



Public Hearing

SR 70

*Median Modifications Safety
Improvements*

October 3, 2023



Public Hearing

This hearing is also conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the forms located at the sign-in table and mail the completed form to the address listed on the poster board.

Public Hearing

General Public Involvement Policy

- Federal Highway Act of 1968, as amended
- National Environmental Policy Act of 1969, as amended
- Title 23, Code of Federal Regulations, Part 450 & 771
- Title 40, Code of Federal Regulations, Parts 1500-1508
- 23 United States Code, Section 109(h)
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964 and other Nondiscrimination laws
- Executive Order 12898, Environmental Justice
- Executive Order 13166, Limited English Proficiency
- Executive Order 07-01, Section 2, Plain Language Initiative
- Section 286.29, FS, Climate-Friendly Public Business (Green Lodging)

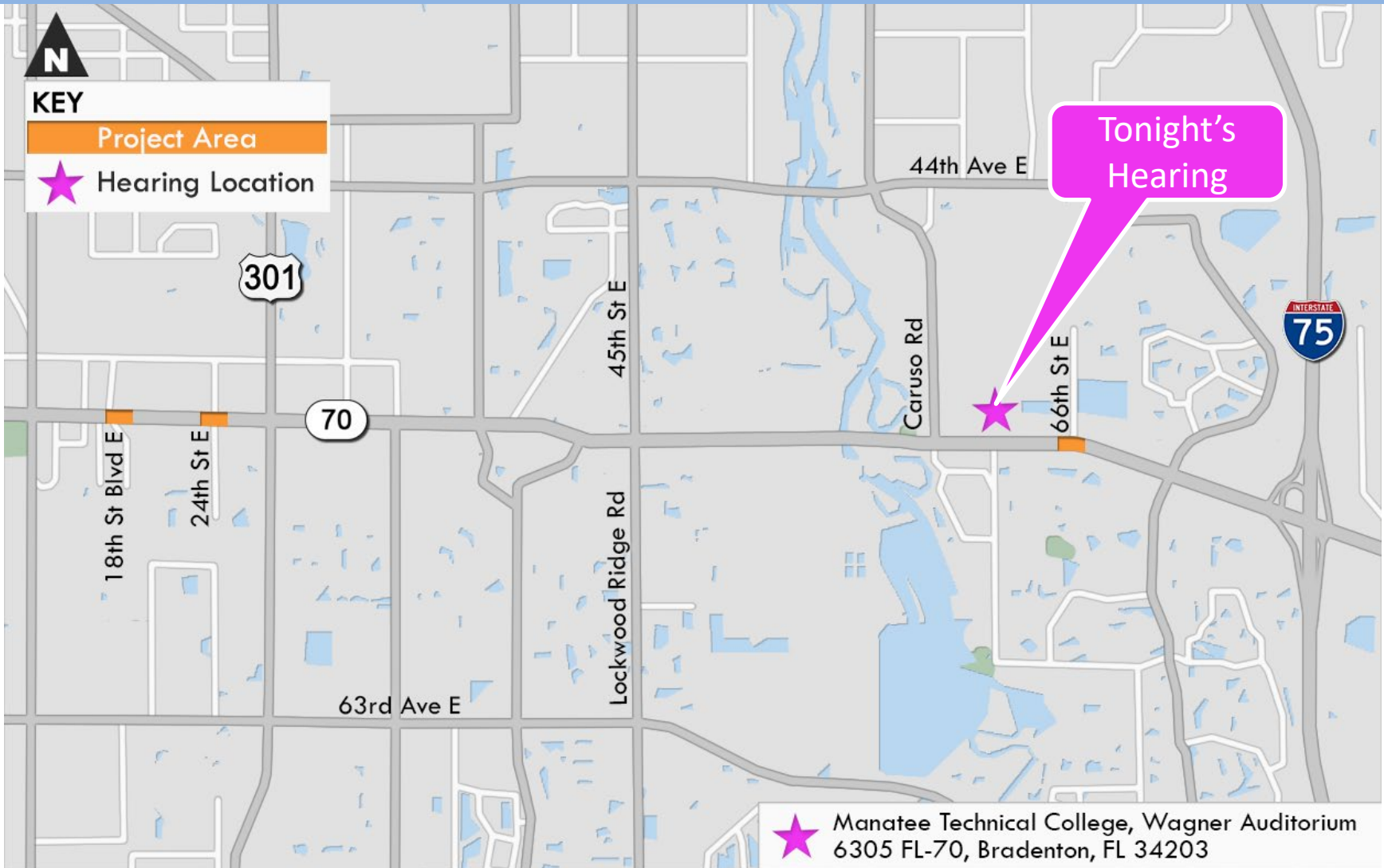
Hearing Requirements

- Chapter 23, United States Code 128
- Florida Statutes: Sections 120.525, 286.011, 339.155
- Jessica Lunsford Act
- Rule 14-97, Florida Administrative Code
- Section 335.199, Florida Statutes

