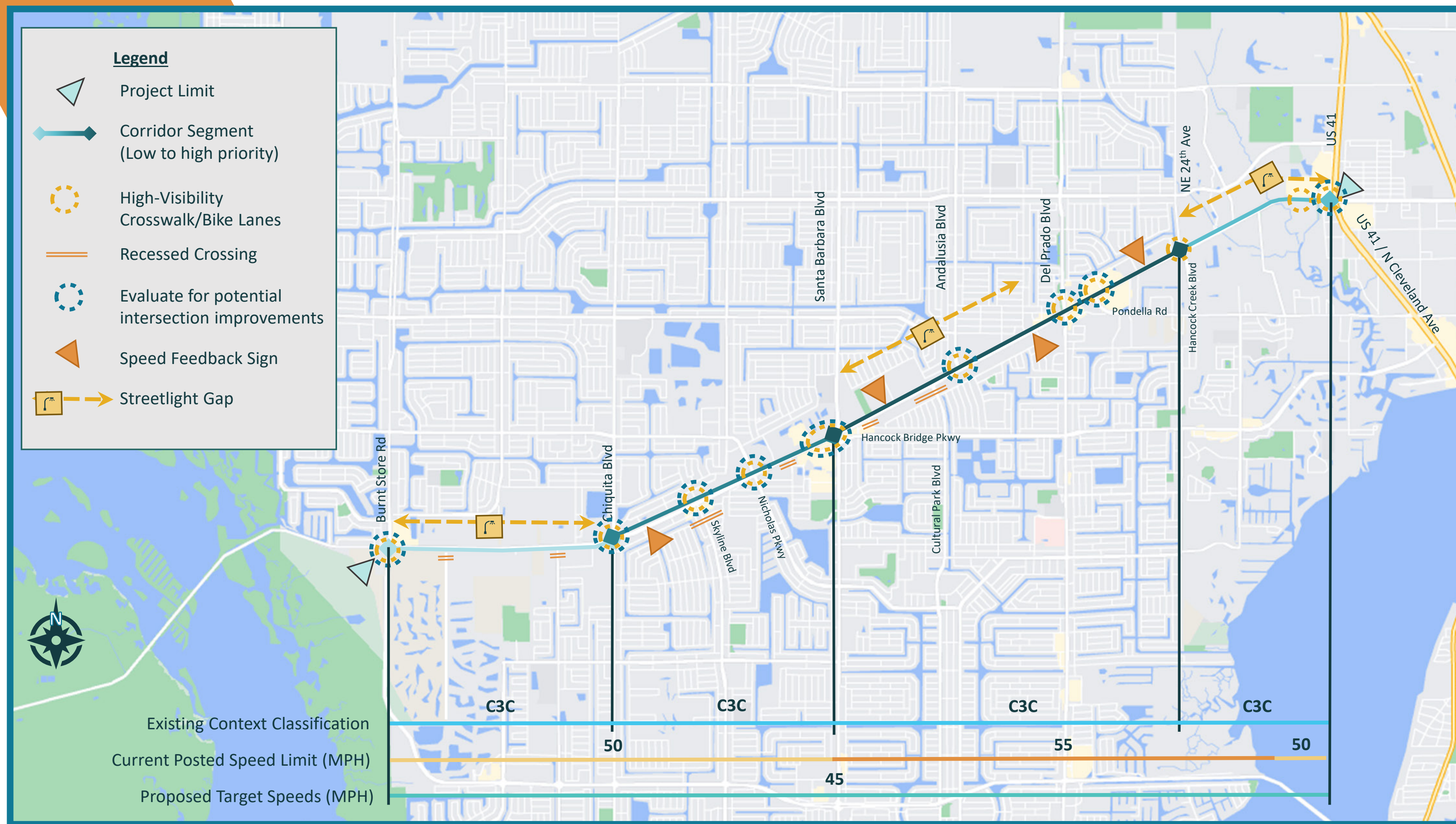
ACCESS

- Transit Access to Shopping
- Access to Businesses
- Turn Lanes
- Bus Pullouts

LAND USE

- Green Spaces
- Walkability
- Mixed Uses: Residential, Restaurant, Commercial

VISION PLAN



- Enhance Safety for All
- Reduce Congestion
- Improve Multimodal Connectivity
- Expand Transit Access
- Enrich Corridor Character

MENU OF OPTIONS

SAFETY

- Visibility
- Speed Management
- Address Historical Crash Hot Spots
- Refuge Islands
- Recessed Crossings
- Reduced Corner Radii
- Protected Intersections
- Roundabouts

CONGESTION

- Added Travel Lanes
- Optimized Signal Timing
- Smart Technologies
- Alternative Intersections
- Access Management

MULTIMODAL

- Access to Destinations
- Buffered Bike Lanes
- Sidewalks
- Multi-use Paths
- Midblock Crossings

