



SUMMARY OF FINDINGS

CENTRAL MANATEE NETWORK ALTERNATIVES ANALYSIS

PHASES II AND III

FPID NO. 434451-I-12-01 | May 2019





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CMNAA STUDY PROCESS

1

Goals and Objectives | COMPLETED 2016

Document existing conditions, identify existing and projected deficiencies, and engage the public in developing goals and objectives for transportation investments.

2

Concept Development

Develop and screen concepts and eliminate non-viable alternatives using reasonable and measurable metrics.

3

Programming

Further refine and evaluate selected short-term and long-term projects and package these into an integrated system of improvements. Develop an implementation plan for programming projects through FDOT, the MPO, or local government capital improvement plans.

Tasks completed in Phases 2 and 3:

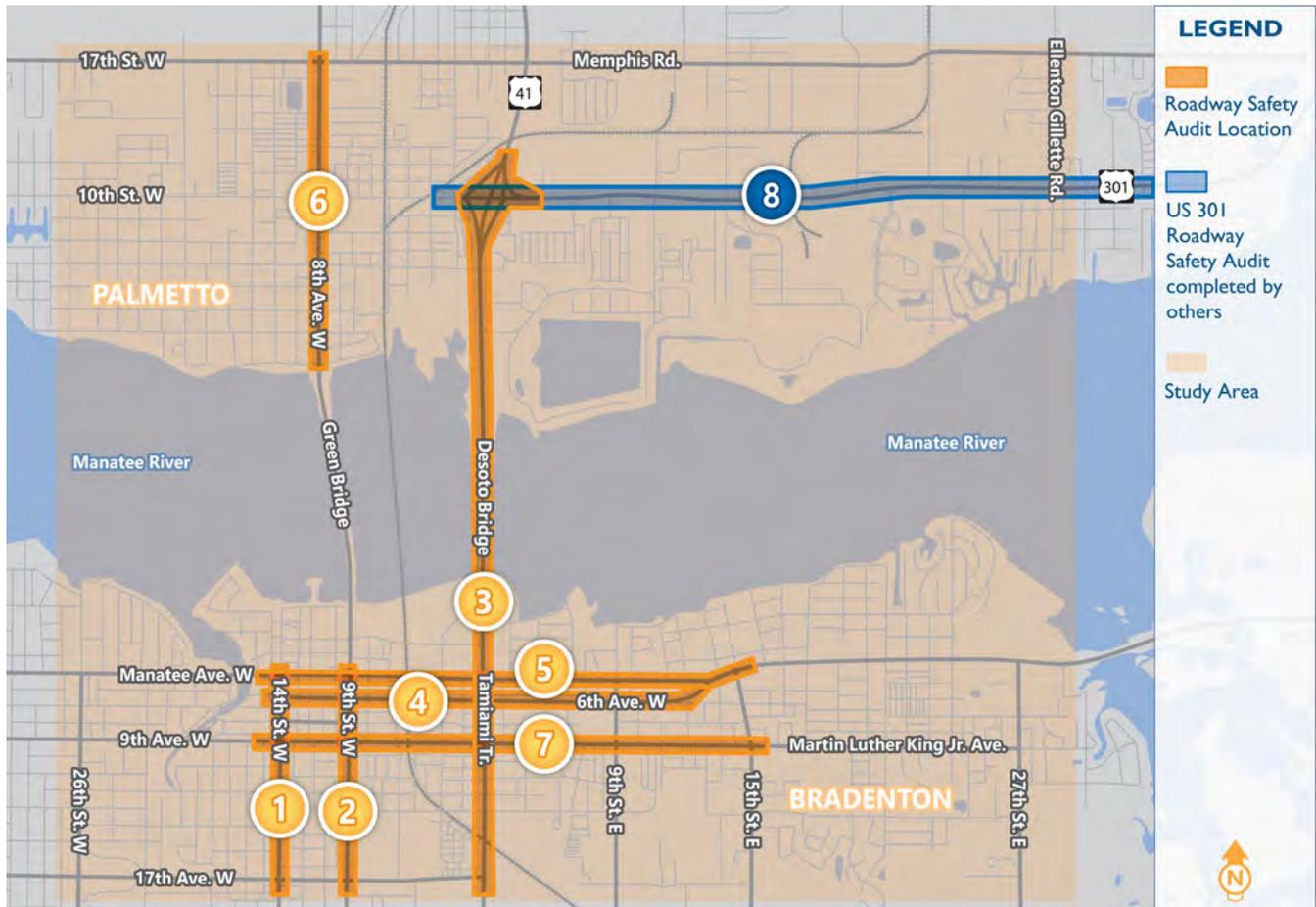
- Brainstorming initial improvement strategies based on Phase 1 findings
- Develop and screen alternatives
- Eliminate non-viable alternatives
- Evaluate viable alternatives
- Present viable alternatives and evaluation findings to local stakeholders and technical reviewers for feedback
- Develop and assess more detailed viable alternatives
- Share detailed alternatives and evaluation to local stakeholders and general public for feedback
- Refine alternatives based on feedback
- Develop implementation plan for viable alternatives

ALTERNATIVES AND STRATEGIES

Phase 2 of the CMNAA study developed and evaluated an array of potential improvements and investments into a multimodal transportation system and programs that would potentially address the transportation needs of the study area and the regional traffic that use the transportation network. The goals and objectives developed during Phase 1 were incorporated and considered in the development of all modal alternatives. The alternatives developed during Phase 2 are separated into the following categories:

-  **Safety**
-  **Traffic Operations Improvements**
-  **Transit**
-  **Bicycle Systems Plan**
-  **Recreational Trails**
-  **Long-term Bridge Alternatives**

Safety



Road Safety Assessment Corridors

Road safety assessments (RSAs) of the following major corridors within the study area were performed to examine the safety performance and develop recommendations for safety improvement projects:

1. 14th Street W (US 41 Business) from 17th Avenue W to SR 64 WB (Manatee Avenue) in Bradenton
2. 9th Street W (US 41 Business) from 17th Avenue W to north of 3rd Avenue W in Bradenton
3. US 41 from 17th Avenue W/E to 17th Street E in Bradenton and Palmetto
4. 6th Avenue W/E (SR 64 Eastbound) from 15th Street W to 15th Street E in Bradenton
5. Manatee Avenue W/E (SR 64 Westbound) from 15th Street E to 15th Street W in Bradenton
6. 8th Avenue W from Green Bridge to 17th Street W in Palmetto
7. 9th Avenue W/E (Dr. Martin Luther King Jr. Avenue W/E) from 14th Street W to 15th Street E in Bradenton
8. SR 43/US 301 from 2nd Avenue to west of 51st Avenue in Palmetto

The primary objective was to proactively identify safety concerns for all modes of transportation within the selected corridors and determine appropriate countermeasures that would mitigate poor conditions. Each RSA corridor included a desktop review, including analysis of historic crash data, traffic volumes, intersection throughput, and existing level of service, and a detailed walking audit by a team of diverse design, safety and agency management staff. Detailed documentation of the findings from each RSA can be found in separate reports prepared and [on record with the Department](#). These reports will be provided to the appropriate traffic operations and design staff in the District for use in the development of project scopes of work for future improvements.



Roadway Safety Assessment Reports



Traffic Operations Improvements

Phase 1 Operational Improvements Alternative

The Phase 1 Operational Improvements have been funded for Design by the Sarasota/Manatee MPO in Fiscal Year 2020. The improvements include removing the northbound left turns from US 41 (1st Street E) and US 41 Business (9th Street W) onto Manatee Avenue (SR 64 Westbound). Vehicles wishing to make these movements would be diverted onto alternate facilities in the following manner:

- Northbound to westbound left US 41 Business & Manatee Avenue:
 - Jughandle: Northbound right turn onto 6th Avenue W from US 41 Business, followed by an eastbound left onto 8th Street W and a northbound left onto Manatee Avenue.
- Northbound to westbound left US 41 & Manatee Avenue:
 - Displaced Left: Northbound left onto 9th Avenue from US 41 followed by a westbound right onto 3rd Street W and a northbound left onto Manatee Avenue.



Phase 1 Operational Improvements - [click here for large scale map on page 23](#)

The conceptual plans in the figure above detail the improvements proposed for the Phase 1 Operational Improvements alternative. The concept was evaluated under anticipated year 2028 conditions. It should be noted that the improvements noted under Number 7 on the figure were not included as part of the final recommendations. The results of comparing these improvements to the no-build alternative are presented in the table on the following page.

Phase 1 Improvements AM and PM Peak Performance Comparison (2028)

Measure of Effectiveness	AM Peak Performance			PM Peak Performance		
	No Build Network	Phase 1 Improvements	Percent Change	No Build Network	Phase 1 Improvements	Percent Change
Network Performance Measures						
Average Delay (seconds/vehicle)	270	99	-63%	305	154	-50%
Average Speed (mph)	13.6	22.3	+64%	12.3	18.8	+53%
Travel Times (minutes)						
NB US 41: 13th Avenue W – North End of Bridge	4.3	2.5	-42%	6.5	5.8	-11%
SB US 41: North of Haben Blvd – 13th Avenue W	13.2	5.0	-62%	9.5	5.2	-45%
NB US 41 Business: 13th Avenue W – North End of Bridge	6.2	5.4	-13%	7.1	5.9	-17%
SB US 41 Business: North End of Bridge – 13th Avenue W	5.2	5.0	-4%	6.4	5.7	-11%
EB SR 64: 15th Street W – 15th Street E	14.6	6.8	-53%	20.8	7.4	-64%
WB SR 64: 15th Street E – 15th Street W	5.7	4.8	-16%	7.5	5.1	-32%

A Benefit- Cost Analysis was performed to assess the economic benefits of the Phase 1 Operational Improvements alternative. The analysis yielded a ratio of 1:21.80, indicating that the anticipated benefits significantly outweigh the cost for implementation and that there are strong economic justification for the recommended improvements. The table below provides detail of the Benefit-Cost Analysis and how the ratio was calculated.

Details about the Phase 1 Operational Improvements alternative are provided in the full *CMNAA Summary of Findings Report*. A preliminary scope of work and cost estimate for construction was prepared for use in the project programming phase.

Benefit-Cost Analysis for Phase I Operational Improvements

Measure	AM Peak Period (7:00 to 9:00)	PM Peak Period (7:00 to 9:00)
Network Delay (E+C) (Hours)	1,312	1,883
Network Delay (E+C and Phase 1 Improvements) (Hours)	872	1,100
Expected Savings (Hours)	440	784
Dollar Equivalent of Hours Saved	\$7,782	\$13,847
Annual \$ Savings	\$2,334,540	\$4,153,950
Total Annual Savings	\$6,488,490	
Expected Cost of Phase 1 Improvements (\$)	\$3,309,960	
Expected Service Life of Improvements (Years)	15	
Annualized Cost of Phase 1 Improvements (\$)	\$297,701	
Benefit-Cost Ratio	21.80	

Transit

Transit strategies that support improved modal circulation within the study area were identified and evaluated in coordination with Manatee County Area Transit (MCAT). The analysis included the study of local commuting patterns of the study area residents and employees through the application of the Longitudinal Employer-Household Dynamics (LEHD) On-The-Map data which captures and summarized home-to-work travel demands. Overall the analysis showed a strong concentration of trips related to the origins and destinations within and to the study area. Existing transit services were found to accommodate current trip patterns to and from major employment centers.

Based on these findings, it was recommended that efforts to improve transit service should be steered toward enhancements of existing service rather than new service.

An evaluation of recent and planned transit improvements, existing ridership, boarding and alighting data, and a field audit to capture “real-life” movement at and near the bus stops was conducted during the study. The evaluation results, along with several coordination and review meeting, were used to develop a series of alternative transit improvements that were supported by MCAT. Final recommendations for public transit include the following:

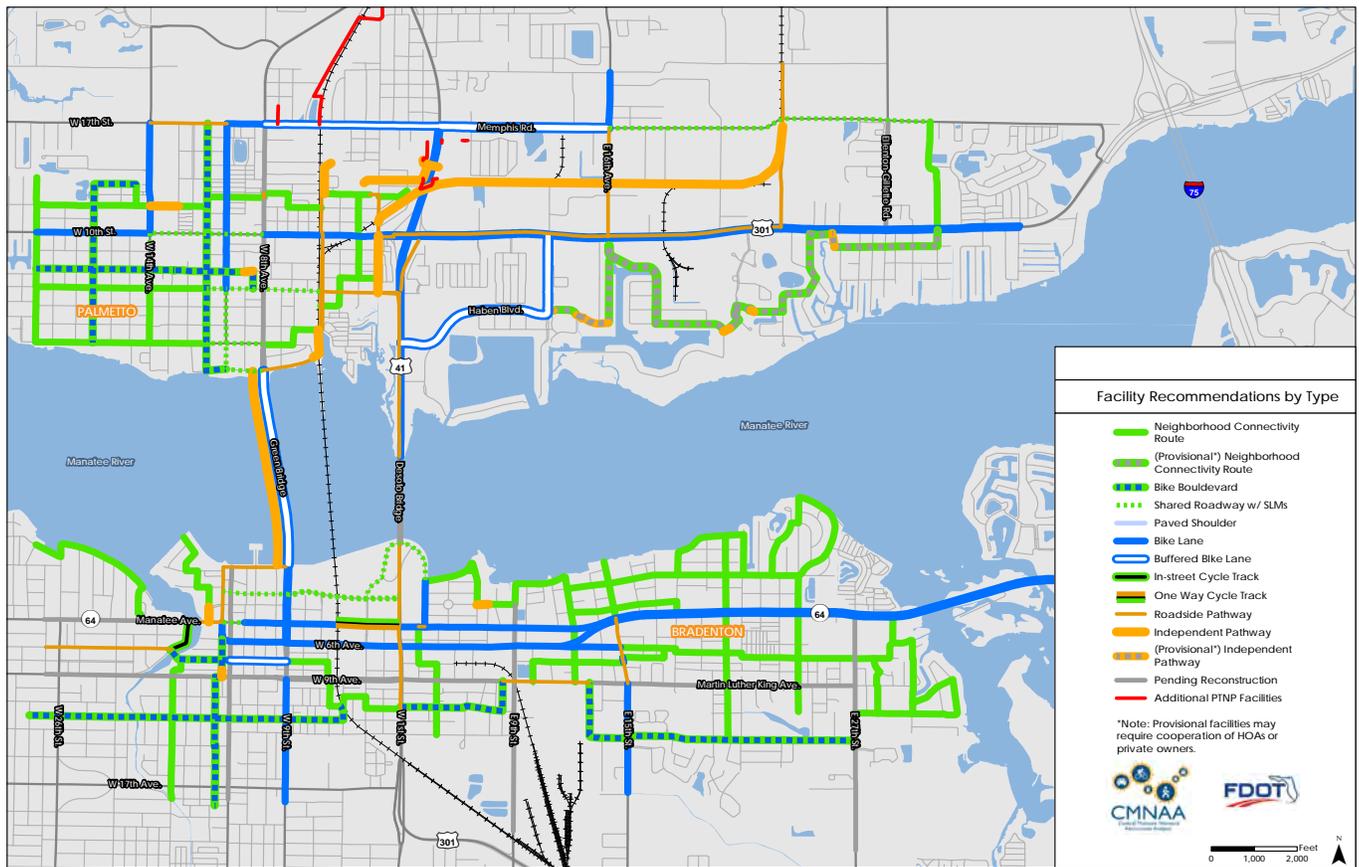
- ✓ Focus on expanded capacity and service provided by Route 99 to Sarasota
- ✓ Plan and design for the future expansion of the Downtown Bradenton Transit Center
- ✓ Evaluate and if appropriate implement on demand service for Route 13
- ✓ Consider and minimize impact to bus routing due to roadway network changes
- ✓ Continue to address ADA and sidewalk gaps to improve access to transit

For more information on transit alternatives developed for the CMNAA study, see the [Transit Alternatives Technical Memorandum](#) on record with the Department.

Bicycle Systems Plan

A *Bicycle Systems Plan* was developed which provides recommendations for improved low-stress bicycle travel through the area by designating bike routes, improving existing facilities, and filling gaps in connectivity. Recommendations were developed for over 60 miles of roadway, representing a variety of roadway types including arterial and collector corridors and local streets. The recommendations also include development of independent biking facilities as well as conducting more detailed neighborhood level studies targeting development of neighborhood connectivity routes and associated wayfinding.

The approach for the *Bicycle Systems Plan* was to provide route options that allow individual cyclists to choose the sequence of facilities that best serves their needs and trip purposes on any given day. The types of facilities include pathways (both next to roadways and independent), separate bikeways, bike lanes, and various types of shared roadways. The following map reflects the connectivity of the various facilities and how they would create a comprehensive network across the study area. Additional information about the [Bicycle Systems Plan](#) can be found with the report on record with the Department.