Public Hearing: Project Presentation

SR 70 at 66th St. E, 24th St. E, and 18th St. Blvd E

Project Location



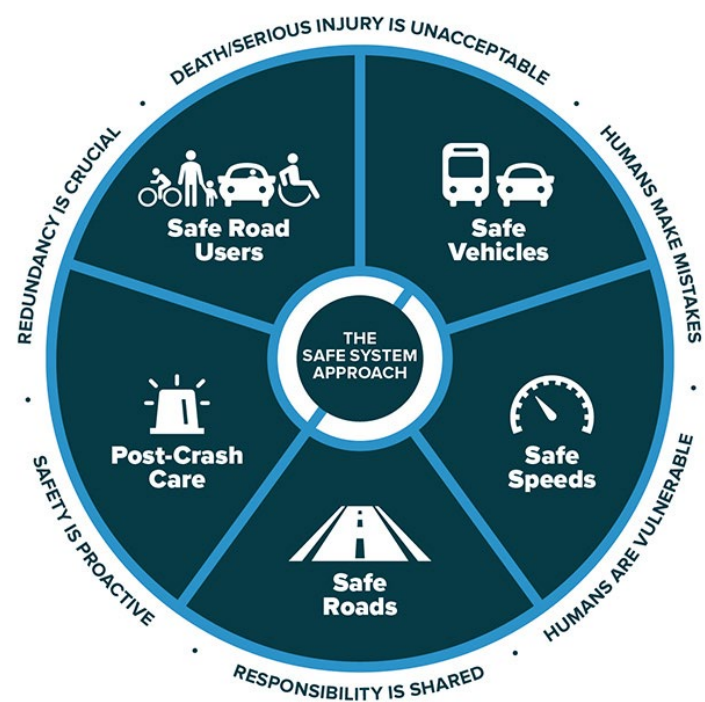
Project Need

Why are we doing this?

- SR 70 ranks in the top 20 most dangerous corridors with high numbers of fatal and serious injury crashes.

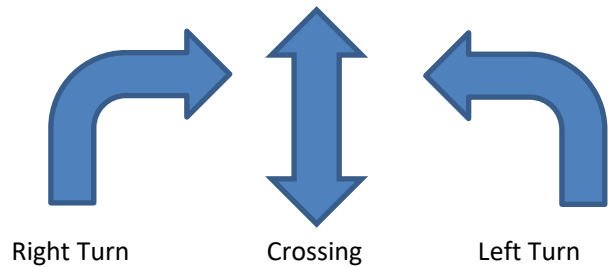
The project includes median modifications along SR 70 at:

- 66th St E
- 24th St E
- 18th St Blvd E

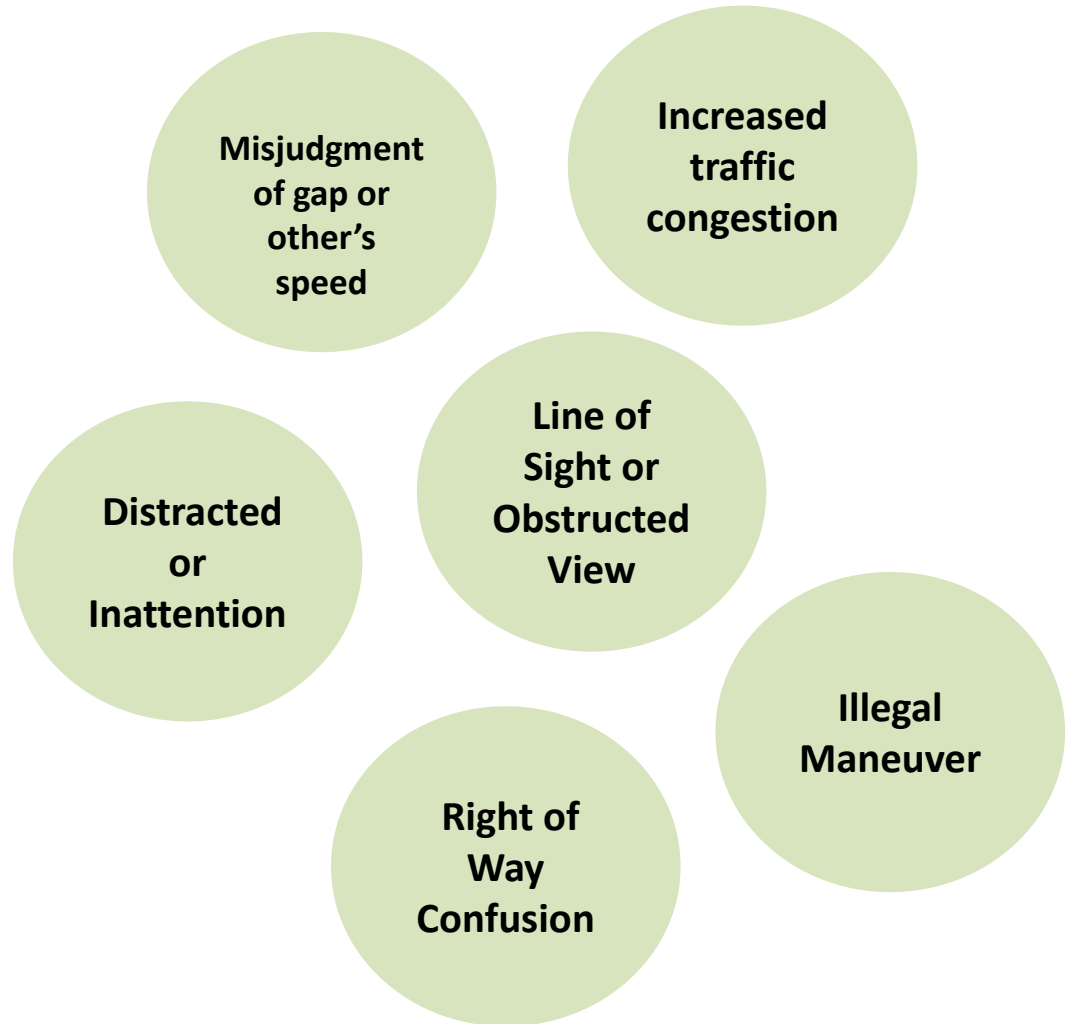


Source: FHWA.

Intersection & Median Safety Concerns

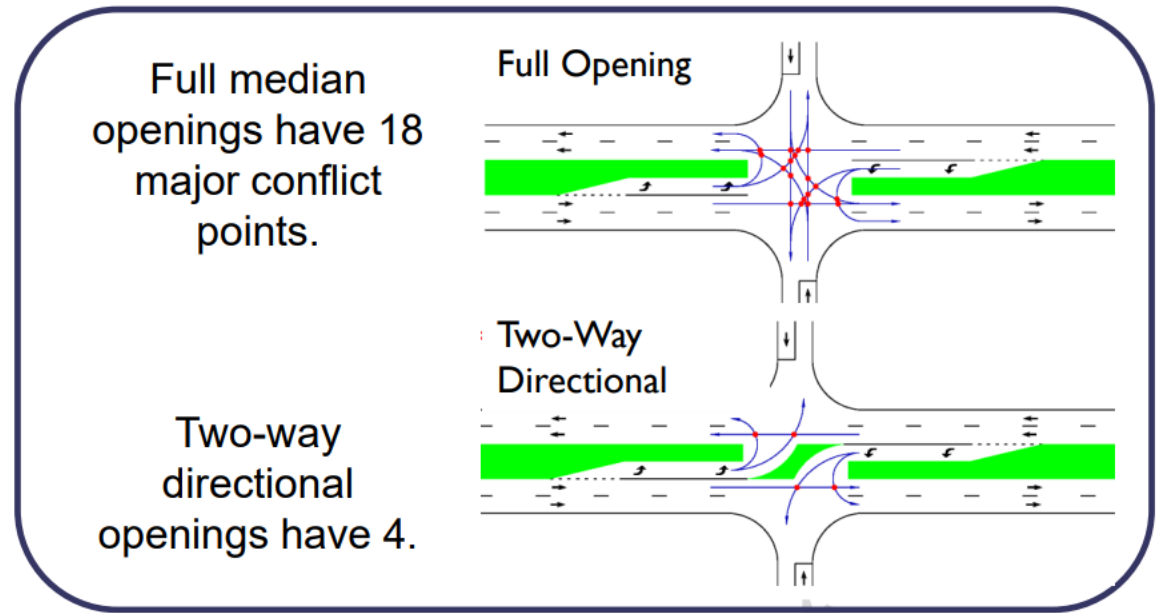


30%
of all traffic fatalities occur from intersection-related crashes



Median Openings & Conflict Points

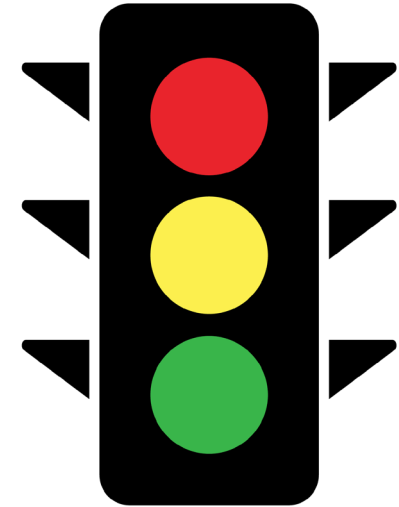
- Conflict Points: areas where paths legally cross within an intersection
- Reducing the number of conflict points increases safety
- Changing crash types increases safety