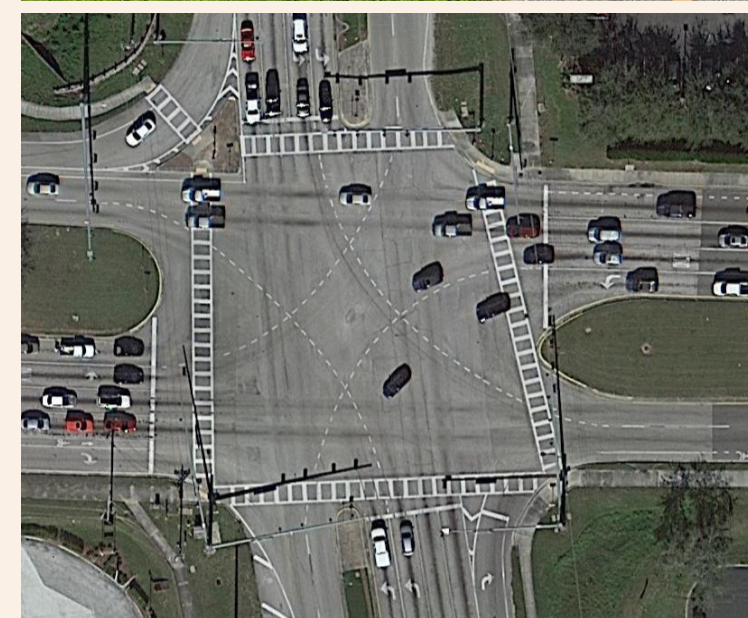
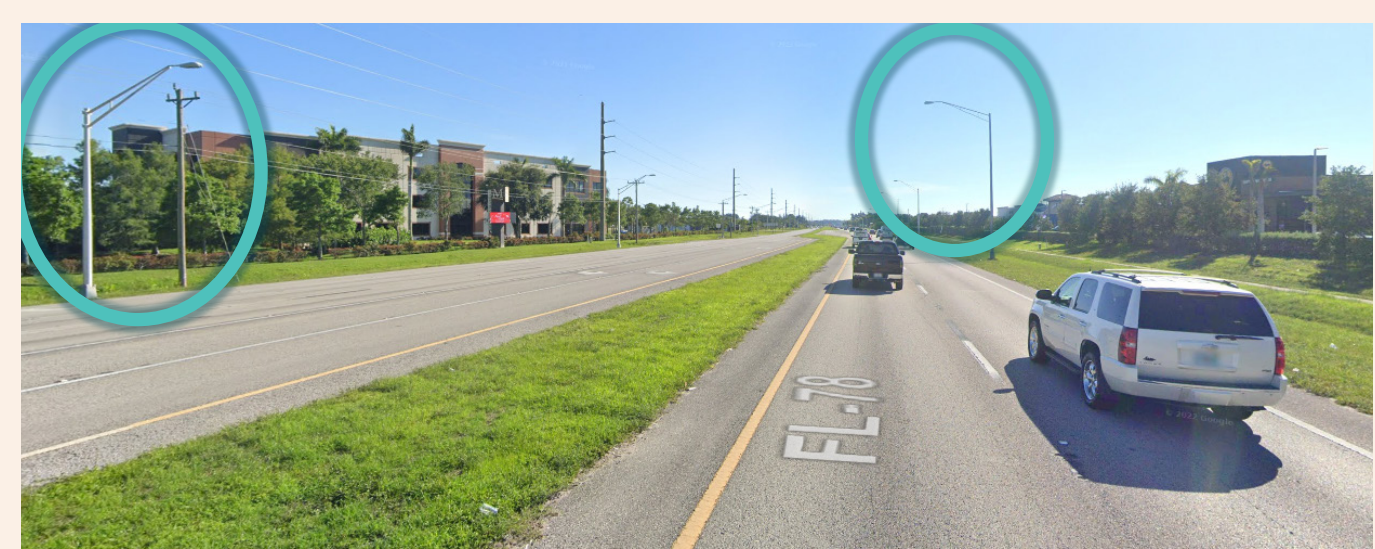
TRANSIT