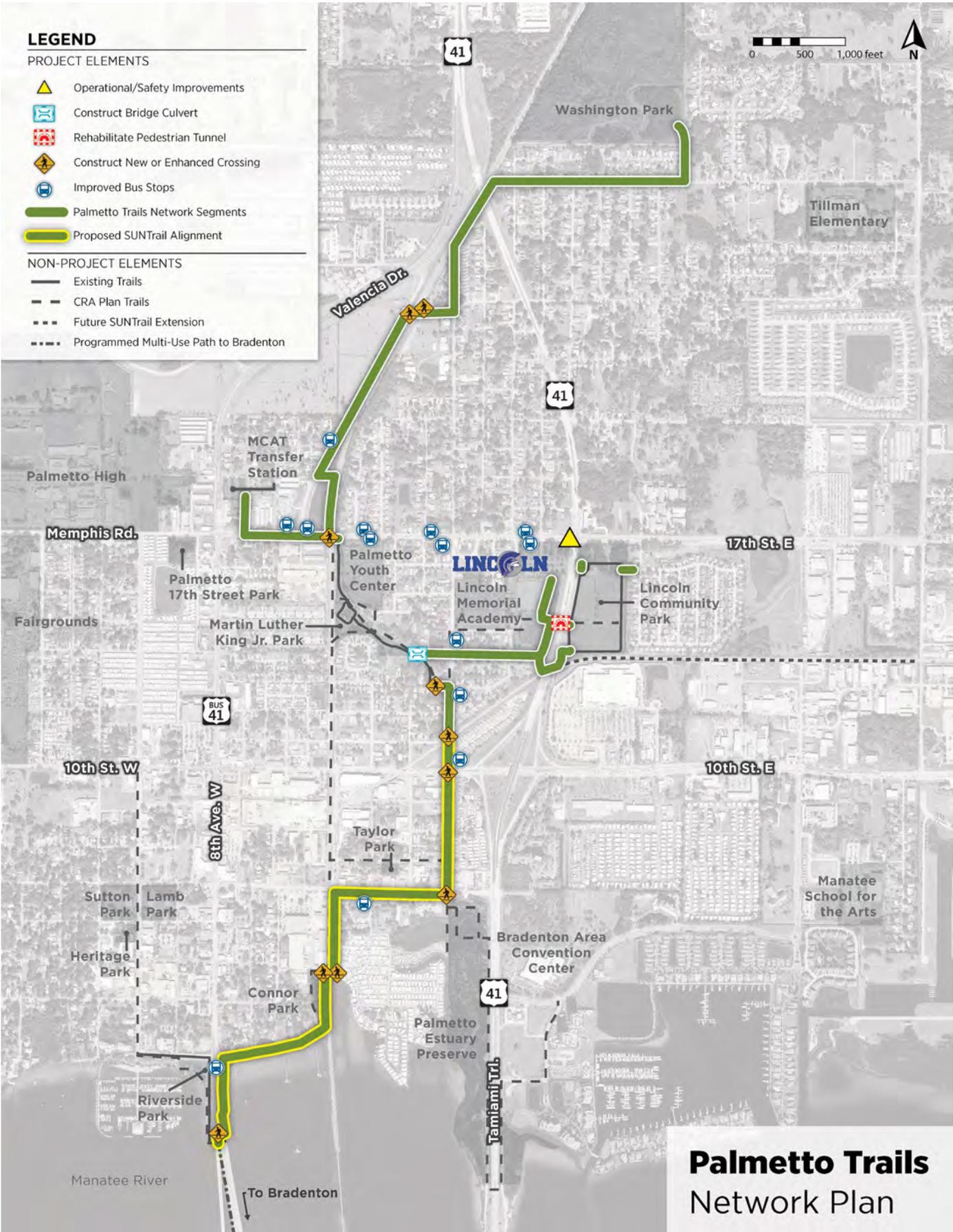
Bicycle Systems Plan Recommendations

Recreational Trails

In addition to providing options for route continuity, the *Bicycle Systems Plan* also includes strategies for connection and access to recreation trails. The Palmetto Trails Network Plan (PTNP) is a regional system of transportation improvements made up of six program phases designed to reestablish connections lost through the construction of US 41 through the City of Palmetto decades ago. The PTNP includes a network of high-quality multimodal facilities in the City of Palmetto, including a segment of the SunTrail System, that will restore access to public schools, the Palmetto Youth Center, seven parks, a conference center, the Palmetto Transit Transfer Center, multiple local employment centers and over a dozen surrounding neighborhoods. The PTNP, shown in the map (page 8), includes a plan to restore and reuse an existing historic pedestrian tunnel (see photo rendering) under US 41 that will reconnect the Lincoln Memorial Academy to the Lincoln Community Park. The project also includes intersection safety enhancements, bicycle facilities, roadway lighting, streetscape, and bus stop passenger amenities.

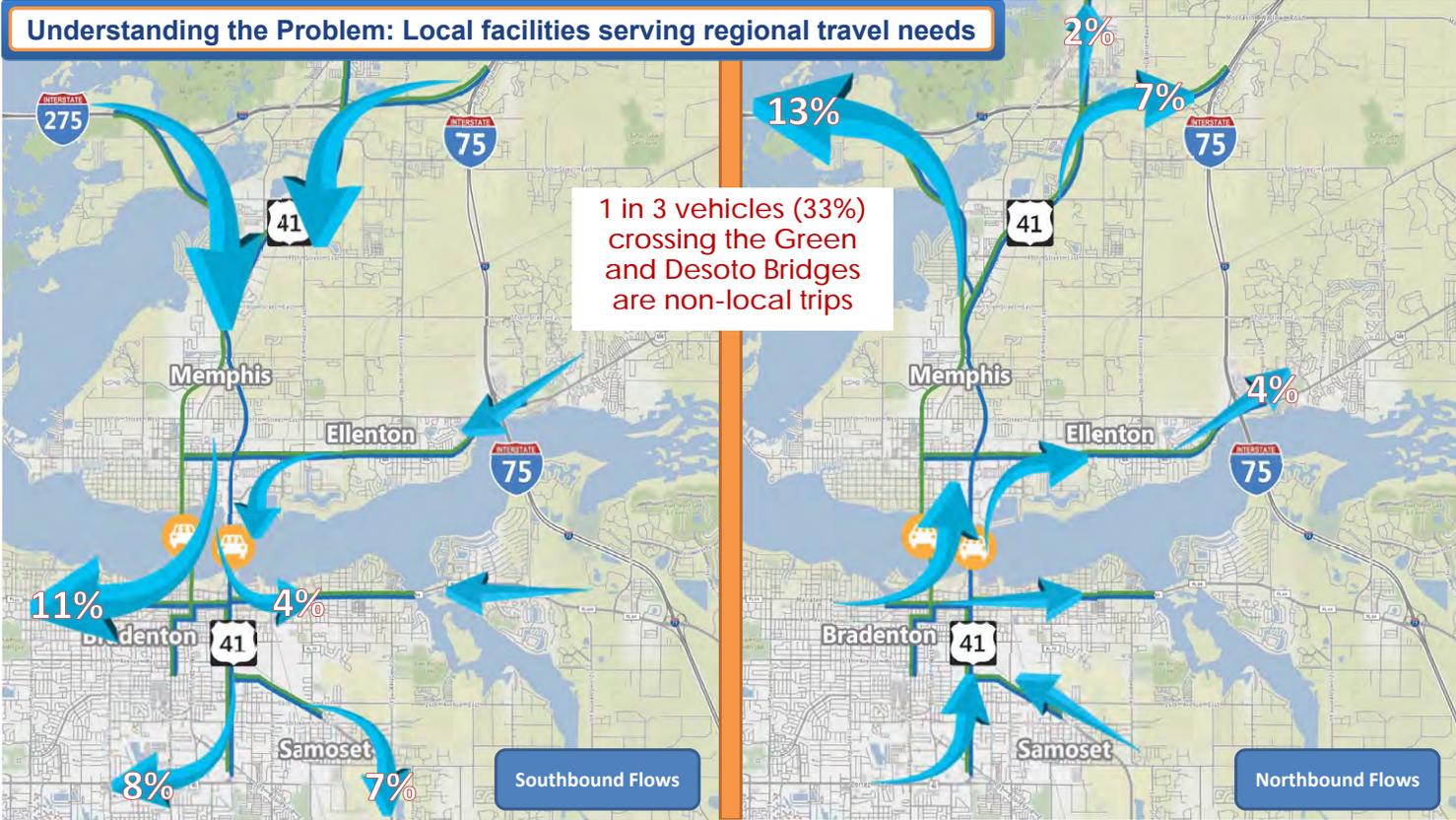
The PTNP was the subject of a US DOT BUILD Grant Application submitted by Manatee County in July 2018. The submittal was made in partnership with the City of Palmetto, the Palmetto CRA, Manatee area Transit, the School District of Manatee County, Lincoln Memorial Academy, the Sarasota-Manatee Metropolitan Planning Organization (MPO) and the FDOT. A copy of the [BUILD Grant Application](#) is on record with the Department. While the project was not selected for BUILD Grant funding, the Department has moved forward with programming the project PD&E Study in fiscal year 2019/20. The completion of the PD&E will enhance the position of a second BUILD Grant submission should Manatee County decide to obtain BUILD Grant funding in the future.





Palmetto Trails Network Plan

Understanding the Problem: Local facilities serving regional travel needs



Study Area Origins and Destinations

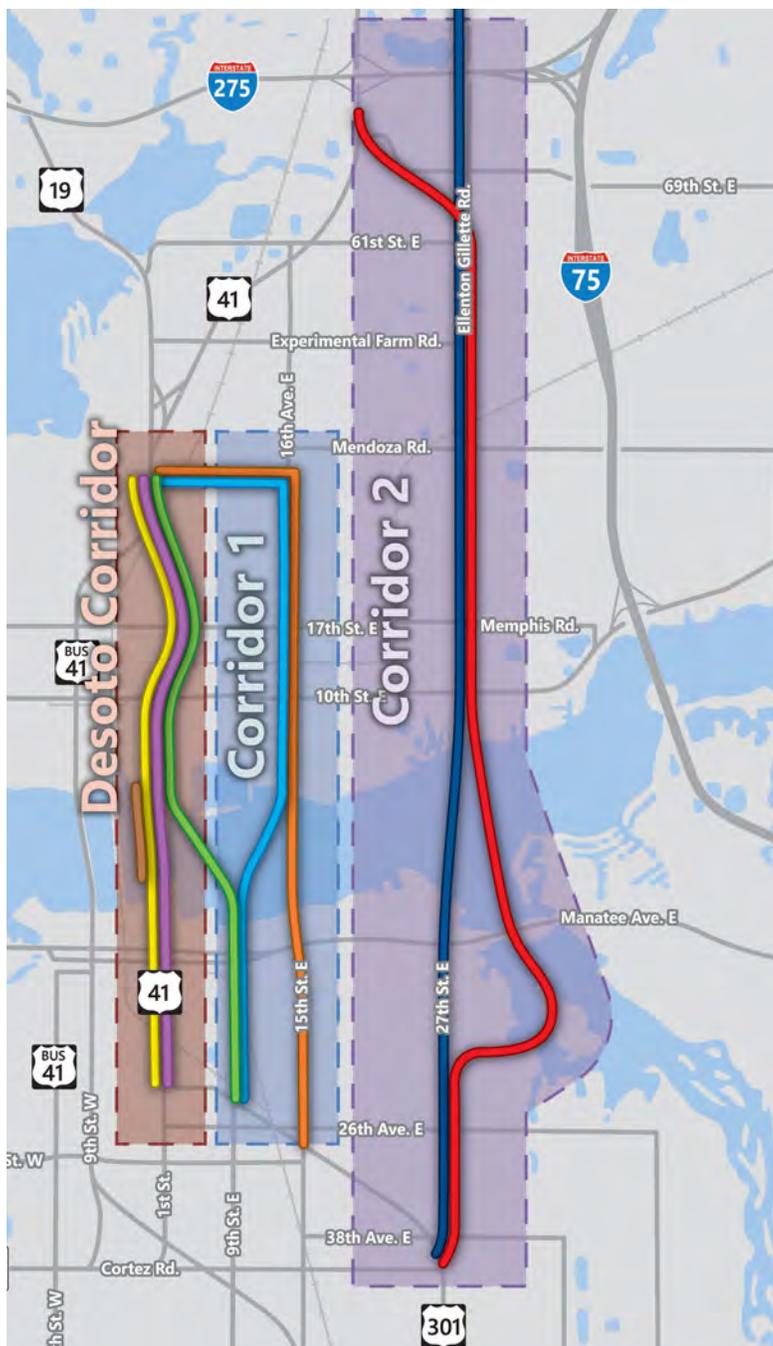
 Long-term Bridge Alternatives

Travel patterns

Travel patterns for the Desoto Bridge (US 41/301) and Green Bridge (US 41 Business) traffic were studied using a full year’s Global Position System (GPS) data (April 2016 through March 2017) obtained from Streetlight Insight. The findings of this Origin Destination (O-D) study indicated that the majority of trips on the Green Bridge (58% - bidirectional traffic) and the Desoto Bridge (65% - bi-directional traffic) have one or more of their trip ends outside the study area (regional trips). Of these trips, approximately 33% of the combined bridge trips have both trip ends outside the study area reflecting a large percentage of travel that are using the roadway network as part of a regional trip with no origin or destination inside the study area. A comparison of trip ends (south of Manatee River) using the Green Bridge indicate an origin/destination to the west of Bradenton and outside the study area while the trips on the Desoto Bridge have an origin/destination south of the study area. For more information on the findings of the O-D study, see [CMNAA Origin – Destination Study Technical Memorandum](#) on record with the Department.

Bridge Alternatives Overview

The Sarasota-Manatee MPO, Manatee County and the cities of Bradenton and Palmetto have long sought solutions to address mobility and access concerns that the existing transportation network does not adequately address. As long ago as 1968, described in the Manatee County Concept Development Plan, a third bridge across the Manatee River has been identified as a needed improvement for the community to reach its development goals. To address the future needs and local concerns for added capacity over the Manatee River, the bridge alternatives analysis began with three primary corridors beginning in downtown Bradenton. Ultimately, seven alignments and eleven combination alternatives (including the No-Build) for the Manatee River crossing were developed within these three corridors. These corridors and alternatives are pictured in the map below. More detailed information about each alternative is provided in the Bridge Alternatives Project Sheets.



Bridge Alternative Corridors

Long-term Bridge Alternatives:

- Desoto Bridge Replacement
- Alternative A - At-Grade Widening
- Alternative A - Elevated Throughway
- Alternative A - Multiway Boulevard
- Alternative AB - At-Grade Widening
- Alternative AB - Elevated Throughway
- Alternative B - At-Grade Widening
- Alternative B - Elevated Throughway
- Alternative C - At-Grade Widening
- Alternative C - Elevated Throughway
- Alternative D - At-Grade Widening
- Alternative D - Elevated Throughway
- Golf Course Alternative

LEGEND

-  Desoto Bridge Replacement - 6 Lanes
-  Alt A
-  Alt AB
-  Alt B
-  Alt C
-  Alt D
-  Golf Course Alternative

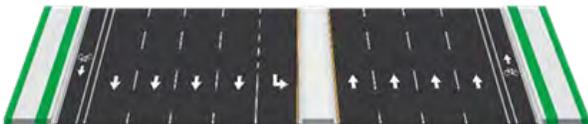
Alternative Alignment Typical Section

With a new bridge crossing the Manatee River, comes new travel demand that is drawn to that corridor. Existing roadways constituting the bridge approaches would need to be widened or constructed to support the increase in traffic. Widening to support a new bridge over the river will also change the look and feel of any existing street. The typical section below represents what a 4-lane roadway might look like in the 9th, 15th, or 27th Street corridors.



At-Grade Widening Typical Section

In the case of Alternative A, along US 301 in Palmetto and 1st Street in Bradenton, a road widening project would require 6 to 8 through lanes south of SR 64/Manatee Avenue. Under this alternative, the Desoto Bridge would also be replaced and accommodate six lanes of traffic across the Manatee River. The typical section (below) represents how 1st Street might look for its widening Alternative.



At-Grade Widening Typical Section - 1st Street (US 41)

Given the additional traffic along these routes would contain considerable regional through traffic bound for a new bridge crossing, the study also considered the

opportunity to separate the traffic mix, allowing local traffic to remain at-grade while shifting the regional traffic up to an elevated throughway.

The typical sections below depict how an elevated throughway could be incorporated with a two or six lane roadway at the ground level. This shifts the regional through traffic up to the elevated throughway facility, allowing the local roadway at the ground level to serve local access with the addition of upgraded bicycle and pedestrian features. In this scenario, the through traffic would serve the high-volume regional traffic demand, with lower local traffic on the at-grade street system.



Elevated Throughway Typical Section: Two Lanes at Local Level



Elevated Throughway Typical Section: Six Lanes at Local Level

Long-term Bridge Alternatives Evaluation

Each bridge alternative was evaluated in four key areas:

- Vehicular mobility and capacity
- Community cohesion, economic development and physical environment
- Natural environment, social environment, and cultural resources
- Project cost

The full evaluation matrix, included in the full *CMNAA Summary of Findings Report*, details the performance measures used in the evaluation as well as the information for each alternative. The study recommended that all long-term bridge alternatives be carried forward to the Project Development & Environment (PD&E) Study now programmed to begin in fiscal year 2020 for further evaluation.

PUBLIC INVOLVEMENT

OVER 70 PUBLIC MEETINGS HELD TO OBTAIN INPUT FROM THE PUBLIC AND ELECTED/APPROVED OFFICIALS

Over the course of the CMNAA Phases 1, 2 & 3, the Department applied various techniques to ensure a robust public participation program for the study. Techniques included local agency and stakeholder engagement meetings, presentations to regional partners, hosting Technical Coordination Group (TCG) meetings, attending community meetings, social media interactions, and holding 2 formal public meetings. Detailed information about each public involvement activity, including comments received, are available in the [CMNAA Public Involvement Summary](#) on record with the Department.

Community / Public Meetings

- ✓ Alternatives Public Meetings (Bradenton & Palmetto)
- ✓ Bradenton Farmers Market Booth
- ✓ Community Outreach (St. Mary M.B. Church)
- ✓ East Downtown Bradenton Working Group (3)
- ✓ Manatee Chamber Board of Directors
- ✓ Manatee Chamber Transportation Committee
- ✓ Manatee Tiger Bay Club (by MPO)
- ✓ MPO Scenic Highway Committee
- ✓ Palmetto Trails Working Group (2)
- ✓ Sarasota/Manatee CAC, BPTAC Updates
- ✓ Sarasota/Manatee CAC Update

Property Owners/Neighborhoods

- ✓ Braden Castle Community Association
- ✓ LECOM Park
- ✓ Manatee Memorial Hospital (2)
- ✓ Motorworks Brewing
- ✓ Rivera Dunes HOA
- ✓ Rivera Dunes Property Owner follow up
- ✓ Tropicana

Online Surveys

Two surveys were deployed during the study to obtain public input about a variety of transportation modes in the study area. The first survey was distributed at community and public meetings and advertised on local government websites. The second survey was provided on the project website and advertised on local government websites.