Restricting the number of conflict points reduces fatal and injury crashes by 54%

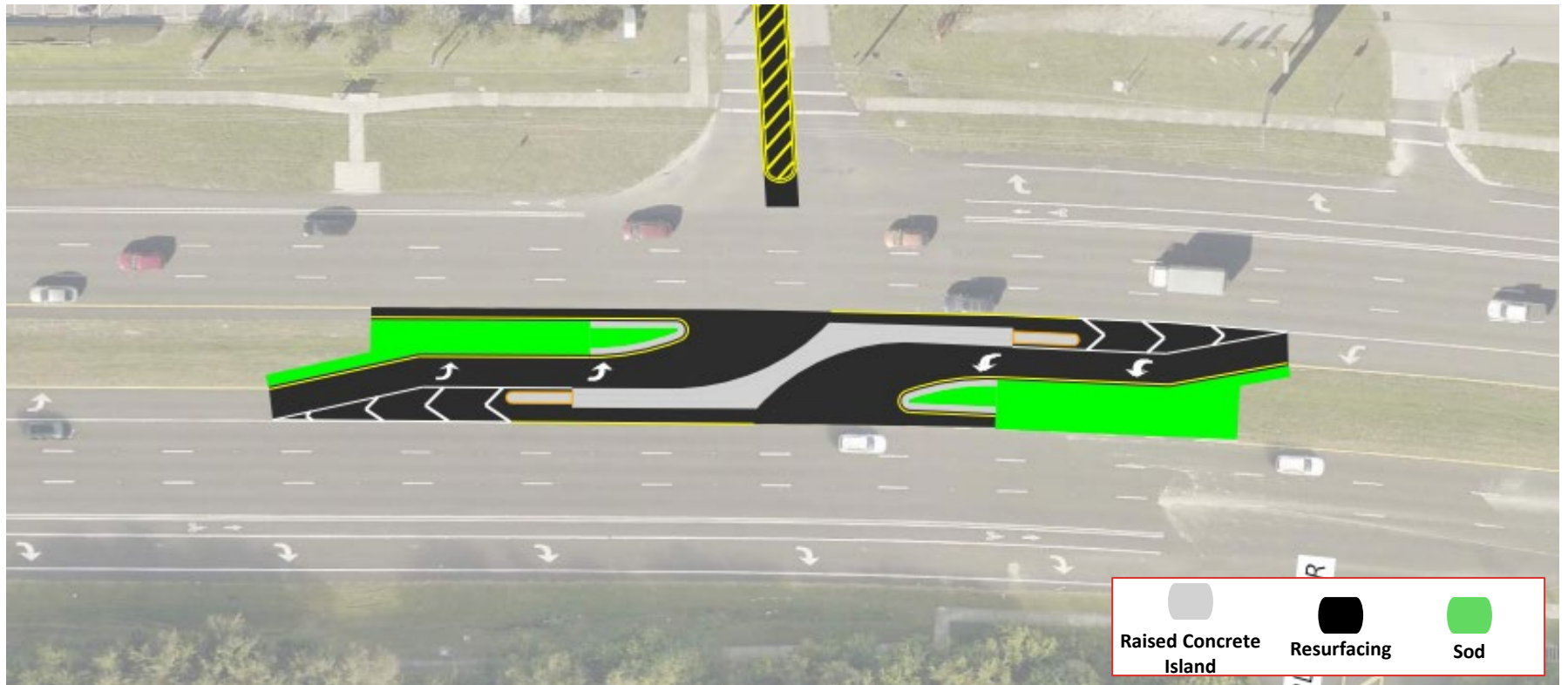
Why Not A Signal?

- Signals need to be warranted
- All locations were studied, and warrants were not met
- A signal would increase delay on SR 70
- Signals increase crashes
 - High speed rear end
 - Red light running



Proposed Improvements SR 70 at 66th Street East

Modify median to allow only eastbound and westbound left turns



Proposed Improvements SR 70 at 24th Street East

Modify median to allow only eastbound and westbound left turns



Proposed Improvements SR 70 at 18th Street Boulevard East

Modify median to allow only eastbound and westbound left turns



Schedule and Cost

- Final Design: to be determined
- Construction: to be determined (anticipated 2029)
- The estimated construction cost is \$1 M



Notes:

- Temporary delineators may be installed during 2024 at all locations
- Crash data 2021 and beyond has yet to be location verified by FDOT Central Office

Opportunity for Input

- Ask Project Team questions.
- Provide comment during public testimony.
- Provide a private comment to court reporter.
- Complete a Comment Form and return in drop-box or mail back to us.



Thank you for participating!

SR 70 Median Modifications – Safety Improvements