- On-Demand Services
- Bus Stop Amenities
- Bus Turnouts

CHARACTER

- Gateways
- Landscaping
- Wayfinding

ENHANCE SAFETY

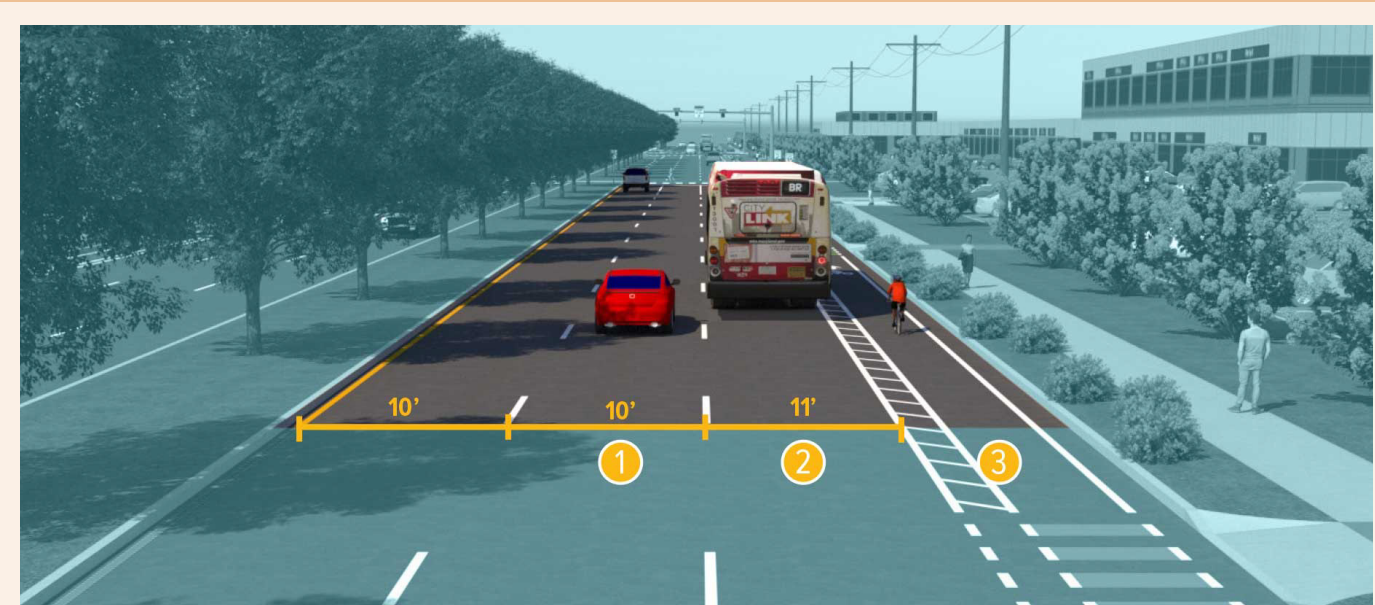


VISIBILITY IMPROVEMENTS

- Streetlighting
- High visibility pedestrian + bicycle markings

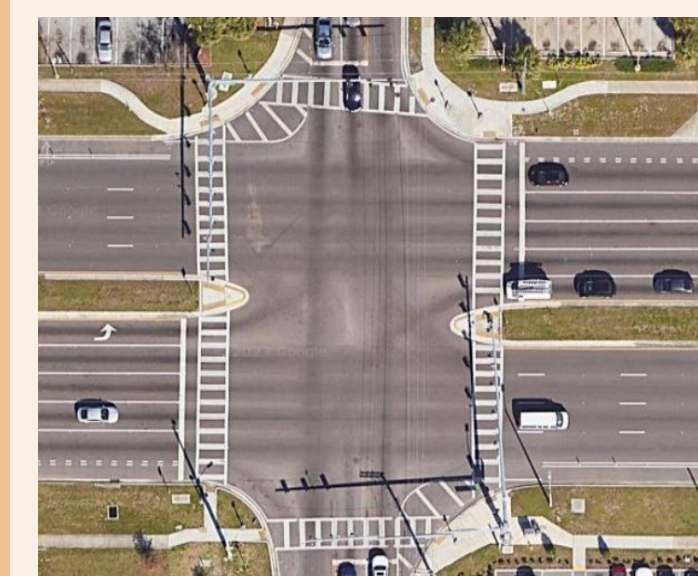
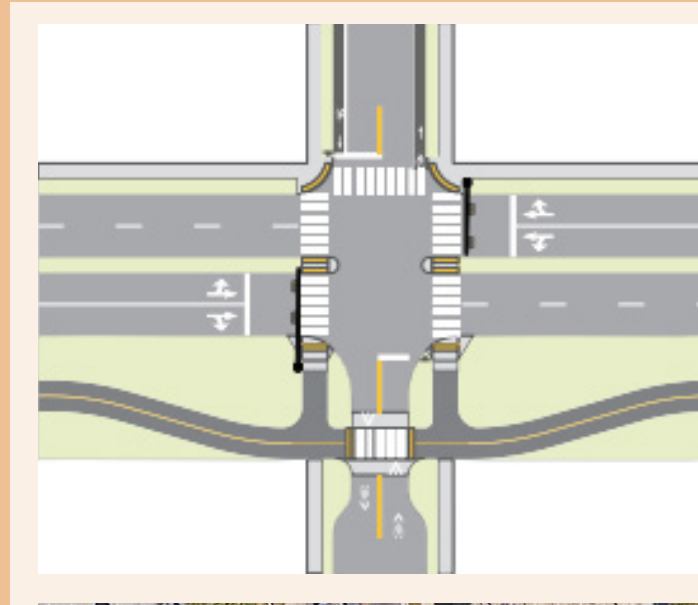


Refuge islands at intersections

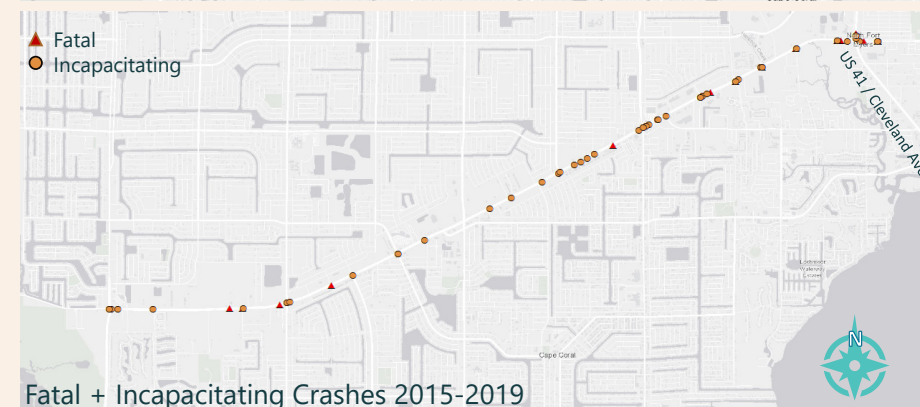
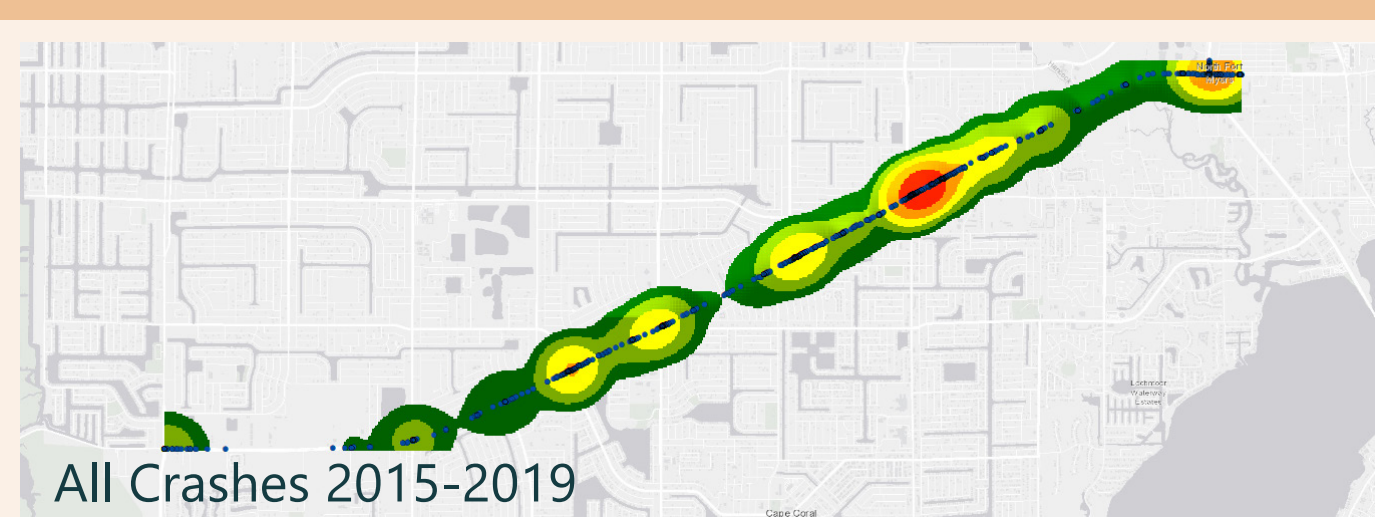


VEHICLE SPEED MANAGEMENT

- Set target speed of 45 mph
- Speed-feedback signs
- Lane narrowing
- Landscaping elements
- Increased signal density