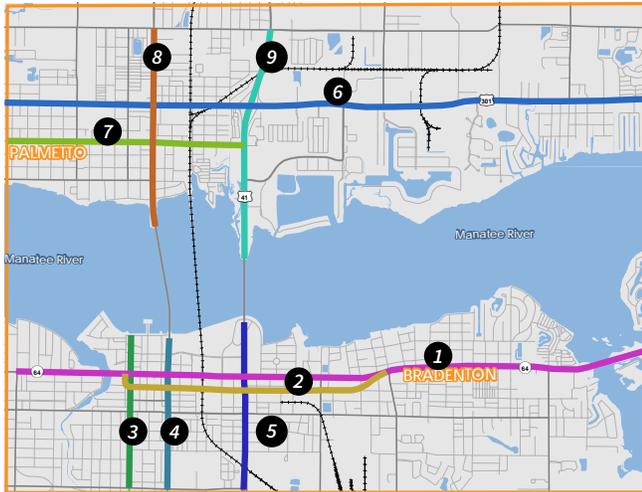
Outreach to Elected Officials

- ✓ Individual Meetings (14)
- ✓ City of Bradenton City Council Updates (3)
- ✓ City of Palmetto City Commission Updates (3)
- ✓ Manatee Board of County Commissioners (3)
- ✓ Sarasota-Manatee MPO Board Updates (3)
- ✓ Island TPO Committee Update Presentation
- ✓ Manatee Council of Governments
- ✓ City of Bradenton City Council Workshop
- ✓ TBARTA Board Presentation

Agency Staff Coordination

- ✓ CMNAA Technical Coordinating Group Meetings (3)
- ✓ Manatee County Public Works Staff (2)
- ✓ City of Palmetto Meeting Public Works (3)
- ✓ City of Bradenton Meeting Staff (3)
- ✓ Sarasota/Manatee MPO TAC Updates (2)
- ✓ Manatee County Area Transit Meeting (2)
- ✓ Manatee County Schools
- ✓ Manatee County Parks & Recreation
- ✓ Lincoln Memorial Academy

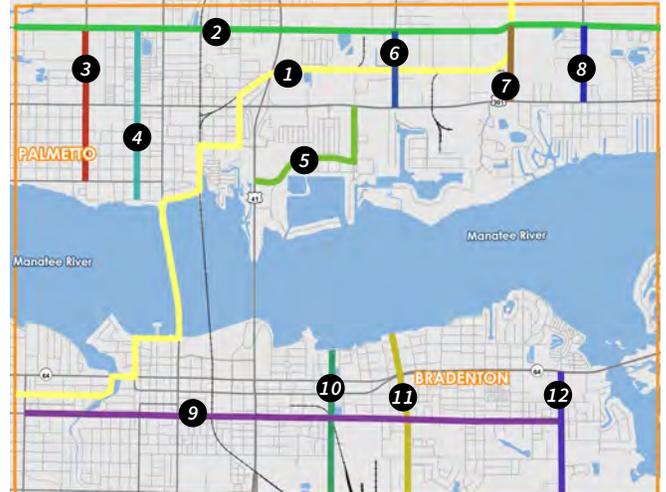
RECOMMENDATIONS



Major Corridors Map

Study Area Corridors

For each of the nine major corridors within the study area, a project sheet was developed to describe the recommended improvements for each travel mode including automobiles, pedestrians, bicycles, and transit. Specific safety improvements are also shown in the recommendations. The improvements are organized by recommended time for implementation (e.g., short-, mid-, and long-term) on each project sheet. The major corridors are shown in the map above.



Supporting Corridors

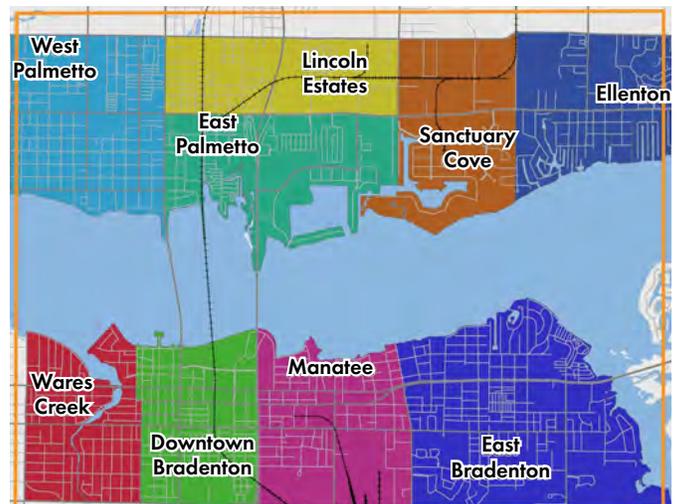
Supporting corridors, also known as collector corridors, are those roads or trails that provide access to the major corridors. The project sheets synthesize the improvements related to proposed pedestrian, bicycle, and trail recommendations. The twelve supporting corridors with project sheets are mapped above.

Major Corridors

1. Manatee Avenue / SR 64 WB (Bradenton)
2. 6th Avenue / SR 64 EB (Bradenton)
3. US 41 Business / 14th Street W (Bradenton)
4. US 41 Business / 9th Street W (Bradenton)
5. US 41 / 1st Street (Bradenton)
6. US 301 / 10th Street (Palmetto)
7. 7th Street W (Palmetto)
8. US 41 Business / 8th Avenue W (Palmetto)
9. US 41 / US 301 (Palmetto)

Supporting Corridors

1. SUNTrail
2. 17th Street (Palmetto)
3. 14th Avenue W (Palmetto)
4. 10th Avenue W (Palmetto)
5. Haben Boulevard (Palmetto)
6. 16th Avenue E (Palmetto)
7. 28th Avenue E (Palmetto)
8. 36th Avenue E (Palmetto)
9. 9th Avenue (Bradenton)
10. 9th Street E (Bradenton)
11. 15th Street E (Bradenton)
12. 27th Street E (Bradenton)



Neighborhood Areas

Study Area Neighborhoods

Bicycle and pedestrian improvements were developed for local roads within communities to ensure pedestrian and bicycle connectivity throughout the greater street network. The intent of these recommendations was twofold: to provide a system of bicycle and pedestrian facilities separate from high-volume and high-speed roadways and to provide facilities within neighborhoods that connect residents to important community facilities. Neighborhood project sheets were developed for each community area identified within the study boundaries with example images/photos reflecting the types of improvements recommended such as shared lane markings, side paths, bike boulevards with speed cushions, bike boulevards with diverts, and independent paths/trails. A map of the nine neighborhood areas is shown above.

The study project sheets will be provided to planners and designers within the Department for their use in preparation of work scopes and design documents to advance the recommendations. The cities of Palmetto and Bradenton were each provided these project sheets, as well as the Sarasota-Manatee MPO to use in the project prioritization screening process.

Next Steps

The CMNAA study identified short-term and mid-term improvements, many of which have been prioritized by local government and the MPO. The recommendations reflected in the final documents, including the specific projects reflected in the Bicycle Systems Plan, the Roadway Safety Assessment Reports and the Arterial and Neighborhood Project Sheets included in the Appendix to the *CMNAA Summary of Findings Report*, will continue to be evaluated by local government and the MPO for prioritization consideration. The Design phase for the short-term Operational Improvements in the City of Bradenton on US 31 and on BUS US 41 have been programmed in FY 2019/20 by the Sarasota-Manatee MPO and FDOT.

The long-term improvements associated with the potential new river crossing alignment, or reconstruction of the Desoto Bridge in one or more configurations, will be addressed in the upcoming PD&E studies currently programmed for FY 2019/20. All of the identified alternatives for the additional river crossing improvements have been retained for detailed analysis in the PD&E study; none were eliminated during the CMNAA study. Design, right-of-way acquisition and construction phases for a preferred alternative are not currently programmed.

Corridor Concepts
US 41/1ST STREET (BRADENTON)

Corridor Description
US 41/1st Street/Manatee Trail is the primary north-south regional corridor in the study area and the only corridor that provides connectivity over the Manatee River to the City of Bradenton and to US 31. This corridor connects the Desoto Bridge north to the transit center segment of US 31 south of the study area.

Implementing Agencies
Florida Department of Transportation
City of Bradenton
Manatee County
Sarasota-Manatee Metropolitan Planning Organization

Project Types
Pedestrian, Safety, Bicycle, Automobile

Corridor Locations

Short-Term Recommendations

- Study the feasibility of installing a new enhanced marked staggered crossing at 1st Avenue E / US 41 to support current pedestrian crossing demand.
- Study the feasibility of installing a traffic signal at 3rd Avenue to facilitate pedestrian crossings between the hospital and downtown in addition to southbound emergency vehicle access to the hospital.
- Mark crossings for all legs at 6th Avenue.
- Repair cracks in sidewalk and replace non-traversable joint covers.
- Install sidewalk on the east from 6th Avenue to Manatee Avenue.
- Mark, sign and construct a parallel bike route along 3rd and 2nd Streets E.
- Bike boulevard along 3rd Street E, from 10th Avenue E to 8th Avenue E.
- Bike boulevard along 6th Avenue E, from 3rd Street E to 2nd Street E.
- Bike boulevard along 2nd Street E, from 8th Avenue E to Manatee Avenue.
- Stuck trail along south side of Manatee Avenue to include jog in 2nd Street E.
- Bike lanes along 2nd Street E, from Manatee Avenue to Boatwalk Drive.
- Provide reconstructive bicyclists at signalized intersections.

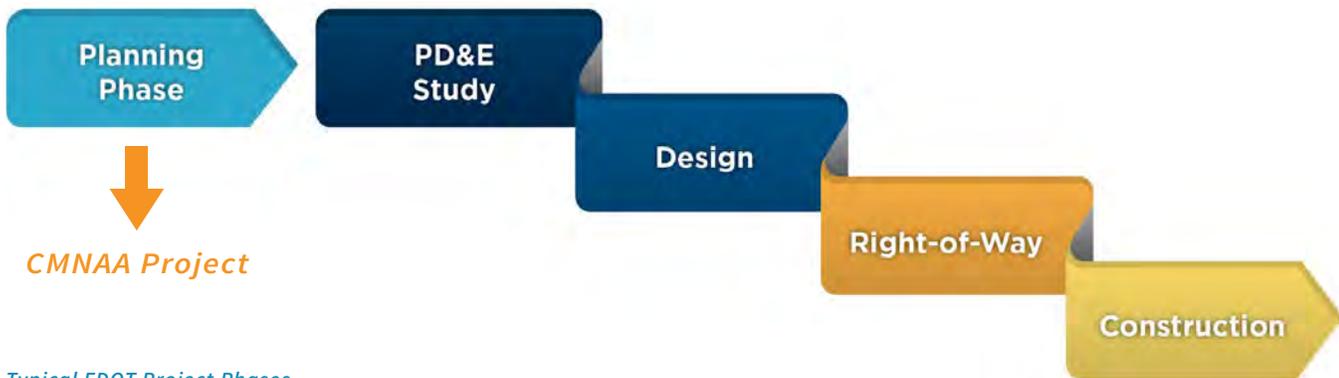
Mid-Term Recommendations

- Reconstruct sidewalk locations with cross slopes greater than two percent.
- Perform a lighting analysis to determine if lighting should be improved.

Long-Term Recommendations

- Include sidewalks in conjunction with the Desoto Bridge reconstruction.
- Include bicycle facilities in conjunction with the Desoto Bridge reconstruction.
- The Desoto Bridge is at the end of its useful life and will be reconstructed. Reconstruct US 41/US 31 to provide additional capacity to support the future Desoto Bridge design.

Sample Project Sheet



Typical FDOT Project Phases



INTRODUCTION TO SUMMARY OF FINDINGS REPORT



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INTRODUCTION

The Florida Department of Transportation (FDOT) conducted the Central Manatee Network Alternatives Analysis (CMNAA) in partnership with Sarasota/Manatee Metropolitan Planning Organization (MPO), Manatee County, City of Palmetto, City of Bradenton, and local entities.

The CMNAA study was conducted in 3 phases. Phase I documented existing conditions and engaged the public to assist in development of the goals and objectives to better serve the traveling public within the CMNAA study area. Phase II was the alternatives development phase intended to identify safety improvements, bicycle and pedestrian improvements, transit strategies, and short-, mid-, and long-term vehicular capacity while maintaining sensitivity to the need for freight accommodations. Phase III was the programming phase where implementation strategies were explored for the various improvement strategies identified during Phase II. The objective of the CMNAA study was to develop transportation solutions that improve regional mobility, while providing better and safer access to jobs, schools, shopping, and social services for study area residents.

The study focused on the City of Bradenton and City of Palmetto in Manatee County, Florida. The study area is bounded by 26th Street W to the west in Bradenton, Ellenton-Gillette Road to the east in Palmetto, 17th Avenue W to the south in Bradenton, and 17th Street W to the north in Palmetto. The study area, shown in Map 1, is more than 13 square miles.



Figure 2: CMNAA Study Area

Figure 1: Study Process



GOALS & OBJECTIVES

Document existing conditions, identify existing and projected deficiencies, and engage the public in developing goals and objectives for transportation investments



CONCEPT DEVELOPMENT

Develop and screen concepts and eliminate non-viable alternatives using reasonable and measureable metrics



PROGRAMMING

Further refine and evaluate selected short-term and long-term projects and package these into an integrated system of improvements. Develop an implementation plan for programming projects through FDOT, the MPO, or local government capital improvement plans.

STUDY OVERVIEW

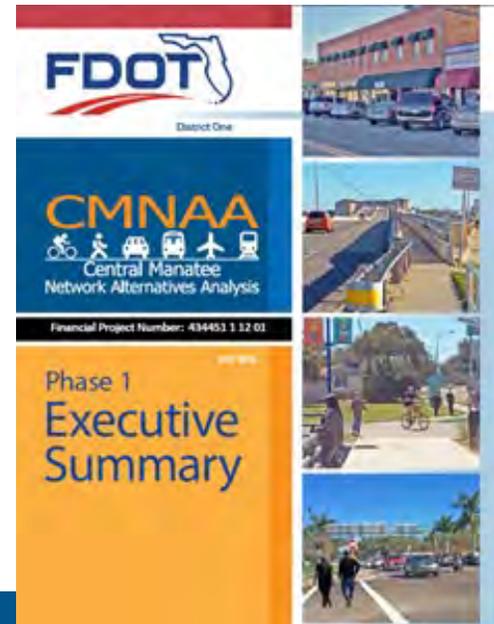
Phase I Review

Phase I of the CMNAA study, completed in 2016, included comprehensive documentation of existing conditions and public survey to define the Purpose and Need statement and the overall goals for the CMNAA study. The findings made during Phase I are documented in the [CMNAA Existing Conditions and Future No-Build Analysis Report](#), on record with the Department.

Purpose and Need

The purpose of the CMNAA study is to develop a program of transportation improvements that provides improved travel conditions, enhanced safety, and multi-modal mobility while supporting the economic development and quality of life goals shared by the surrounding communities and the region.

Figure 3: Phase 1 Executive Summary



PURPOSE AND NEED

- Built in 1957, the Desoto Bridge fails to meet current standards for horizontal clearance, vertical clearance, and lacks sidewalks or bicycle lanes. Being at the end of its service life, the bridge needs to be replaced. The Green Bridge also is substandard in horizontal and vertical clearance, but it offers pedestrian connectivity via a five-foot sidewalk and is soon to be expanded to include a multiuse path.
- The need for improved mobility over the Manatee River and the reduction of congestion in Bradenton and Palmetto has long been a topic of conversation in these communities and Manatee County. Of the daily 100,000-plus vehicular trips on the Desoto and Green bridges each day, approximately 33 percent is pass-through traffic with no origin or destination in the study area. The 2040 projected demand for these two bridges exceeds 146,000 daily trips over the Manatee River which is greater than that projected for the I-75 corridor in Manatee County. Traffic volume projections were forecast using the District One Regional Planning Model (D1RPM) for the year 2040.
- It is projected that 25 percent of arterial and collector roadways in the CMNAA study area will be operating at a vehicular level of service (LOS) E or F by 2035.
- High numbers of crashes are exhibited on many corridors and at numerous intersections within the study area, with pedestrian and bicycle fatalities overrepresented when compared to total vehicular fatalities.
- Limited transit service is currently provided east of US 41/301.
- Bicycle LOS E or F exists on 70% of the arterial and collector roadways.
- Forty-seven (47) percent of local streets lack sidewalks on either one or both sides of the street.
- Pedestrian LOS E or F exists on 23% of the arterial and collector roadways.
- Large transit dependent populations, with 10% of households in the study area having limited or no access to an automobile, and 24% under the poverty line reflects an underserved need for alternative transportation.
- Limited access to jobs for residents without access to a private vehicle is prevalent in some areas.



Fig 4: Existing Desoto Bridge

The following goals were identified for the project:

- ✓ **Mobility:** Decrease travel time delay and variability
- ✓ **Economic Development:** Increase access to jobs
- ✓ **Equity:** Minimize negative impacts of the transportation network on environmental justice communities
- ✓ **Environmental Stewardship:** Minimize impacts to the natural environment
- ✓ **Safety:** Reduce bicycle, pedestrian, and vehicular crashes
- ✓ **Accessibility:** Increase access to schools, employment, civic and cultural facilities
- ✓ **Community Cohesion and Support:** Minimize negative impacts of transportation network and increase economic and cultural health of the community



Fig 5: Project Goals and Objectives

Travel Time Reliability Study

A travel time reliability study ([See Travel Time Reliability Study](#) on record with the Department) was conducted as part of the CMNAA Phase 1 Study effort to understand the duration and cause of congestion on the two north-south bridge corridors.

The evaluation aggregated the travel times into vehicle-hours of delay using the volume data collected for the study, and in doing so, produced a comparison of delay by cause. Data for this study was primarily based on travel time probe data collected by HERE and supported by secondary data sources, including weather and events. This allows a distinction between recurrent delay and non-recurrent delay associated with weather, special events, or incidents on the roadway network such as crashes, maintenance, or repairs and congestion from unknown causes.

The study results verified and quantified concerns that had been expressed by residents, transportation professionals and elected officials from the study area and partner agencies. The unreliability of travel on the Green and Desoto Bridges is a major issue and a significant impact on the quality of life and has economic implications for the community at large. Detailed analysis of the data and operating conditions on the bridges suggest that the delays and level of congestion are highly variable and concentrated in time and space. The major findings are as follows:

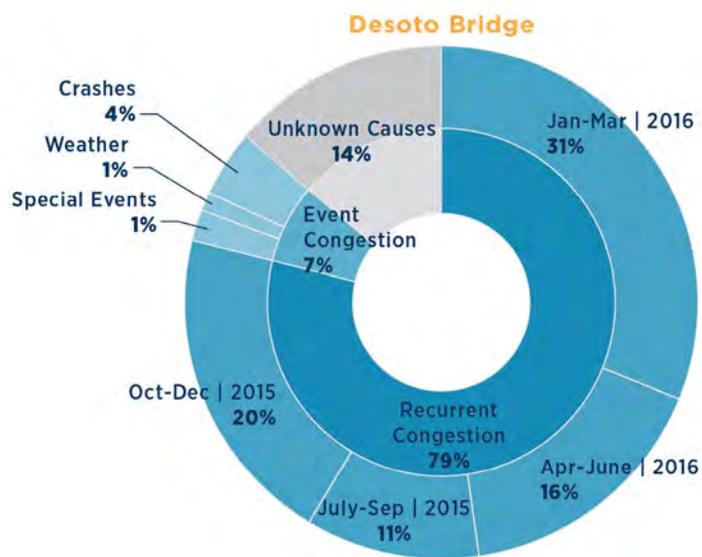
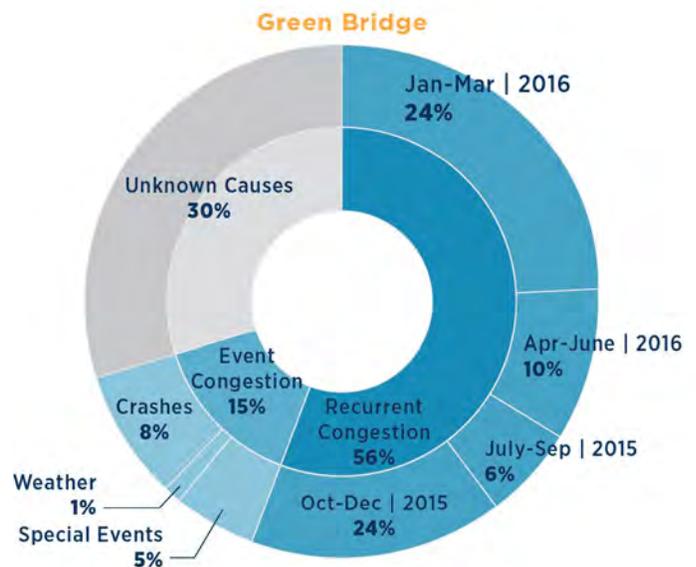
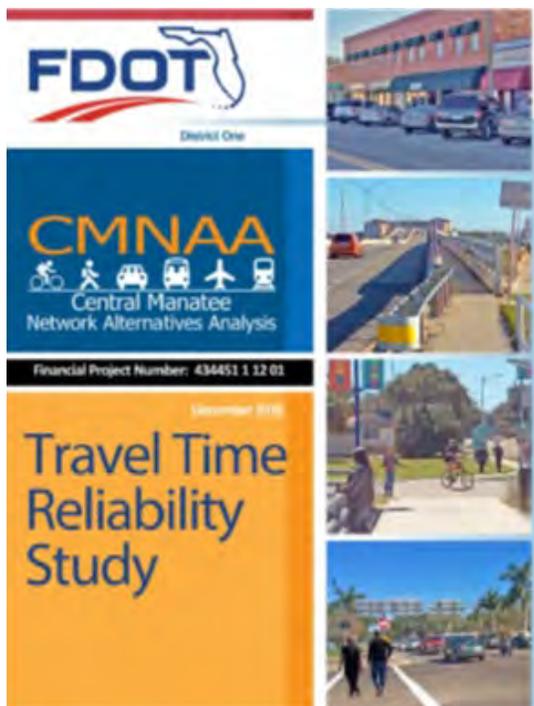


Fig 6: Causes of Congestion on the Manatee River Bridges

TRAVEL TIME STUDY FINDINGS

- Weekday daily average travel times are longer than weekend travel times. During the peak season, Friday afternoon travel is particularly slow.
- Southbound travel times are typically longer than northbound travel times, especially in the peak periods.
- Travel time reliability is poorest for southbound traffic on the Green Bridge. During the peak season, PM peak period travel times are particularly unreliable.
- Recurrent congestion on the Green Bridge accounts for 1/2 of the annual delay. Another 1/3 of the annual delay is due to unexpected congestion in absence of any special or scheduled event.
- On the Desoto Bridge, 3/4 of the annual delay is due to typical recurrent congestion and only about 14% is related to non-event occurrences.
- Weather and special events (sports, convention, festivals, etc.) do not constitute a significant share of the annual delay as they are typically held outside the peak commuting hours but they do have some impact on other portions of the roadway network that is recognized by the community.

Phase II and III Process

The Phase I findings provided information used to inform the study efforts for Phase II and III of the CMNAA project. The core goal of Phase II of the CMNAA study was to develop and screen alternatives and eliminate non-viable alternatives using reasonable and measurable metrics. The process for Phase II began with brainstorming and developing initial improvement strategies based on data collection and meeting the goals and objectives defined during Phase I. The initial improvement strategies were then analyzed to identify the potentially viable alternatives to move forward in the study process. Those alternatives were evaluated, and results shared with local stakeholders and technical reviewers to develop a more detailed assessment of the viable alternatives. Following assessment, concepts were developed and shared with local stakeholders and the interested public for feedback. The concepts were then refined based on feedback to move forward to Phase III. This general approach is depicted in Figure 7 below.

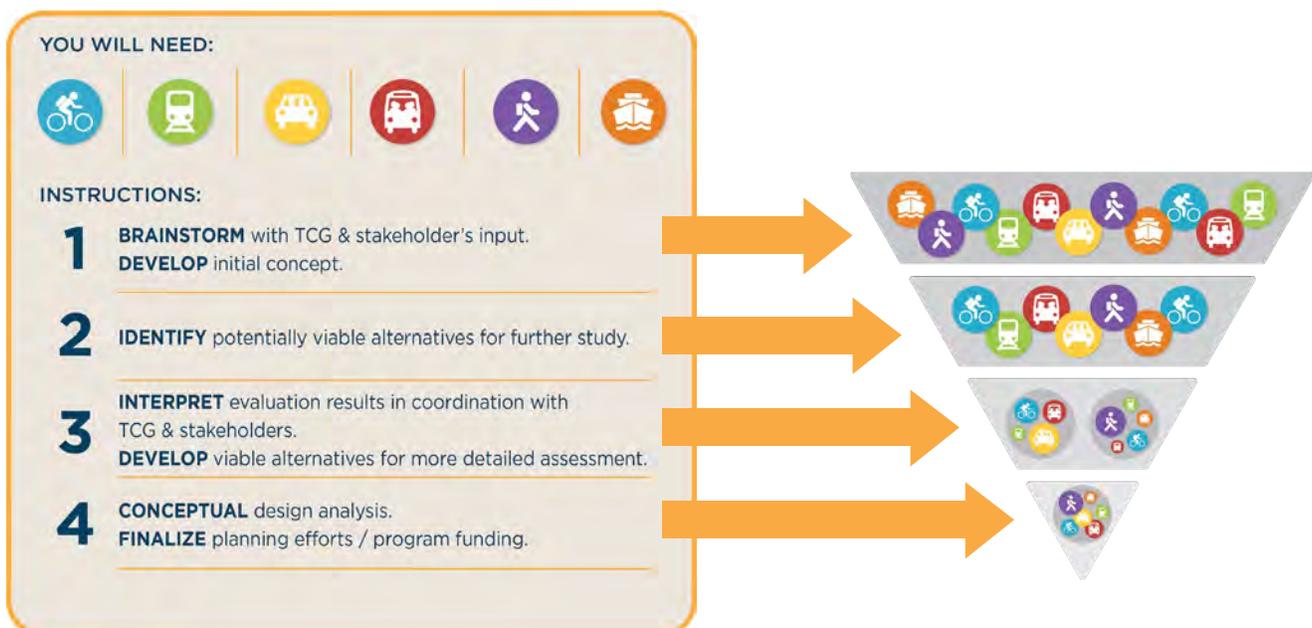


Fig 7: Alternatives Development Process

Phase II alternatives development considered improvement strategies for all modes including vehicles, bicycle, pedestrian, recreational trail, transit, freight, rail, and marine. Initial brainstorming included “out of the box” ideas considering implementation at four major timeframes:

- Immediate projects “Low Hanging Fruit” (0-5 years) - Leveraging opportunities to proactively tap into existing funding sources / established contracts
- Short-term projects (5-10 years)
- Mid-term projects (10-15 years)
- Long-term projects (15+ years)

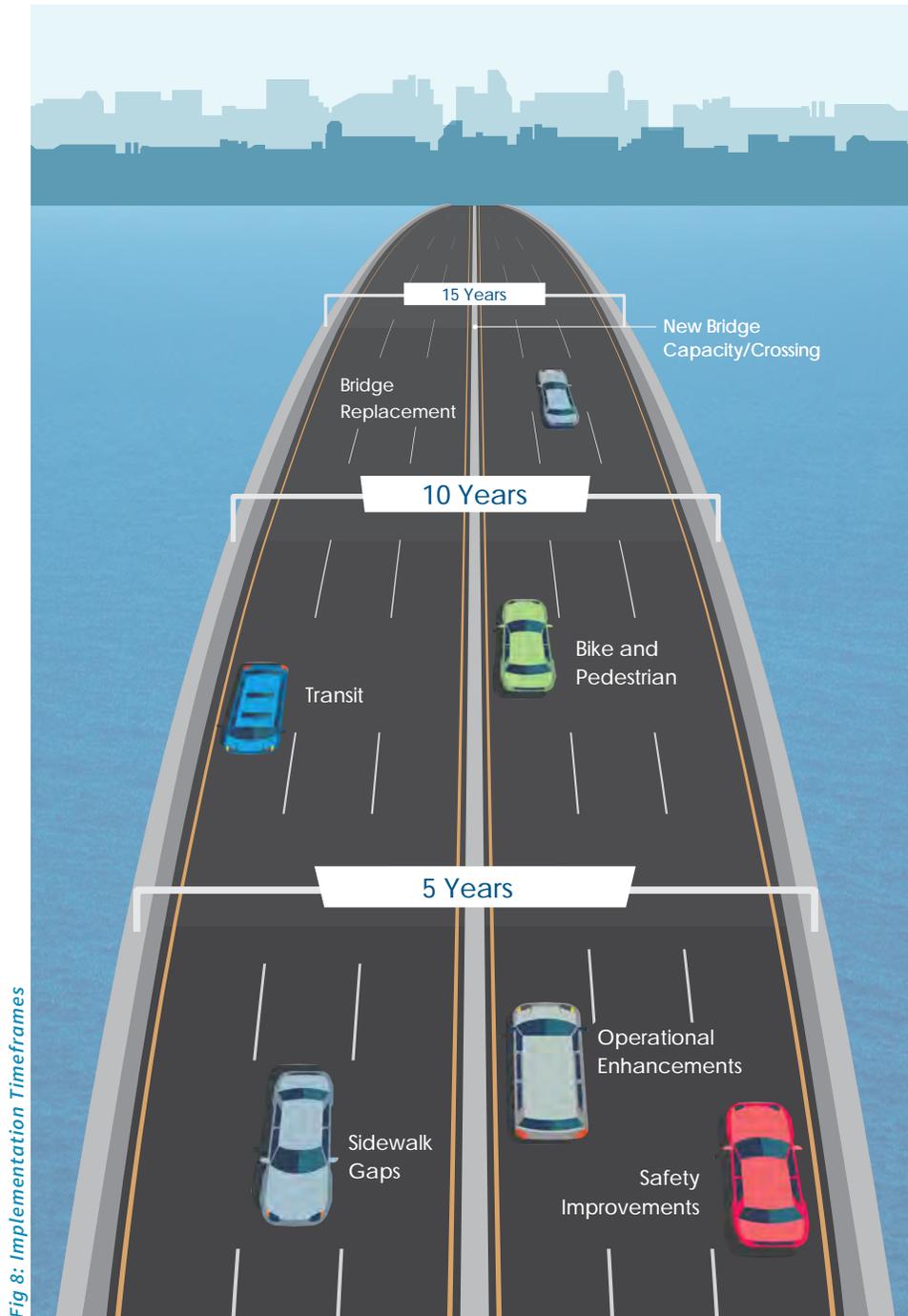


Fig 8: Implementation Timeframes

Table 1 organizes types of improvement strategies that pertain to the implementable timeframes to meet the goals defined during Phase I, isolated by mode fulfillment. The immediate and short-term improvement recommendations focus on easily implementable projects while the mid-term and long-term improvements focus on major projects and new bridge capacity. The alternatives considered viable to

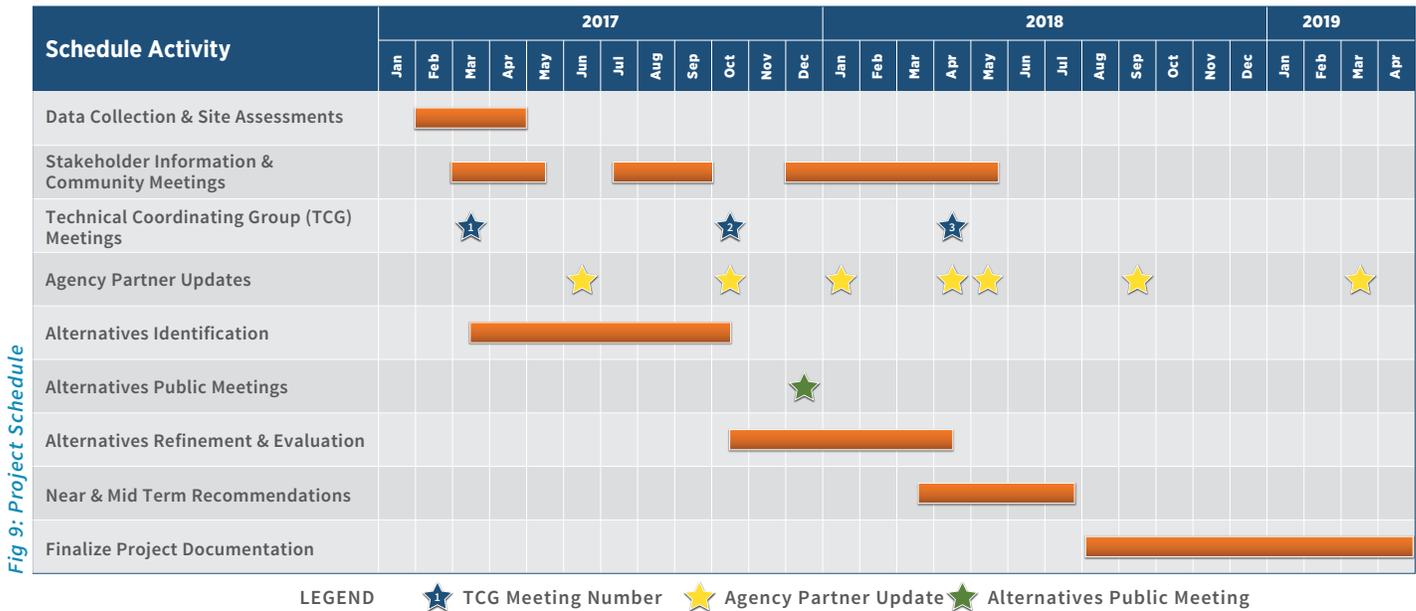
Table 1: List of Improvement Strategies by Timeframe and Mode

Timeframe	Automobile	Multimodal Improvements (Pedestrian, Bicycle, and Transit)	Safety
Immediate Projects (0-5 yrs)	Signal systems improvements and timing optimization	Traffic signal phasing with leading pedestrian intervals & left turn phasing	ADA improvements Filling sidewalk gaps as part of programmed projects
	Transportation Systems Management & Operations (TSM&O)	Bicycle signs	Shared Lane Markings & bike lane markings
	Event management	Transit service modification	Rectangular Rapid Flashing Beacon (RRFB) installation
Short-Term Projects (5-10 yrs)	Intersection, signal and geometric improvements	Lane elimination (road diet)	Pedestrian level lighting
		Transit route modifications/additions	Transit stop landing pads and shelters
	Fine-tune signal coordination	Transit headway improvements	Pedestrian crossing enhancements (RRFB, pedestrian hybrid beacons, pedestrian signals)
		Additional sidewalks	
		On-road bicycle facilities	Shared Lane Markings & bike lane markings
		Curb extensions (bulbouts)	ADA improvements
Last mile funding assistance	Safe routes to school		
Mid-Term Projects (10-15 yrs)	Corridor level capacity projects	Shared use paths	Lighting enhancements
	Intelligent Transportation System & TSM&O deployments	Improve connectivity of bicycle-pedestrian facilities	Transit stop landing pads and shelters
		Complete streets; Pedestrian, Bicycle, and Transit facilities	
	Major signal upgrades	Ferry/water-taxi	
New transit service study – downtown circulator			
Long-Term Projects (15+ yrs)	New construction	Regional shared use SUNTrail	
	Bridge replacement/addition	Complete system of bicycle facilities, sidewalks, transit access points enhancing mobility	
		Multimodal Bridge Design	
	Major reconstruction	New transit service	
	Interchange modifications	Fixed rail	

move forward were then moved into Phase III to determine potential funding sources and timelines. Local partnerships, implementation responsibilities, and advancement support was also considered for each alternative. These recommendations were documented by corridor and timeframe in the Project Sheets located in Appendix A.

Study Timeline

Phase II and III of the CMNAA study began in late January 2017 and was completed over a twenty-one (21) month schedule.



Study Elements

The CMNAA study included the following elements:

- ✓ Safety Analysis
- ✓ Traffic Operations Analysis
- ✓ Bicycle Systems Plan
- ✓ Pedestrian Analysis
- ✓ Short- and Mid-term Traffic Operations
- ✓ Long-term Traffic Operations

Each element of the study is described in detail in the following sections of this report.