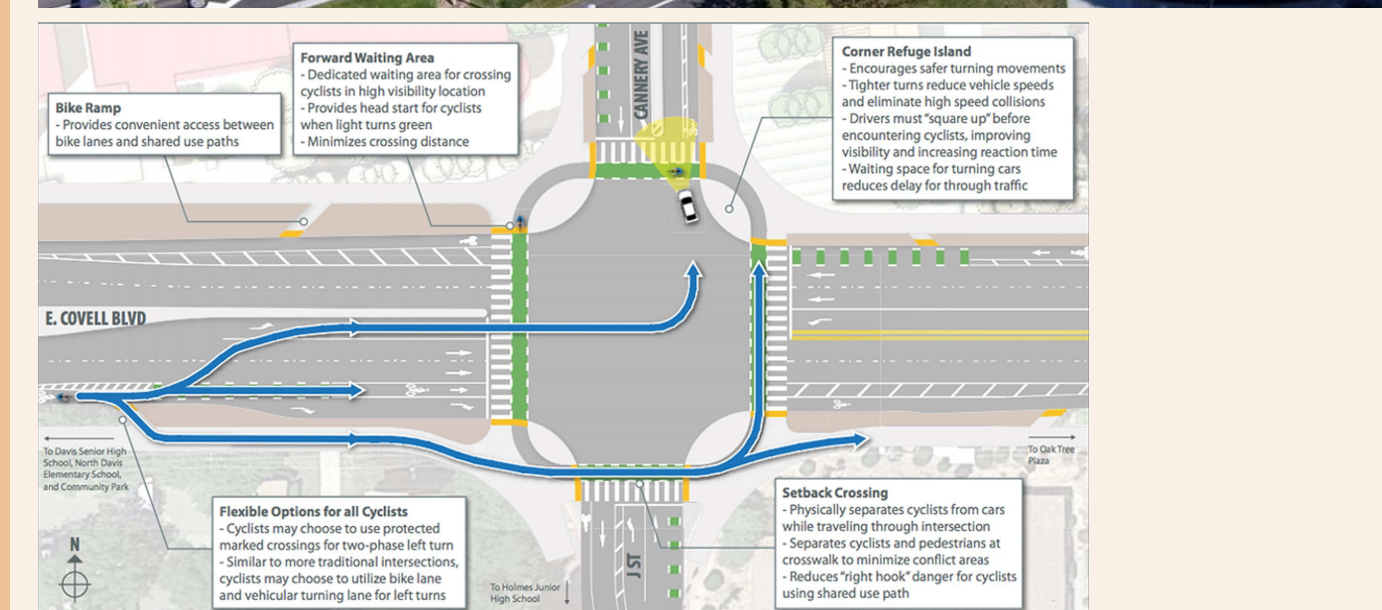


Recessed Crossings



REDUCE FATAL/INCAPACITATING CRASHES

- Identify high crash locations and evaluate potential safety countermeasures

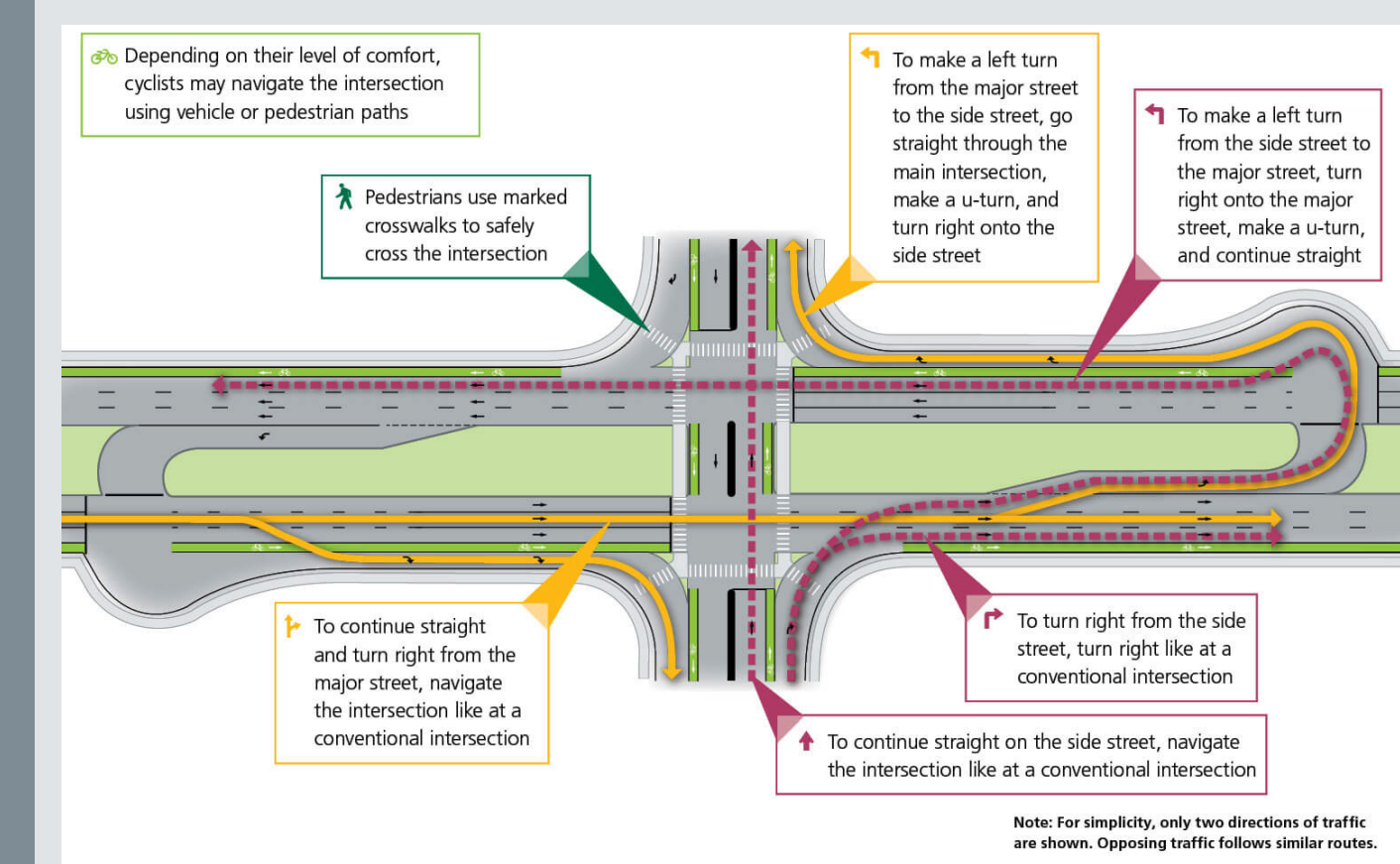


Protected intersections