SYNTHESIS OF ISSUES AND OPPORTUNITIES

Safety Analysis

The safety analysis was conducted in the form of Roadway Safety Assessments (RSAs). One of the primary study objectives was to proactively identify safety concerns for all modes of transportation within the selected corridors and determine appropriate corrective countermeasures. RSAs typically include a desk review and a field review. The desk review included an analysis of historic crash data, traffic volumes, intersection throughput, and existing level of service. Each of the RSA corridors included a detailed walking audit by a team of diverse design, safety and agency management staff to identify locations and issues to be addressed. The field reviews examined vehicle lane configurations, medians, turn lanes, curb and gutter/shoulder, drainage, pavement surface, crosswalks & sidewalks, bicycle lanes, signage, utility poles, lighting, transit accommodations, and railroad crossings.

The analysis methods used in conducting the safety assessment are consistent with those set forth in the current editions of the Manual on Uniform Traffic Control Devices (MUTCD), Manual on Uniform Traffic Studies (MUTS), FDOT Traffic Engineering Manual (TEM), Federal Highway Administration (FHWA) Road Safety Audit Guidelines, and were reviewed for consistency with FDOT District One guidelines and procedures.

RSAs were conducted during the months of June and July 2017 on the following road corridors (See Figure 10).

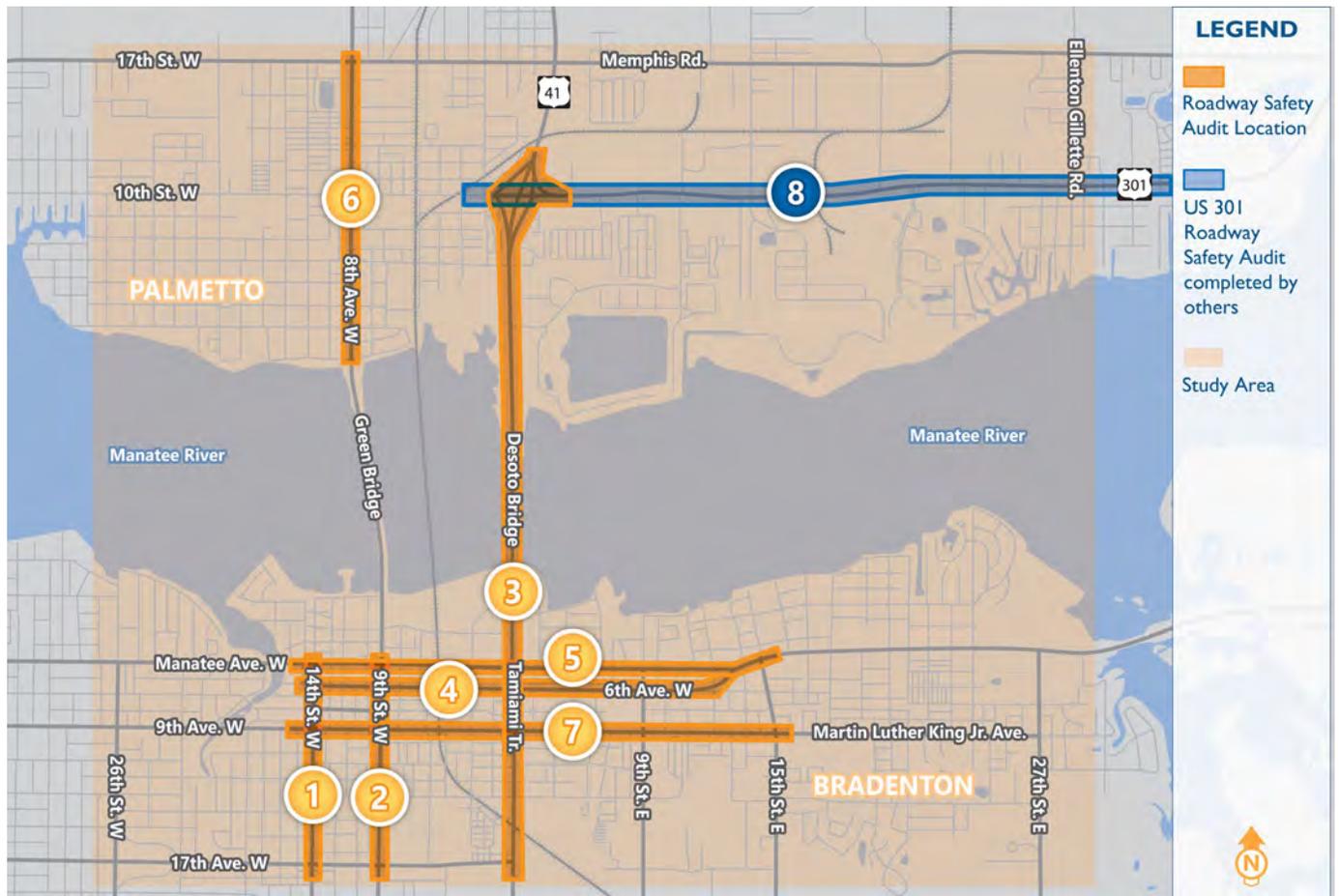


Fig 10: Road Safety Assessment Corridors

1. 14th Street W (US 41 Business) from 17th Avenue W to SR 64 WB (Manatee Avenue) in Bradenton
2. 9th Street W (US 41 Business) from 17th Avenue W to north of 3rd Avenue W in Bradenton
3. US 41 from 17th Avenue W/E to 17th Street E in Bradenton and Palmetto
4. 6th Avenue W/E (SR 64 Eastbound) from 15th Street W to 15th Street E in Bradenton
5. Manatee Avenue W/E (SR 64 Westbound) from 15th Street E to 15th Street W in Bradenton
6. 8th Avenue W from Green Bridge to 17th Street W in Palmetto
7. 9th Avenue W/E (Dr. Martin Luther King Jr. Avenue W/E) from 14th Street W to 15th Street E in Bradenton
8. SR 43/US 301 from 2nd Avenue to west of 51st Avenue in Palmetto.



Fig 11: Road Safety Assessment Field Reviews

Detailed documentation of the findings from each RSA can be found in separate [reports](#) prepared and on record with the Department. The final reports will be distributed to the appropriate Departments within the District and to local jurisdictions to facilitate the implementation of selected recommendations as part of future design and maintenance projects.

Fig 12: Roadway Safety Assessment Reports



Traffic Operations Analysis

Data Collection

A significant amount of data was collected to analyze the various study elements. Generally, the data took the form of updated GIS (Geographic Information Systems) maps covering pedestrian, bicycle, and roadway elements along with traffic characteristics, traffic volumes, multimodal characteristics, crash data, municipal and government facilities, environmental considerations, socio-economic data, and multimodal mobility and accessibility information. The data was used throughout the course of the study as a basis for analysis, communicating with stakeholders and the public, and decision making.

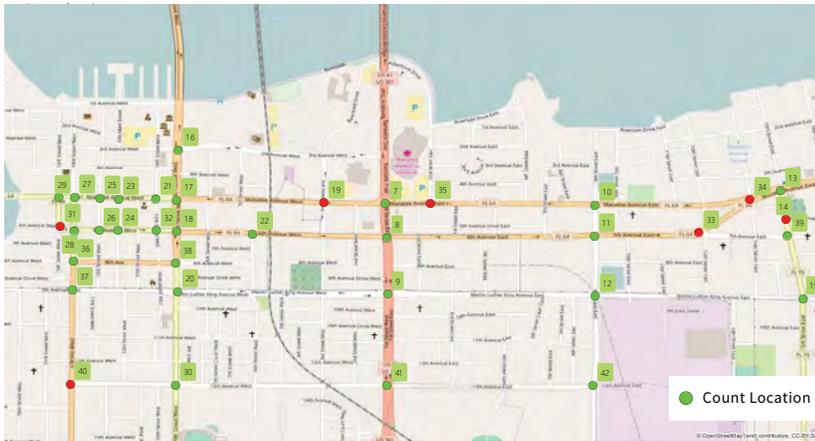
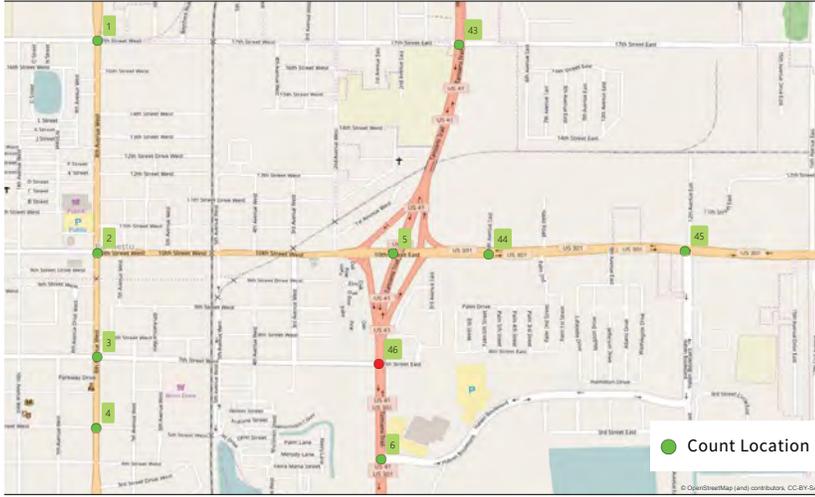


Fig 13: Turning Movement Count Locations

Field reviews were performed to collect information regarding traffic volumes, vehicle lane widths, medians, turn lanes, curb and gutter/shoulder, drainage, pavement surface, sidewalks, bicycle lanes, utility poles, lighting, transit accommodations, and railroad crossings. Turning movement counts were collected for 47 intersections within the study area (See Figure 13) during February and March 2017, the peak-season period in the study area. Of the intersections studied, most were signalized, but eight were under two-way stop control. Sidewalk gap evaluation was completed for the entire study area (see example on Figure 14) and the project GIS Map Book, originally prepared as part of the Phase 1 Study, was updated and the information provided to the Department.

All data collection was used to update, or supplement data collected during Phase I of the CMNAA study. For more information on existing conditions, see the [CMNAA GIS Map Book](#) and [Existing \(2017\) Operational Analysis](#).

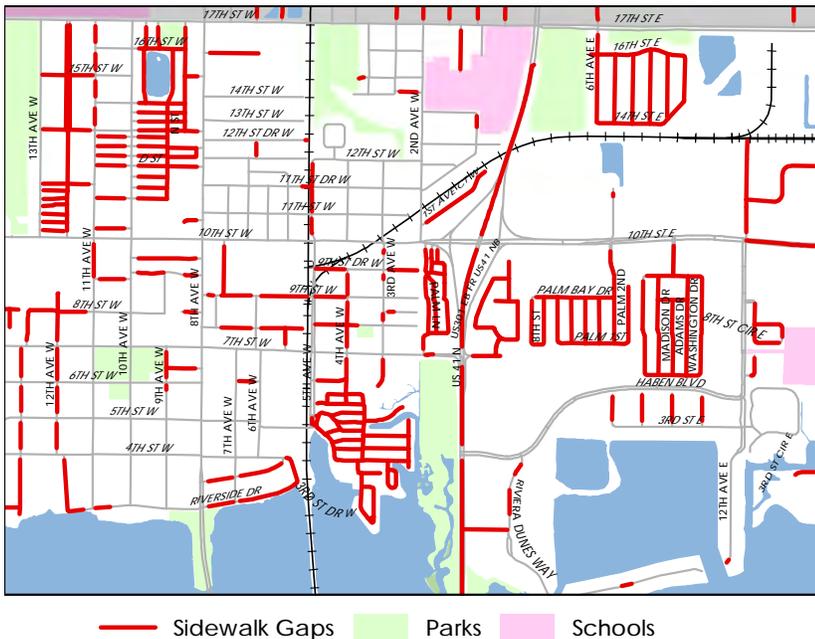


Fig 14: Sidewalk Gap Validation and Mapping

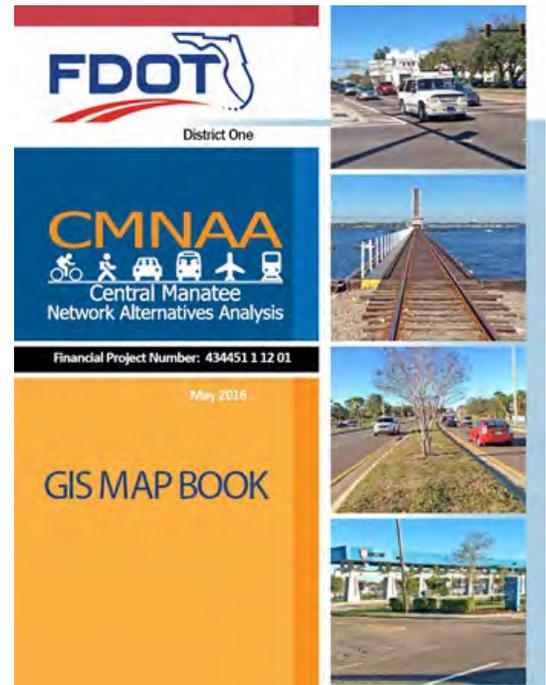


Fig 15: Phase 1 GIS Map Book

Committed Projects

The first step in the traffic operations analysis was to review committed projects in the FDOT Five-Year Work Program. The full range of improvements are reflected on Figure 16, and those related to traffic operations were added to the evaluation tools files used in the analysis of the existing roadway network and to develop the future No Build network.

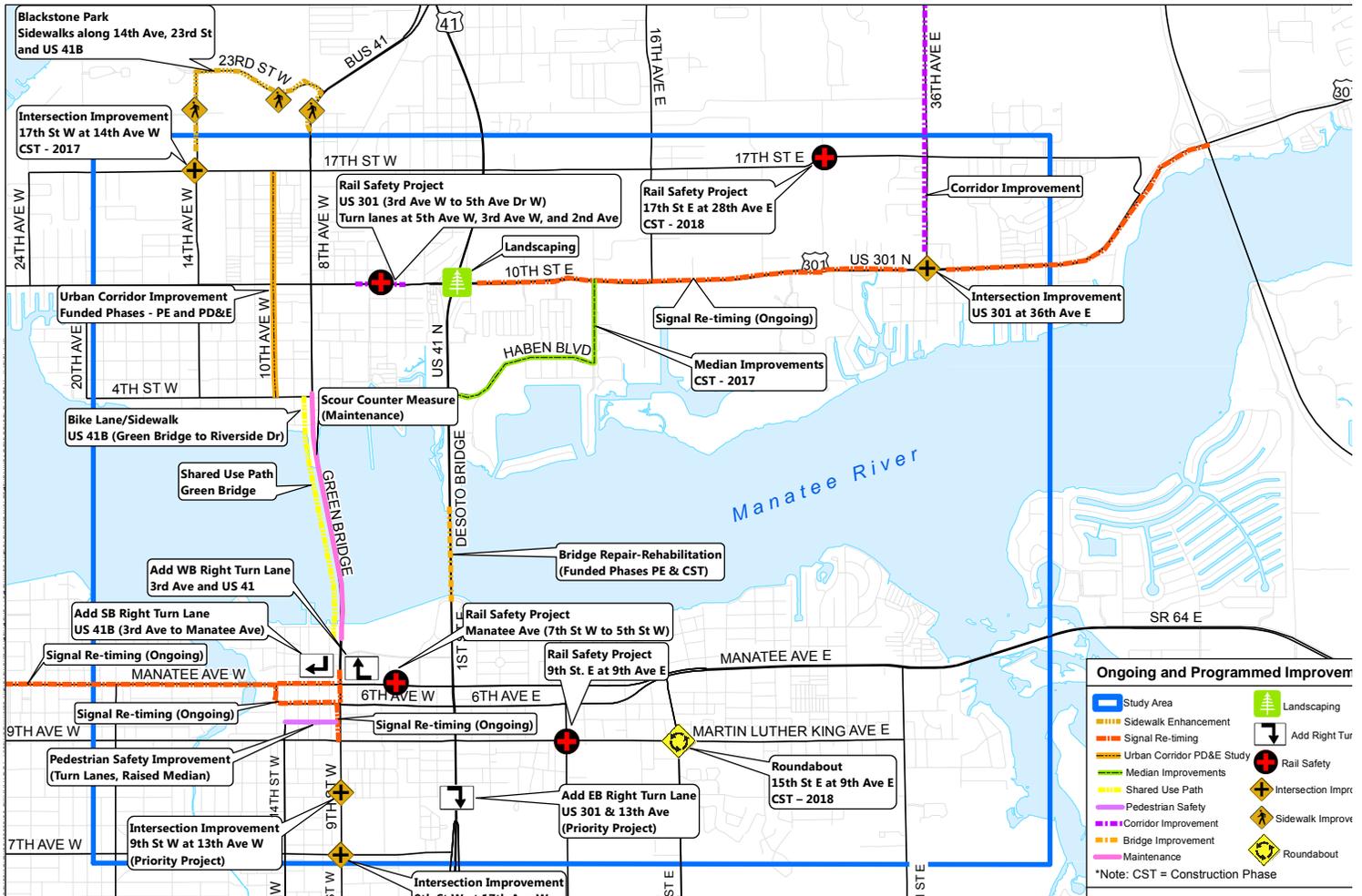


Fig 16: Ongoing and Programmed Improvements

Travel Patterns

The travel patterns for traffic using the Desoto Bridge and Green Bridge traffic was studied using a full year’s Global Position System (GPS) data (April 2016 through March 2017) obtained from Streetlight Insight. The findings of this O-D study indicated that the majority of trips on the Green Bridge (58% - bi-directional traffic) and the Desoto Bridge (65% - bi-directional traffic) have one or more of their trip ends outside the study area (regional trips). Of these trips, approximately 33% of the combined bridge trips have both trip ends outside the study area reflecting the large

percentage of travel that are using the roadway network as part of a regional trip with no origin or destination inside the study area. A comparison of trip ends (south of Manatee River) using the Green Bridge and those using the Desoto Bridge suggests that significant portion of the trips on the Green Bridge have an origin or destination to the west of Bradenton and outside the study area while the trips on the Desoto Bridge have an origin or destination south of the study area. For more information on the findings of the O-D study, see [CMNAA Origin - Destination Study](#) (June 8, 2017) on file with the Department.

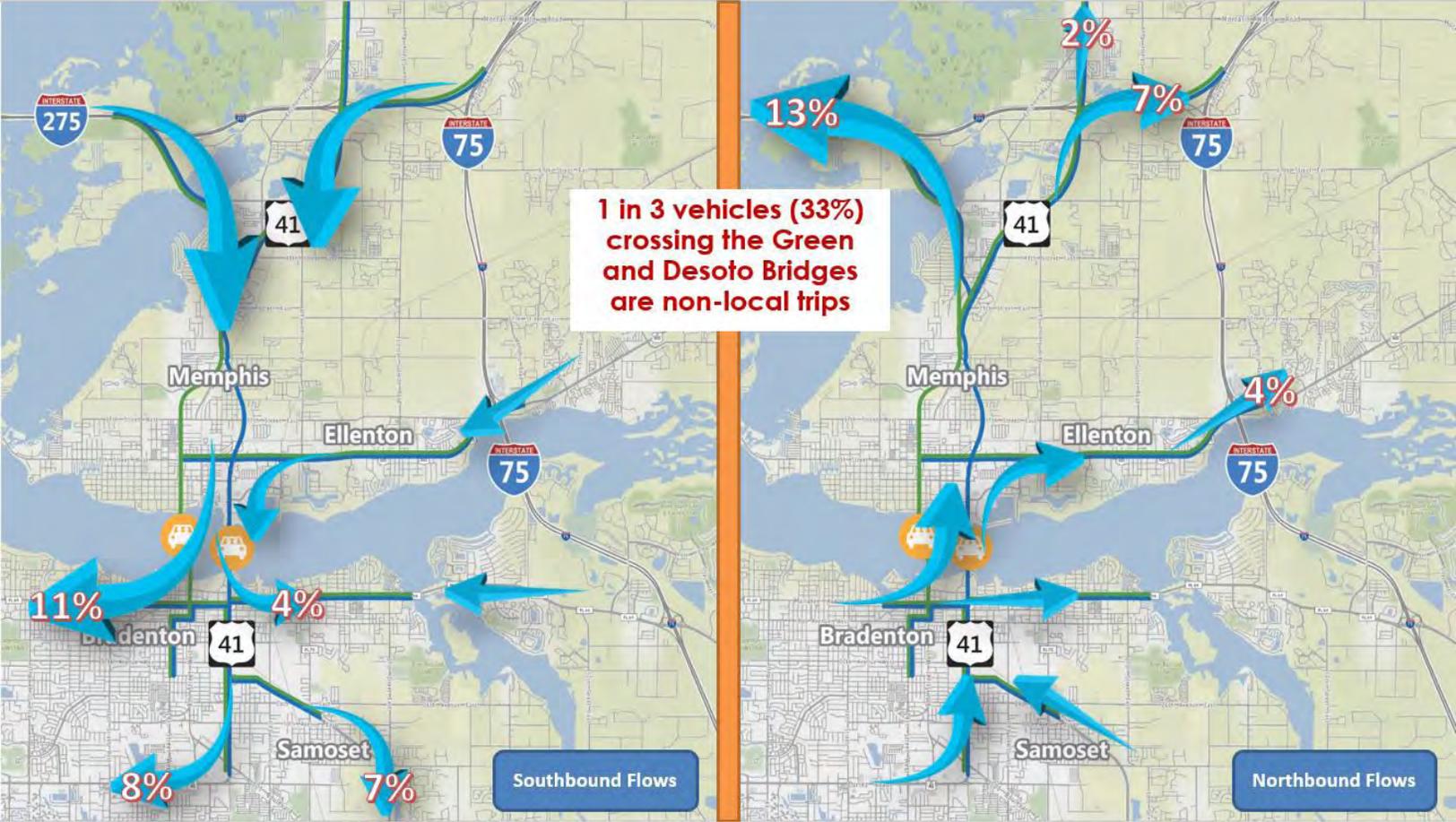


Fig 17: Study Area Origins and Destinations

Existing Conditions Operational Analysis

The study area network was developed and modeled in Synchro and VISSIM to evaluate the existing conditions and determine peak-season delay information. The study intersections within the City of Palmetto were analyzed using the HCM 2010 methodology (Synchro), while the intersections within the City of Bradenton were analyzed using both Synchro and VISSIM. A review of the intersection turning movement counts suggest that the peak hours at most of the study intersections are generally 7:30 to 8:30 AM and 5:00 to 6:00 PM. To develop volumes for use in microsimulation, the network volumes were balanced using the intersection approach and departure volumes or using “dummy” intersections (where required). The dummy intersections were used to minimize departure from the raw turning movement counts.

A series of quality control checks were performed throughout the VISSIM modeling process to correct all significant or fatal errors in the models and ensure accuracy of lane configuration, traffic volume data, signal timing data and other network data. The calibration process involved modifying default model parameters so that the model outputs reasonably replicated existing year (2017) peak-season conditions (field observed queue length and lane utilization). In addition, the segments were calibrated to HERE travel time data. The travel time sections were coded based on the actual location of HERE data sensors. As shown in table below, the average recorded (HERE data) and VISSIM model-based travel times per segment were very close (well within the standard criteria) confirming that the model was well calibrated and reliable for evaluation of future alternatives.

Table 2: Travel Time Calibration Results

Roadway	Average AM Travel Time (Min)		Met Criteria (±1 min or ±15%)	Average PM Travel Time (Min)		Met Criteria (±1 min or ±15%)
	Field	Model		Field	Model	
SR 64 EB – 15th St W to 15th St E	5.7	6.3	Yes	6.5	6.0	Yes
SR 64 WB – 15th St E to 15th St W	6.3	5.7	Yes	6.6	6.6	Yes
US 41/301 SB – Manatee Ave to South of 13th Ave	1.3	1.2	Yes	1.3	1.3	Yes
US 41/301 NB – South of 13th Ave to North End of Bridge	2.9	2.9	Yes	5.3	4.5	Yes
BUS 41 NB – Manatee Ave to North End of Bridge	1.8	1.5	Yes	2.0	1.5	Yes

For additional information on development of the model and results of existing operational analysis, please see [Existing \(2017\) Operational Analysis](#), June 2017 on file with the Department.

Future Projections

FDOT District One’s Regional Planning Model (D1RPM), used by the Sarasota Manatee Metropolitan Planning Organization (MPO) to develop their 2040 Long Range Transportation Plans (LRTP), was updated from its release in 2015 to include model refinements identified as a part of the other corridor/area-wide studies and updates of socioeconomic data to include any changes in current or new major developments as instructed by the MPO. In addition, further refinements were made to the D1RPM Base Year 2010 model to reflect a more refined roadway network. The results of the model validation were found to be within acceptable thresholds and found to be acceptable for use in future traffic forecasting for the CMNAA study.

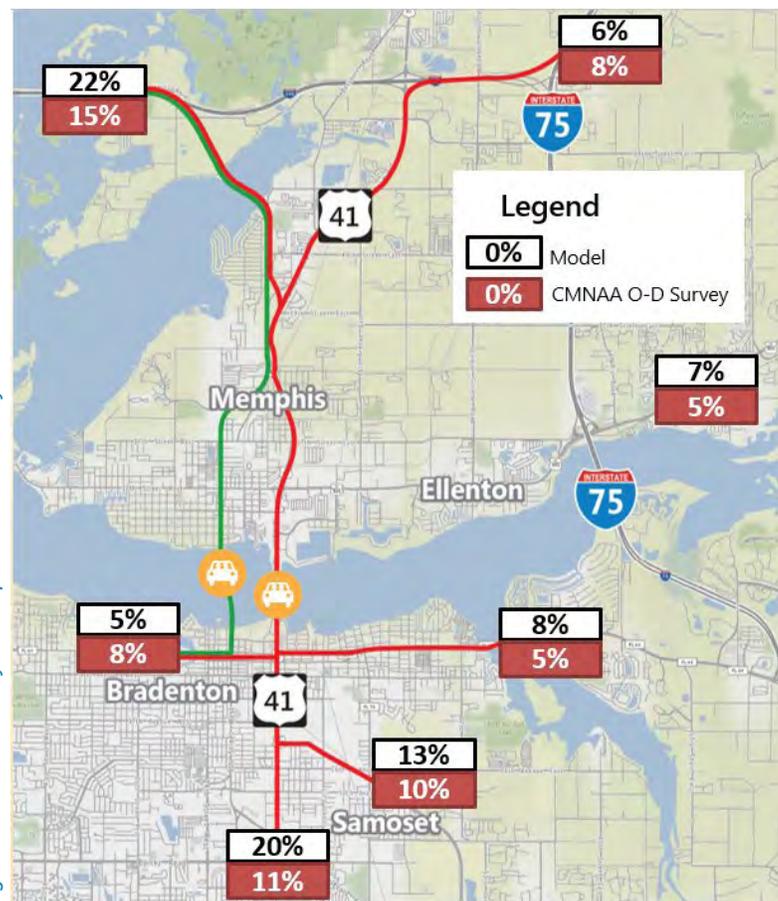


Fig 18: Select Link Analysis compared to O-D Survey

Additionally, select link analysis results for the Desoto Bridge was compared against the Origin-Destination study findings and found to be consistent between the two sources. Figure 18 illustrate the select link analysis for Desoto Bridge and the respective results from the O-D study. For additional information on model validation changes and results, see [Use of the District One Regional Model \(2010-2040\) and Sub-area Refinement Report, February 2018](#).

The evaluation of existing and future travel demand indicated that current and expected future congestion significantly impacts travel time within and through the study area, especially so during the peak season that occurs in many coastal communities. This season begins in late fall and extends through early April each year. These conditions are also associated with the traffic that is produced during the school year and by special events that occur on a scheduled or irregular basis.

The future traffic projections prepared for the study reflecting future travel demand, which include all programmed or financially feasible transportation improvements, indicated that the current conditions will only be exacerbated by the anticipated growth in population, employment and associated traffic volumes that is projected for the study area. The existing and projected future year 2040 AADTs for the Desoto and Green bridges are shown in Figure 19. A primary constraint is the limited capacity that is provided by the two bridges connecting the cities of Palmetto and Bradenton across the Manatee River and the intersection operations in Bradenton on the SR 64/Manatee Avenue/6th Avenue One-Way Pair.

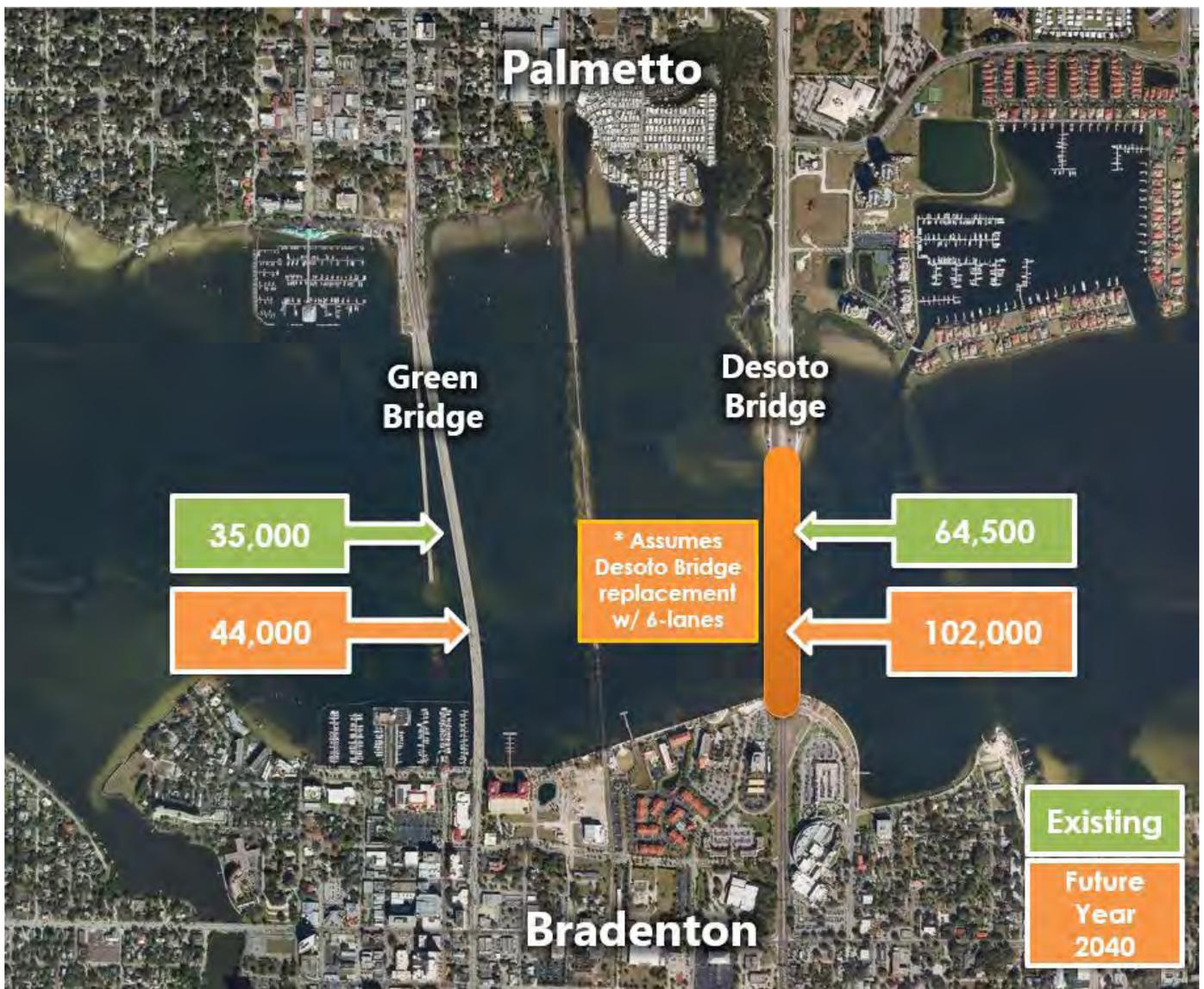


Fig 19: Existing and Future 2040 AADTs for Green and Desoto Bridges

Transit

Review of previously completed studies was the first step in data collection for the transit component of the multimodal evaluation. The Manatee County Transit Development Plan was reviewed to identify current ridership levels, planned service and facility improvements or modifications. Origin and destination data from the Longitudinal Employer-Household Dynamics (LEHD) On-The-Map (see Figures 20 and 21) was used to capture home-to-work and work-to-home travel patterns.



Fig 20: Place of Employment for Study Area Residents



Fig 21: Place of Residence for Study Area Employees

The data revealed that an estimated 10 percent of study area residents do not have access to an automobile. Manatee County Area Transit (MCAT) provides one-hour service on most routes and provides 30-minute service on Route 99 (Blue). MCAT has structured an overlapping route network to provide greater frequency on some corridors in the study area.

Details about the transit element of the CMNAA study are documented in the [Transit Alternatives Technical Memorandum](#), submitted to the Department in December 2017.

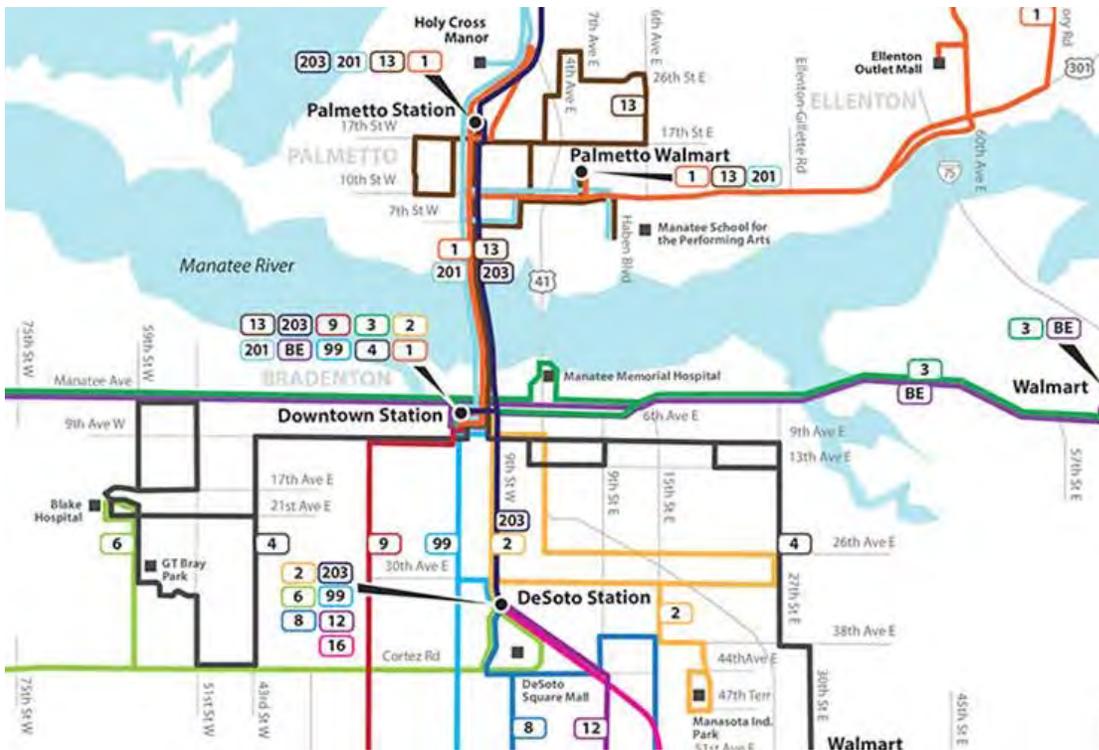


Fig 22: MCAT Study Area Route Map

Pedestrian

The evaluation of pedestrian facilities began with examination of the sidewalk inventory performed in Phase I of the study. As part of CMNAA Phases II, this data was validated in the field and amended to reflect existing conditions. Additionally, the locations of existing marked crossings were collected and mapped. These data was used in the identification of sidewalk gaps and development of potential locations for new connections and crossings. The existing pedestrian facilities in the study area are mapped in Figure 23.