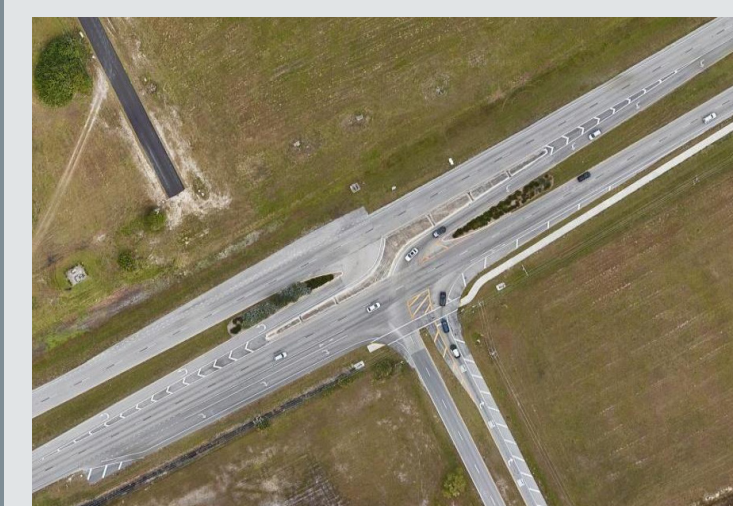
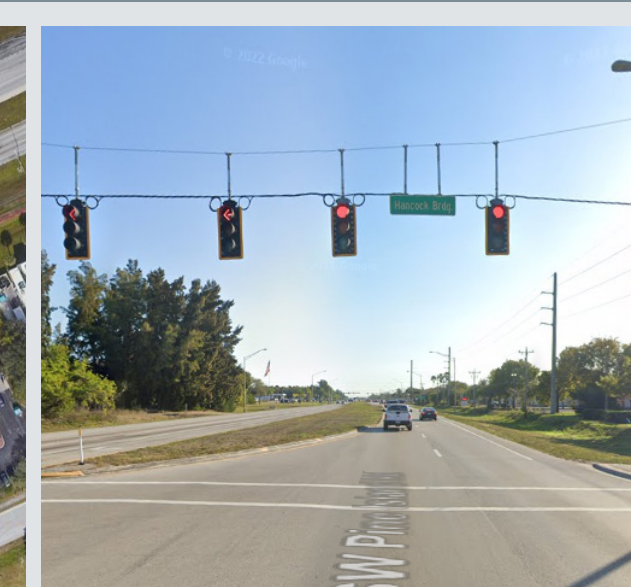
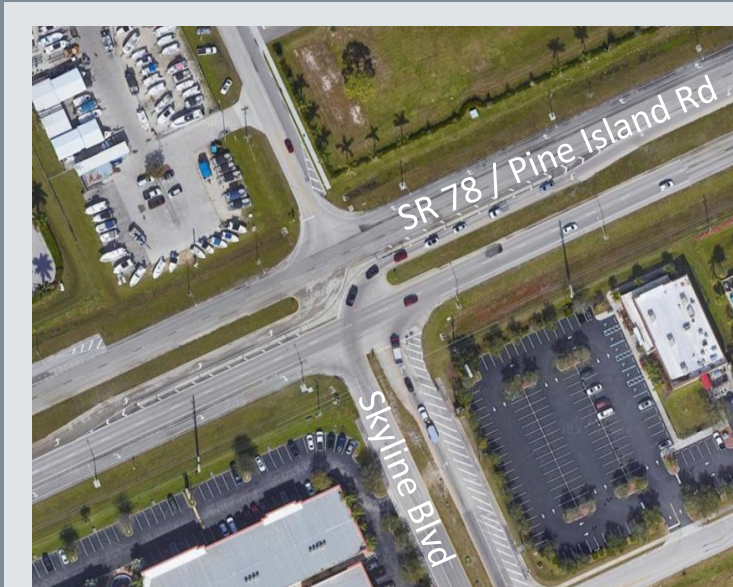
REDUCE CONGESTION



Additional travel lanes
Evaluate opportunities to implement new technologies along corridor



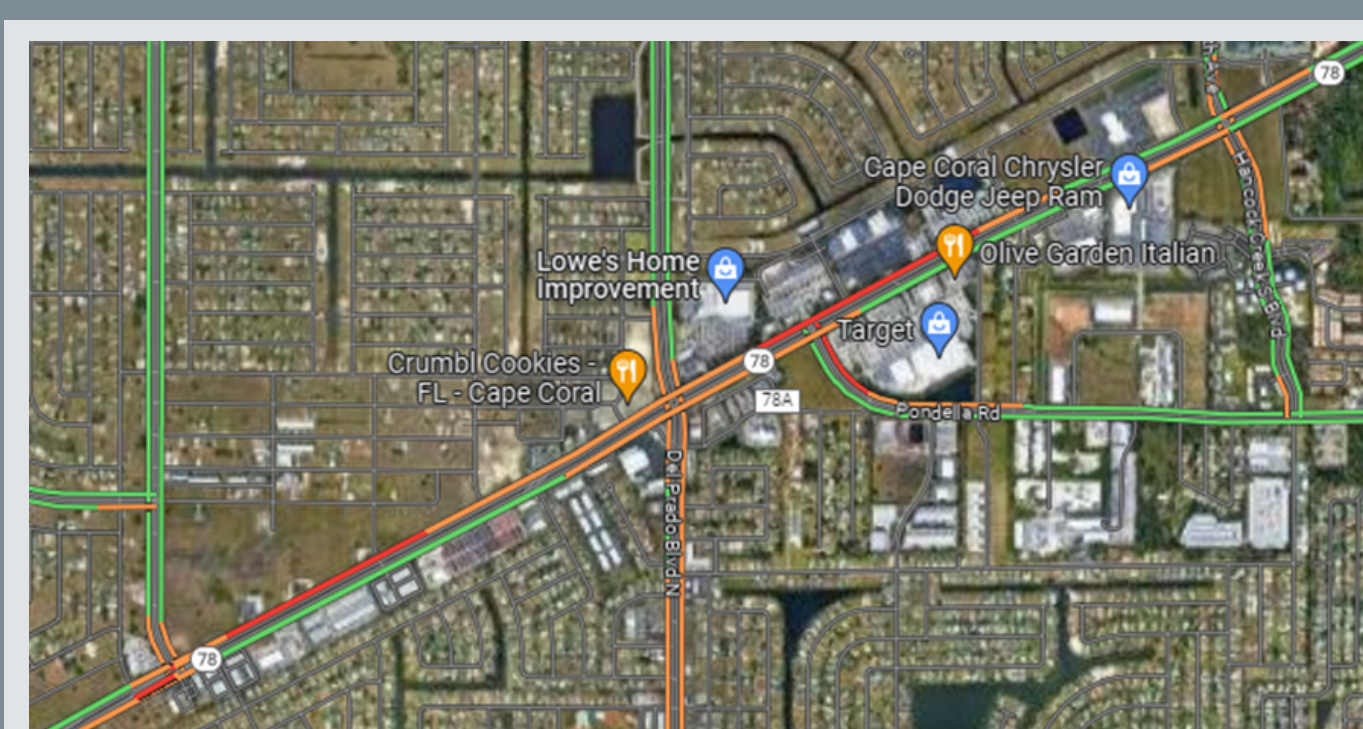
Median U-Turn Intersections



Optimized signal timing
Identify New Signal Locations



Evaluate access management along the corridor



Address bottlenecks along the corridor

Evaluate intersection improvements that incorporate increased efficiency + enhance safety for non-motorized users