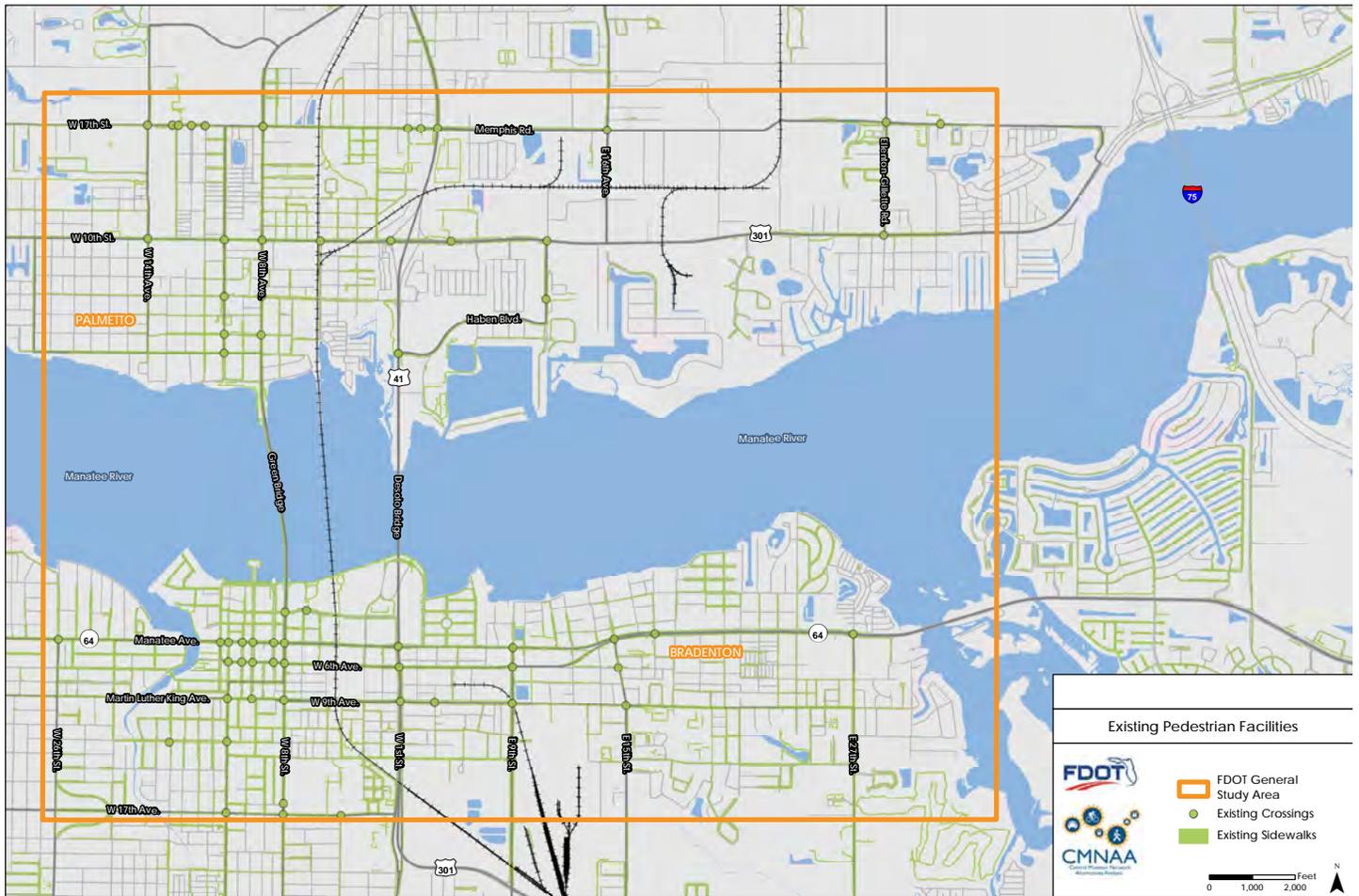


Fig 23: Existing Pedestrian Facilities

The study team also evaluated the Pedestrian Level of Service (PLOS) for each of the major roadways to understand the quality of service that existing facilities provide. The PLOS score accounts for the volume and speed of traffic in the adjacent lanes, the width of sidewalk or path, the horizontal separation from traffic, and the presence of on-street parking, landscaping, or other vertical buffering elements. The scores are stratified into varying letter grades, A-F, with LOS A representing the highest level of service with the lowest level of traffic stress and LOS F representing the lowest level of service with the highest level of traffic stress. Figure 24 presents the existing PLOS for the evaluated study area roadways. Of these roadways, there are none that meet LOS A criteria, 11% provide LOS B, 30% provide LOS C, 36% provide LOS D, 12% provide LOS E, and 11% provide LOS F. This indicates that approximately 23% of the primary transportation network has less than acceptable pedestrian service. That percentage grows to nearly 60% if PLOS C is used as the desirable level that is aspired to be obtained in this urban area.

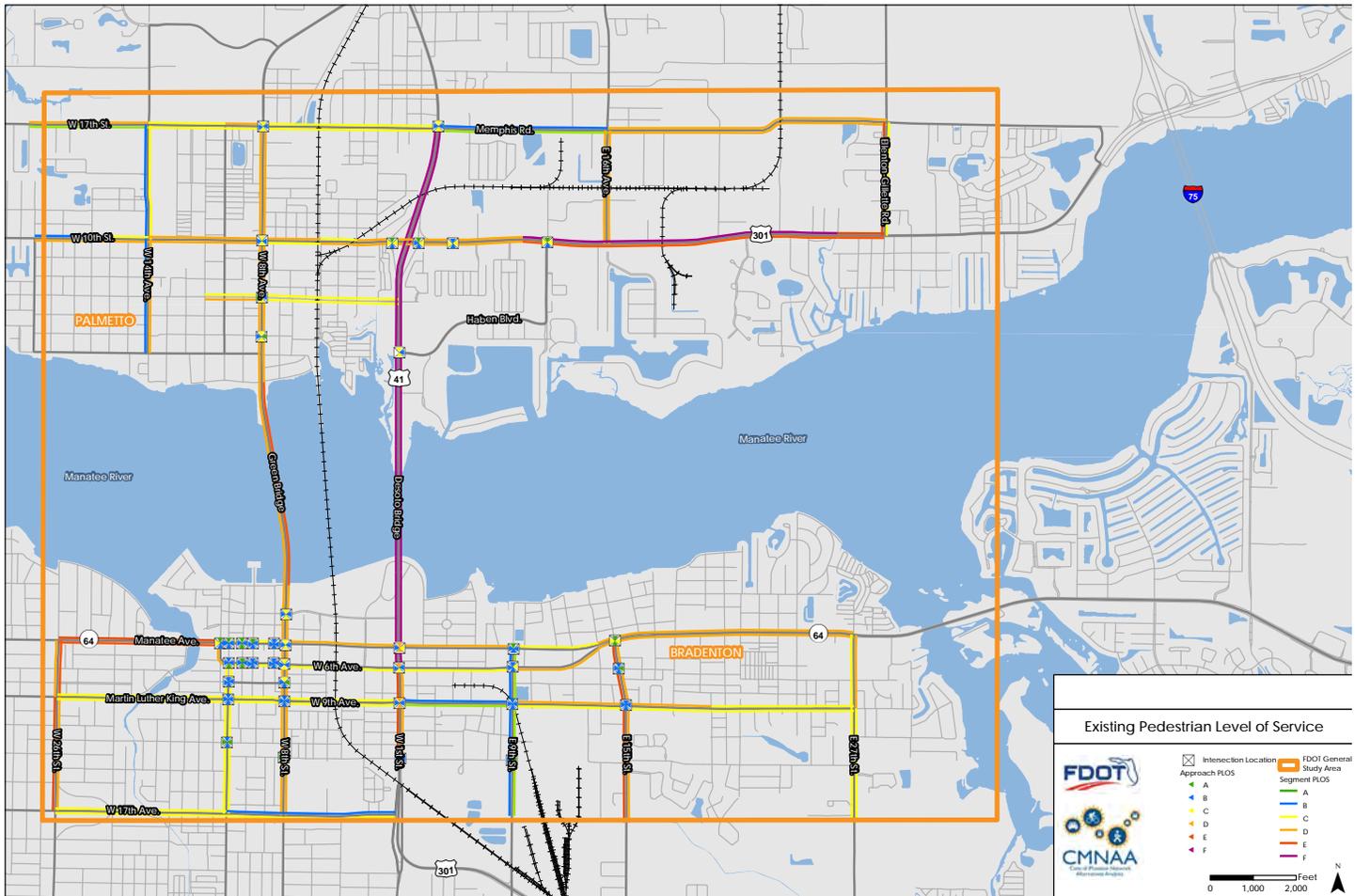


Figure 24: Existing Pedestrian Level of Service

In identifying pedestrian facility deficiencies and recommended improvements, the study examined the existing sidewalk network and crossing locations with specific goals in mind. These goals were:

- Provide a sidewalk on both sides of the road for all major roads (i.e. arterials and collectors);
- Identify roadways already programmed for reconstruction as opportunities to enhance the pedestrian environment by developing cross sections that narrow or eliminate travel lanes, increase sidewalk widths, or mitigate existing obstructions;
- Provide more frequent marked pedestrian crossings and associated enhancements on major roadways; and
- Provide sidewalks on strategically selected neighborhood routes to connect neighborhoods to the larger pedestrian network and provide access to transit stops.

Bicycle

Accommodations for cyclists in this study were addressed in two ways. The first focused on the addition of bicycle facilities to fill gaps in the local network. The second focused on integrating the area facilities into a regional system. The recommendations for both the local and regional bicycle networks are documented in the Bicycle Systems Plan, another product of the CMNAA study.

As performed for pedestrians, the bicycle facilities analysis began with an evaluation of the bicycle level of service (BLOS) for the study area. The BLOS is an objective measure of the cycling environment on roadways. It is an evaluation of the cyclists' perceived safety and comfort with respect to motor vehicle traffic and roadway conditions. The BLOS considers the following factors:

- Bike lane or paved shoulder width
- Outside lane width
- Traffic volume, speed, and type
- Pavement surface condition
- Presence/occupancy of on-street parking

The BLOS was measured for 63 roadway segments that totaled approximately 31 centerline miles. Figure 25 provides an overview of the BLOS for roadways in the study area. The analysis found that approximately 65 percent of arterial and collector roads were a LOS D or worse. In general, the analysis indicated that connectivity is a challenge due to discontinuous facilities and major barriers such as high-volume, high-speed roadways as well as the Manatee River.

Details about the bicycle facilities analysis are documented in the *Bicycle Systems Plan*, submitted in April 2018.

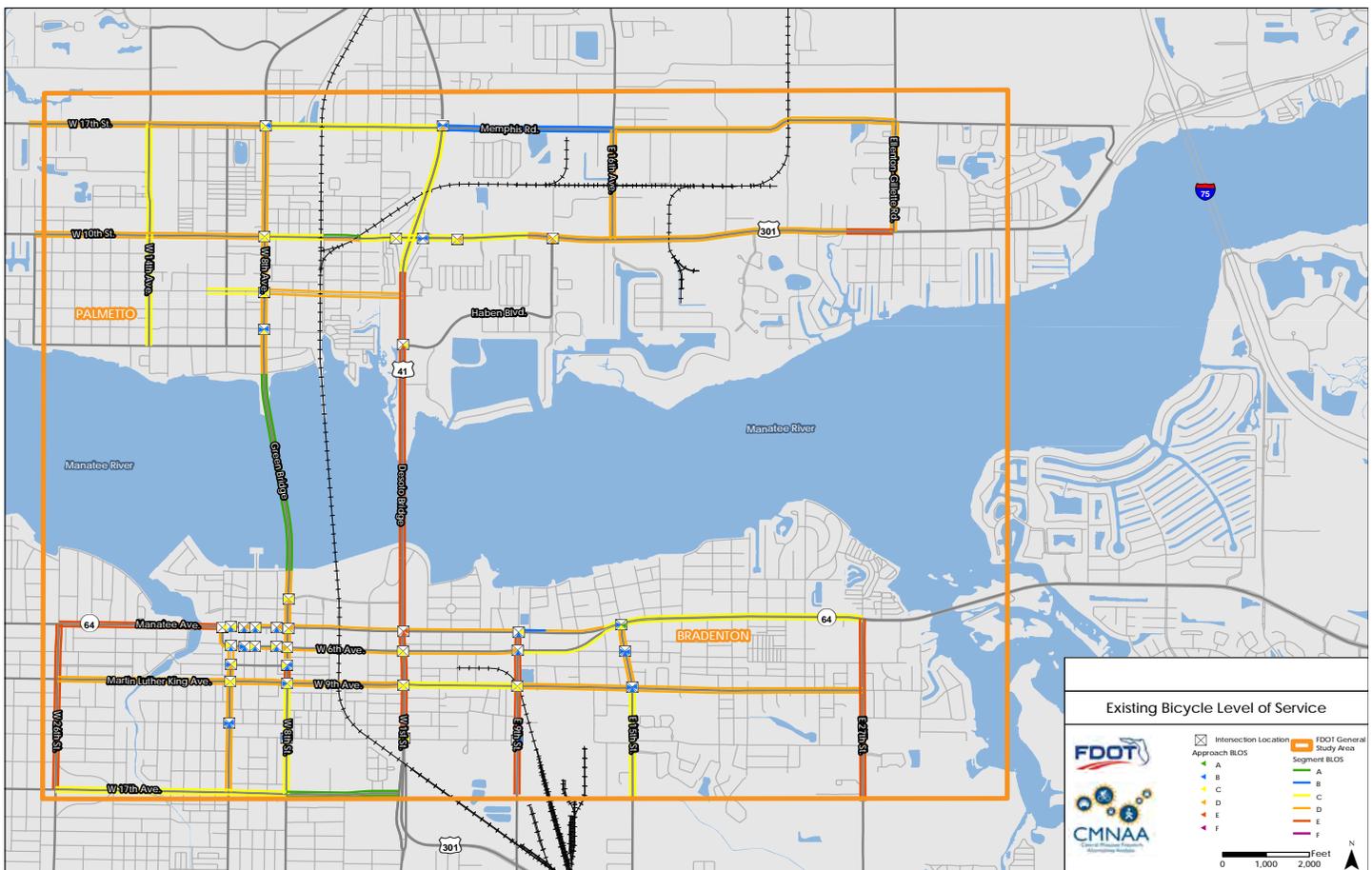


Fig 25: Bicycle Level of Service

Recreational Trails

The FDOT Shared-Use Nonmotorized Trail (SUNTrail) program is planned to provide a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System. A section of the system follows a conceptual route through the cities of Palmetto and Bradenton and crosses the Manatee River using the Green Bridge. This study included the SUNTrail route as a part of the Bicycle Systems Plan, which also provides connectivity between the local network and the SUNTrail.

The Palmetto Trails Network Plan, one of the proposed projects that resulted from the overall analysis, was the subject of a BUILD Grant Application submitted to USDOT by Manatee County Parks and Natural Resources Department in July 2018. While not selected for funding by USDOT (attained the “Recommended” level in the process), the Department has programmed the Project Development and Environment (PD&E) Study for Year 2019/20.

ALTERNATIVES DEVELOPMENT

Phase II of the CMNAA study developed and evaluated an array of potential improvements and investments into a multimodal transportation system and programs that would potentially address the transportation needs of the study area and the regional traffic that use the transportation network. The goals and objectives developed in Phase I were reviewed for their applicability to the Phase II & III study stages and found to be appropriate and the performance measures recommended remained. The goals and objectives are listed in Table 3.

Table 3: Project Goals & Objectives

Goal	Objective
Mobility	Reduce travel delay
	Reduce the impact of travel disruptions
Economic Development	Increase job accessibility
Accessibility	Provide comfortable and safe mobility options
	Provide access to employment centers
Safety	Reduce the number and severity of crashes
Community Cohesion/Support	Reduce negative impacts of the transportation network
	Support economic and cultural health of the community
Equity	Reduce negative impacts on the EJ communities
Environmental Stewardship	Minimize impacts to the natural environment

These goals and objects were considered and incorporated in the development of all modal alternatives during the concept development and project programming phases of the study. The summary of those efforts is described in the following report sections.

Safety

The road safety assessments of the major roadways within the study area examined the safety performance of these corridors and were used to develop recommendations for safety improvement projects. This effort included the identification and documentation of pertinent existing roadway characteristics, summary of traffic volumes and level of service, crash analysis, and field reviews performed by a multidisciplinary team of transportation professionals.

Recommendations emanating from the assessments targeted a wide range of system elements influencing safety, including: signal visibility, sight distance, driveways, fixed objects, lighting, railroad crossings, traffic signals, bicycle/pedestrian accessibility, pavement markings, and roadway geometry. The assessments and recommended safety improvement projects are documented in the [Arterial Safety Reports \(RSAs\)](#) on file with the Department.

Traffic Operations Improvements

Three specific improvements below were incorporated into the roadway network operational analysis for each improvement evaluated. These were:

- Addition of a right turn lane on southbound US 41 Business in downtown Bradenton at the intersection of US 41 Business with 3rd Avenue W
- Addition of a right turn lane on southbound US 41 Business in downtown Bradenton at the intersection of US 41 Business with Manatee Avenue
- Enhancing pedestrian safety on 8th Avenue W in Bradenton by narrowing the roadway segment to one lane in each direction and providing enhanced pedestrian crossings along the corridor. The design also improves traffic operations by providing a dual westbound left turn on 8th Avenue W at its intersection with US 41 Business/ 14th Street W.

Project Team brainstorming meetings (Charrettes), documented in Appendix B, were held to organize ideas and suggestions for further analysis. From these meetings, a series of initial alternatives focusing on operational improvements were developed and evaluated in Synchro and SimTraffic to assess their viability and performance in addressing existing study area traffic congestion and delays. After several iterations of each initial alternative, two alternatives evolved as showing the most potential for improving traffic conditions in the downtown Bradenton portion of the study area. These alternatives would also have a secondary positive impact on traffic operations on the Manatee River bridges and alleviating the congestion that extends into the City of Palmetto. These two alternative improvement scenarios were selected for further refinement and evaluation.