MULTIMODAL CONNECTIVITY



Connections between non-motorized facilities & adjacent businesses



Multi-use Path



Buffered Bicycle Lanes

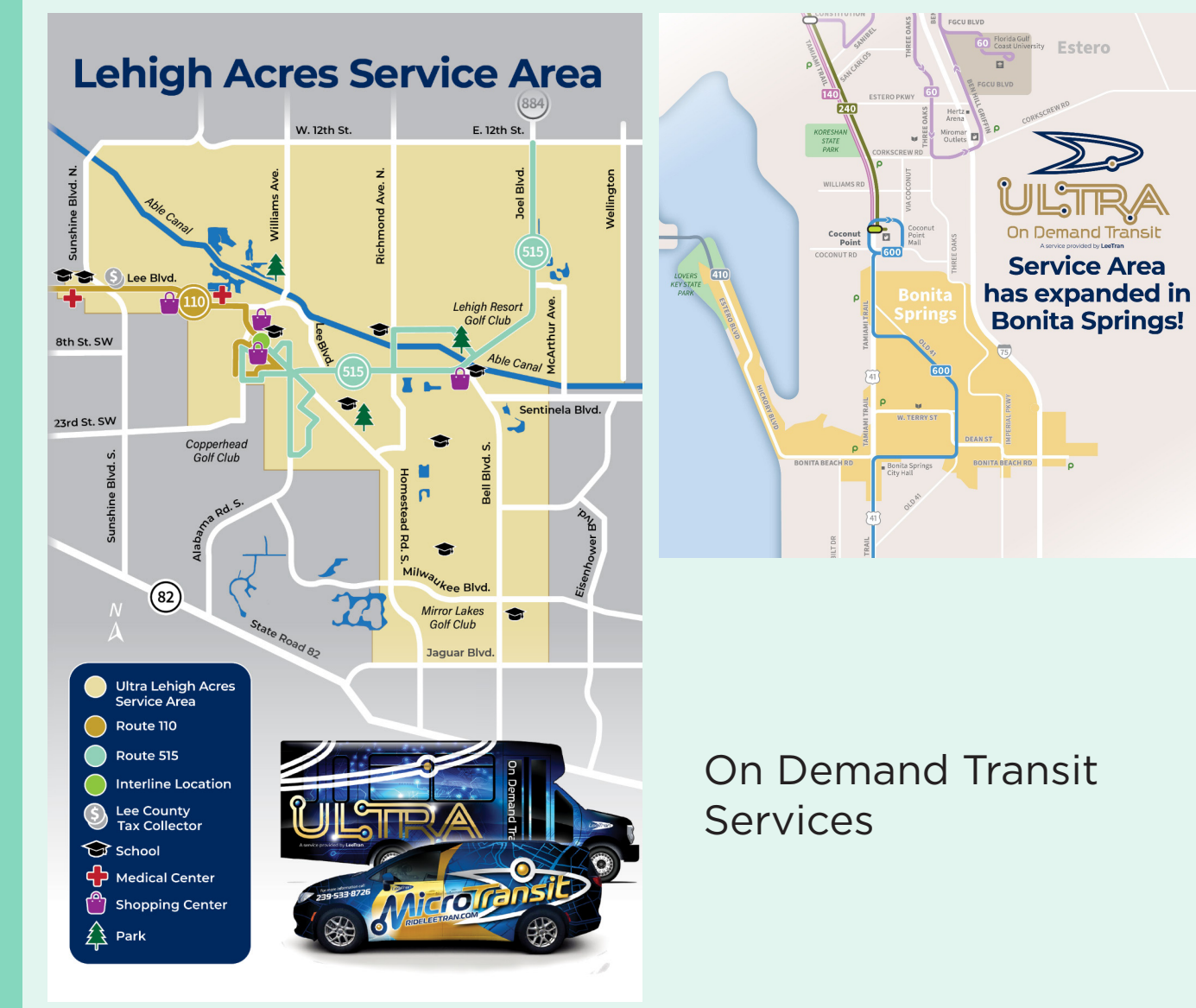


Signalized Mid-block Crossings

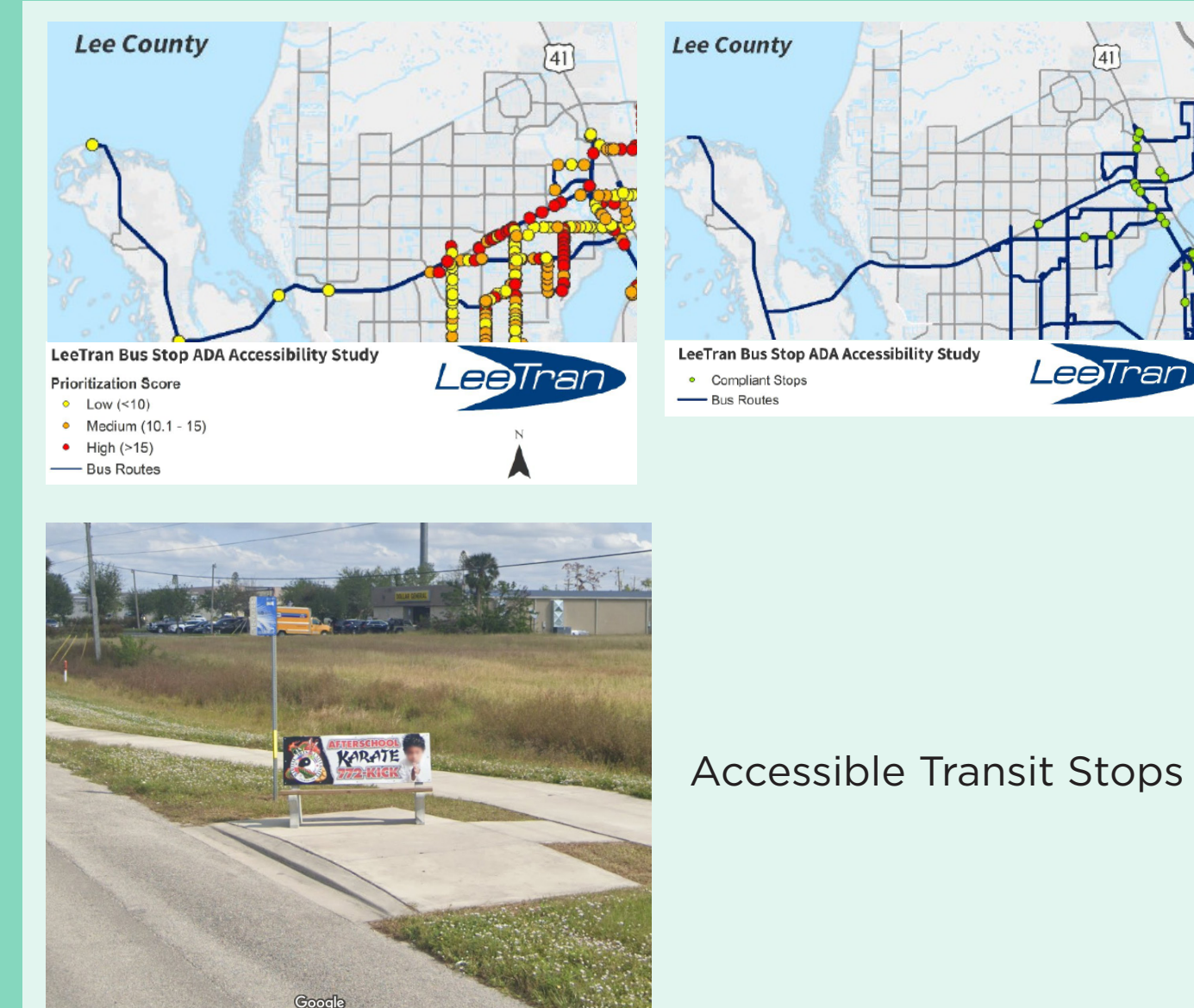


Sidewalks

IMPROVE TRANSIT ACCESS



On Demand Transit Services



Accessible Transit Stops



Bus Turnouts + Shelters



ENRICH CORRIDOR CHARACTER



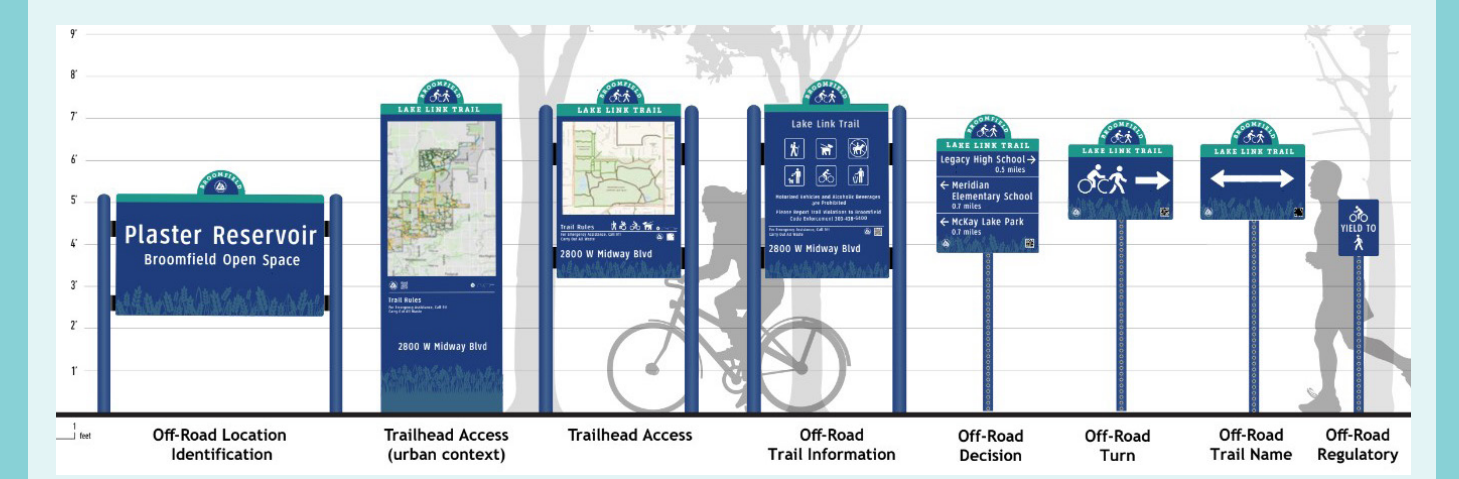
Gateways



Landscaping



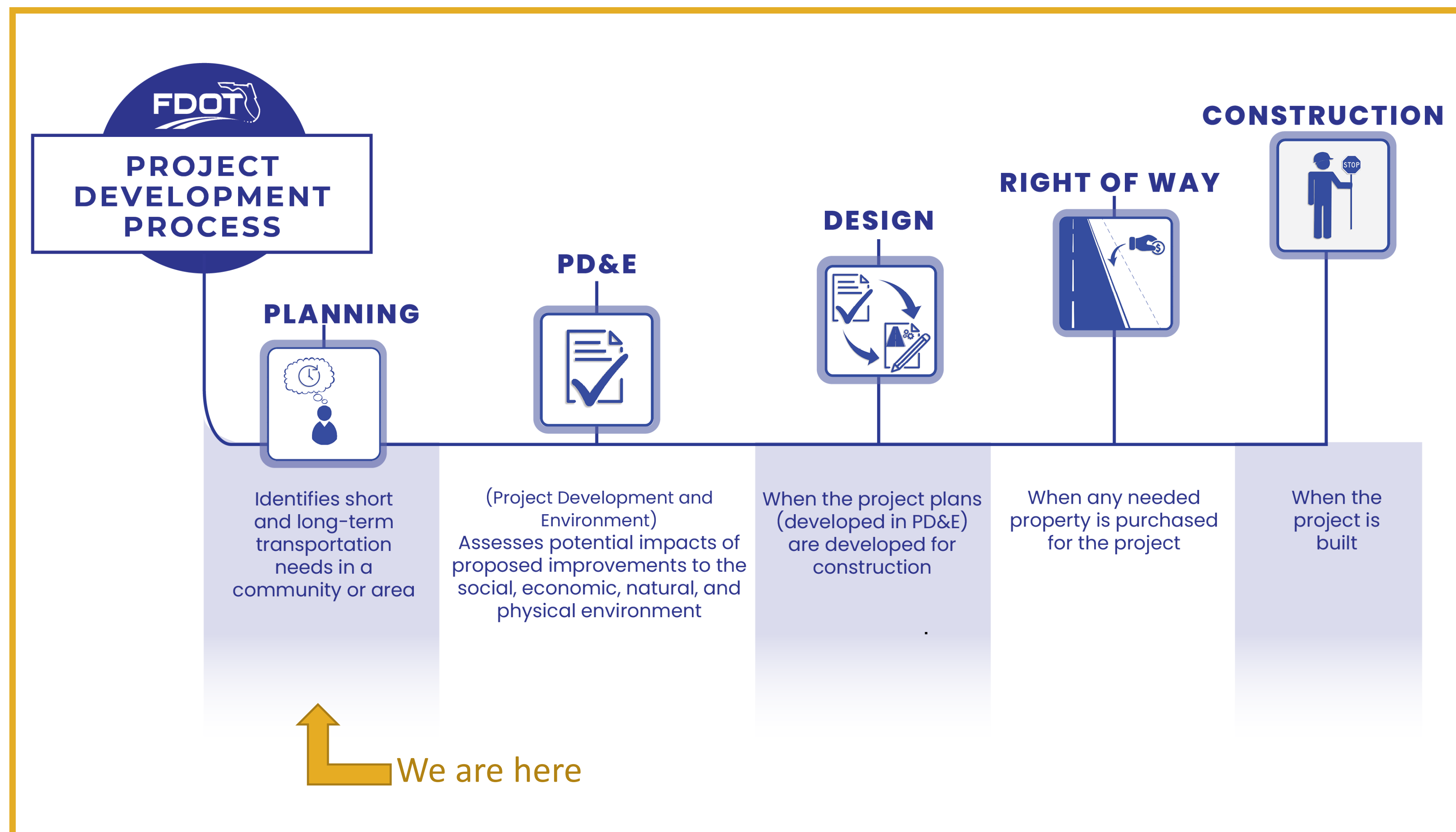
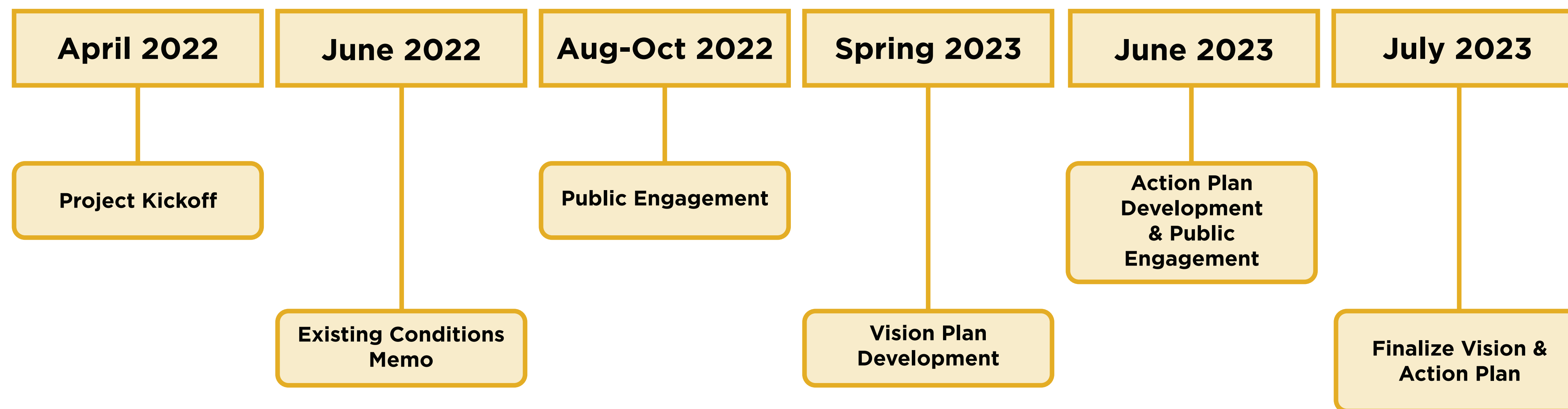
Wayfinding Signage



NEXT STEPS

Project Goals

- Develop vision for what future corridor should look like
- Create action plan to realize vision by guiding decisions regarding:
 - Land Use
 - Transportation



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Project Website

<https://www.swflroads.com/project/442083-1>