The two alternatives are identified as Phase 1 and Phase 2 Traffic Operations Improvements. Phase 1 represents a relatively inexpensive and more easily implemented (short-term) set of improvements. Phase 2 represents additional improvements, while costlier and requiring more significant changes to the existing traffic patterns, could also be implemented in the short or mid-term timeframe. The evaluation found that the Phase 1 improvements would be sufficient in addressing Year 2028 travel demand with substantial reduction in overall area-wide delay on the existing bridges and in the downtown Bradenton area (see Table 4). As a result, and because additional long-range capacity improvements for the river crossing could be implemented by that time, the Phase 2 improvements were not recommended for implementation as a priority and would be retained only as a possible future consideration.

Table 4: Network Delay Reductions for Phase 1 and Phase 2

Network Delays (2017 Volumes)	Existing Network (hours)	Phase 1 Network (hours)	Improvement % of Phase 1 from Existing	Phase 2 Network (hours)	Improvement % of Phase 2 from Phase 1
AM Peak Hour (from 7 to 8)	182	116	36%	96	11%
PM Peak Hour (from 5 to 6)	221	125	43%	90	16%

The Phase 1 Operational Improvement alternative was recommended as the short-term improvement strategy and was endorsed by the City of Bradenton Council as a priority to be advanced by the Sarasota-Manatee MPO and FDOT for design and implementation.

The Phase 1 Operational Improvements (as Shown on Figure 26) removes northbound left turns from US 41 (1st Street E) and US 41 Business (9th Street W) onto Manatee Avenue (Westbound SR 64). Vehicles wishing to make these movements are diverted onto alternate facilities in the following manner:

- Northbound left at US 41 Business & Manatee Avenue:
 - Jughandle: Northbound right turn onto 6th Avenue W from US 41 Business, followed by an eastbound left onto 8th Street W and a northbound left onto Manatee Avenue.
- Northbound left at US 41 & Manatee Avenue:
 - Displaced Left: Northbound left onto 9th Avenue from US 41 followed by a westbound right onto 3rd Street W and a northbound left turn onto Manatee Avenue.

In addition to the committed improvements programmed for the study area (referenced previously), Phase 1 also includes the following traffic signal and geometric improvements associated with the new traffic patterns:

- Manatee Ave and 6th Avenue between 15th Street W and US 41 Business
 - Install vehicle detection for all turn lane approaches
- US 41 and Manatee Avenue
 - Add shared through/right lane on the westbound approach of Manatee Avenue at US 41
 - Remove innermost left turn lane and convert second left turn lane to a through lane on the northbound approach of US 41 at Manatee Avenue
- US 41 and 6th Avenue
 - Convert outer left turn lane to a through lane and extend inner left turn lane on southbound approach of US 41 at 6th Avenue
- US 41 and 9th Avenue
 - Convert innermost through lane to a left turn lane on the northbound approach of US 41 at 9th Avenue
- Reconstruction 3rd Street as a one-way facility with parallel parking along east side from 9th Avenue W to 8th Avenue W
- 3rd Street and Manatee Avenue
 - Signalize intersection
 - Add second left turn lane to northbound approach of 3rd Street at Manatee Avenue
- 3rd Street and 6th Avenue
 - Signalize intersection and improve 3rd Street between 6th Avenue and Manatee Avenue
- US 41 Business and Manatee Avenue
 - Remove left turn lane from northbound approach of US 41 Business at Manatee Avenue
- US 41 Business and 6th Avenue
 - Extend left turn storage for southbound approach of US 41 Business at 6th Avenue
 - Convert leftmost through lane to a shared through/left lane for eastbound approach of 6th Avenue at US 41 Business

Analysis of the Palmetto area network, performed separately in Synchro, revealed additional improvements to the roadway network that are needed to meet the Year 2028 travel demand. The list of recommended improvements north of the Manatee River include:

- US 41 & 17th Street
 - Add northbound right turn lane
 - Add eastbound right turn lane (consistent with Palmetto Trails Network Plan)
- US 301 & 6th Avenue E
 - Overlap southbound right turn with eastbound left turn
- US 301 & 12th Avenue E/Haben Boulevard
 - Add northbound right turn lane
 - Add southbound left turn lane

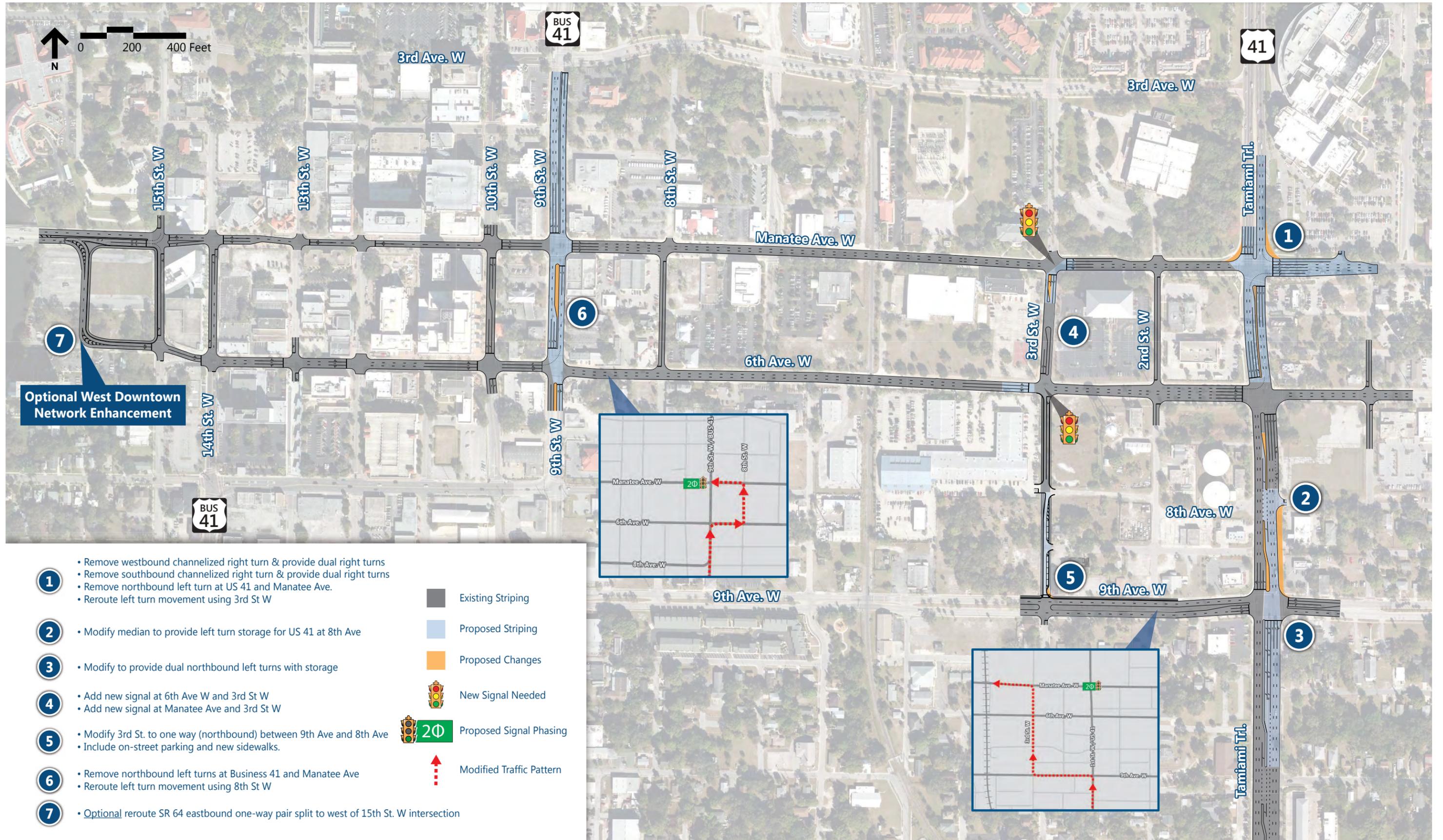


Fig 26: Phase 1 Operational Improvements

The Phase 1 Operational Improvements were evaluated under anticipated Year 2028 conditions. The results of comparing these improvements to the No-Build alternative are presented in Table 5.

Table 5: Phase 1 Improvements AM and PM Peak Performance Comparison (2028)

Measure of Effectiveness	AM Peak Performance			PM Peak Performance		
	No Build Network	Phase 1 Improvements	Percent Change	No Build Network	Phase 1 Improvements	Percent Change
Network Performance Measures						
Average Delay (seconds/vehicle)	270	99	-63%	305	154	-50%
Average Speed (mph)	13.6	22.3	+64%	12.3	18.8	+53%
Travel Times (minutes)						
NB US 41: 13th Avenue W – North End of Bridge	4.3	2.5	-42%	6.5	5.8	-11%
SB US 41: North of Haben Blvd – 13th Avenue W	13.2	5.0	-62%	9.5	5.2	-45%
NB US 41 Business: 13th Avenue W – North End of Bridge	6.2	5.4	-13%	7.1	5.9	-17%
SB US 41 Business: North End of Bridge – 13th Avenue W	5.2	5.0	-4%	6.4	5.7	-11%
EB SR 64: 15th Street W – 15th Street E	14.6	6.8	-53%	20.8	7.4	-64%
WB SR 64: 15th Street E – 15th Street W	5.7	4.8	-16%	7.5	5.1	-32%

A Benefit-Cost Analysis was performed (see Table 6) to assess the economic benefits of the roadway network within the CMNAA study area addressed by recommended Phase I Operational Improvements. The network delay is calculated for 300 days in year accounting for the reduced benefits anticipated due to lower traffic volumes during the weekends and federal holidays. The analysis yielded a ratio of 1:21.80, suggesting that the anticipated benefits significantly outweigh the cost for implementation and indicate a strong economic justification for the recommended improvements.

Table 6: Benefit-Cost Analysis for Phase I Operational Improvements

Measure	AM Peak Period (7:00 to 9:00)	PM Peak Period (4:00 to 6:00)
Network Delay (E+C) (Hours)	1,312	1,883
Network Delay (E+C and Phase 1 Improvements) (Hours)	872	1,100
Expected Savings (Hours)	440	784
Dollar Equivalent of Hours Saved	\$7,782	\$13,847
Annual \$ Savings	\$2,334,540	\$4,153,950
Total Annual Savings	\$6,488,490	
Expected Cost of Phase 1 Improvements (\$)	\$3,309,960	
Expected Service Life of Improvements (Years)	15	
Annualized Cost of Phase 1 Improvements (\$)	\$297,701	
Benefit-Cost Ratio	21.80	

Additional analysis was performed to determine the anticipated year when the US 41 Business (Green Bridge) and US 41 (Desoto Bridge) corridors, with the recommended Phase I Operational Improvements implemented, would again experience extended queueing and associated delay issues. The travel demand model projects a Year 2040 AADT of 102,000 along the Desoto Bridge (as a 6-lane bridge and no new alternative river crossing) versus an existing Year 2016 AADT of 64,500. This significant growth in traffic is attributed to the adopted land use and planned developments within and near the CMNAA study area, especially in north and northeast Manatee County. This growth is not expected to be linear, but rather it is projected to occur more rapidly after 2028 than before 2028.

In recognition of the difference in demand being more intense after 2028, an annual growth rate

of 0.5% was recommended to develop the traffic volumes for Year 2028 conditions. However, it is expected that beyond Year 2028, traffic demand would grow at approximately 4.2% annually if consistent with the forecasted land use changes. Based on this growth rate assumption, and preliminary analysis using advanced simulation software (Synchro and VISSIM), queueing issues on the bridges and at major intersection approaches begin to occur again by or just beyond Year 2031 (especially on the Green Bridge). By Year 2035 the study network is expected to reflect queueing on both the Green and Desoto bridges, as well as heavy queues along the SR 64/Manatee Avenue/6th Avenue one-way pair in Bradenton.

For more information on traffic operations improvements, see the [Short-term \(2028\) Operational Analysis](#) report on record with the Department.

Consideration of Rick Fawley Plan

As requested by the Manatee Chamber of Commerce and members of the local community that include participants in the East Downtown Bradenton Working Group, the Department considered this historical concept involving a re-routing of east/west traffic within the downtown. This plan, shown in Figure 27, was developed by a group of planners and architects led by the late Rick Fawley and first presented to the City of Bradenton more than 10 years ago.

The Rick Fawley Plan (see Figure 27) is a “reimagining” of the Downtown Bradenton roadway network that reintroduces two-way operations on the SR 64 (Manatee Avenue/ 6th Avenue) One-way Pair and creates new connections between SR 64 and 9th Avenue/Martin Luther King Avenue. The fundamental traffic operations concept behind the plan is to redistribute the traffic currently concentrated on the SR 64 one-way pair more evenly through the downtown grid. The conversion of the one-way pair to two-way operations might also support a more livable, walkable downtown area with enhanced access to businesses in Bradenton’s urban core.

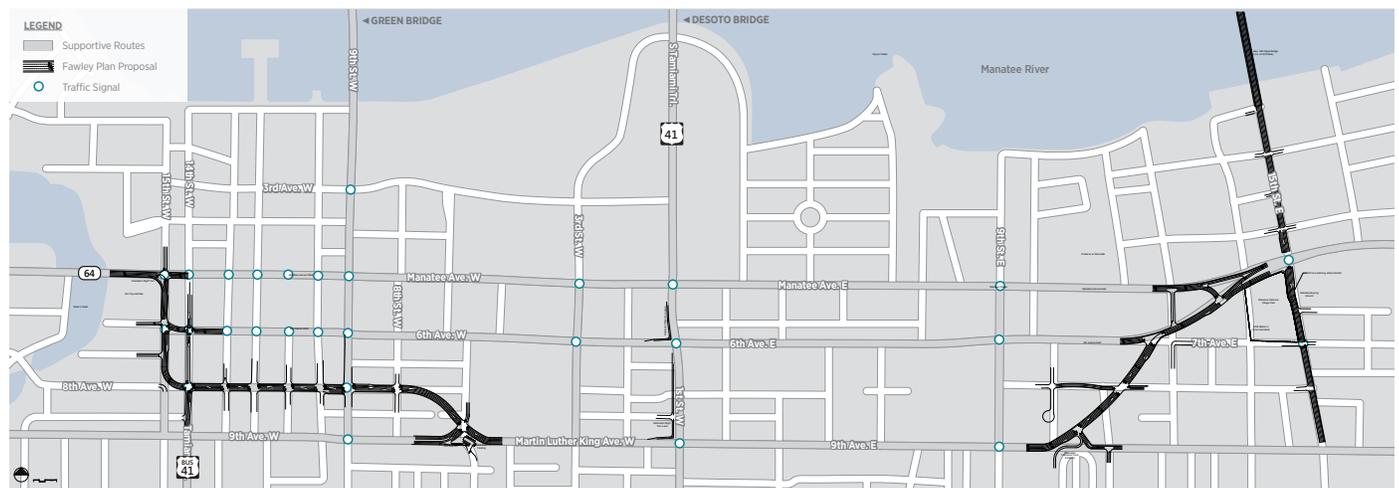


Fig 27: Original Rick Fawley Plan

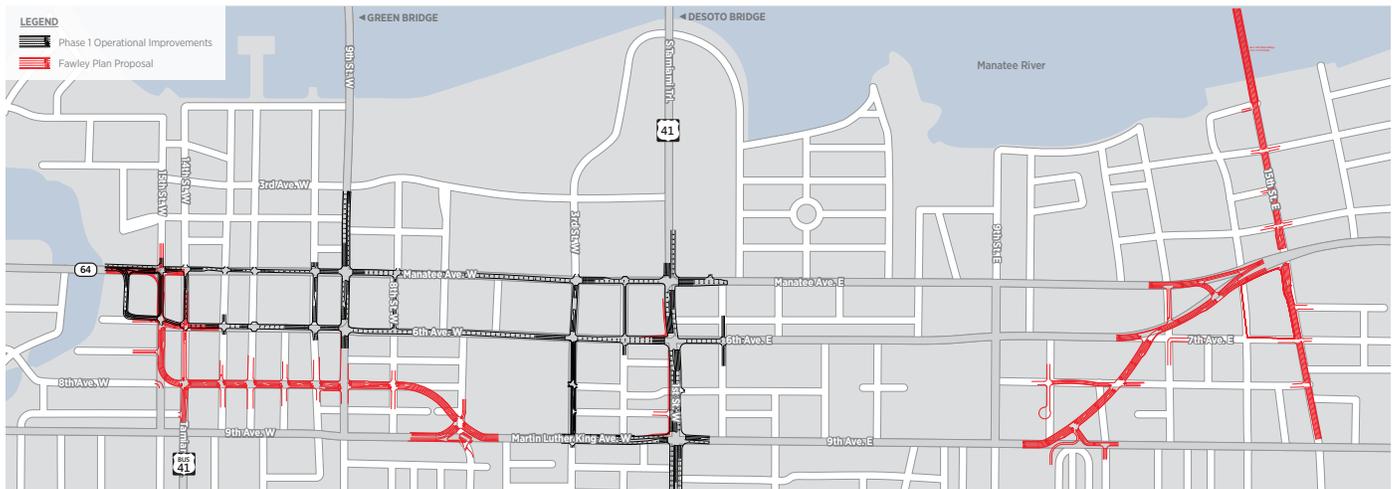


Fig 28: Original Rick Fawley Plan and Phase 1 Operational Improvements

While no formal action was ever taken by the City of Bradenton to advance the Rick Fawley Plan, the Manatee Chamber and community leaders felt that it was important to consider the historical perspective that this concept provides. Following a presentation at the first East Downtown Bradenton Working Group meeting by a few of the legacy individuals involved with its original development, FDOT offered to consider the Rick Fawley Plan in context of the overall CMNAA planning effort.

The evaluation considered the purpose of the Fawley Plan, as understood by the study team, in context of current FDOT design criteria. The Fawley Plan presented challenges as applied to state facilities. The recommendation of several four-lane undivided typical sections goes counter to the Department’s current policy on multi-lane roadways that now require median separation, or a center turn lane. Expansion of the Fawley Plan concepts to meet current design criteria would result in encroachment on adjacent properties, and acquisition of private property, impacting the existing built environment and requiring the complete relocation or redevelopment of some adjacent sites.

Certain design details were modified by the study team to simplify project implementation, retain support of the community’s vision, while using the existing network in lieu of new alignments and property acquisition. The revisions to the Fawley Plan, with the eliminated portions shown in red, is represented in Figure 29.

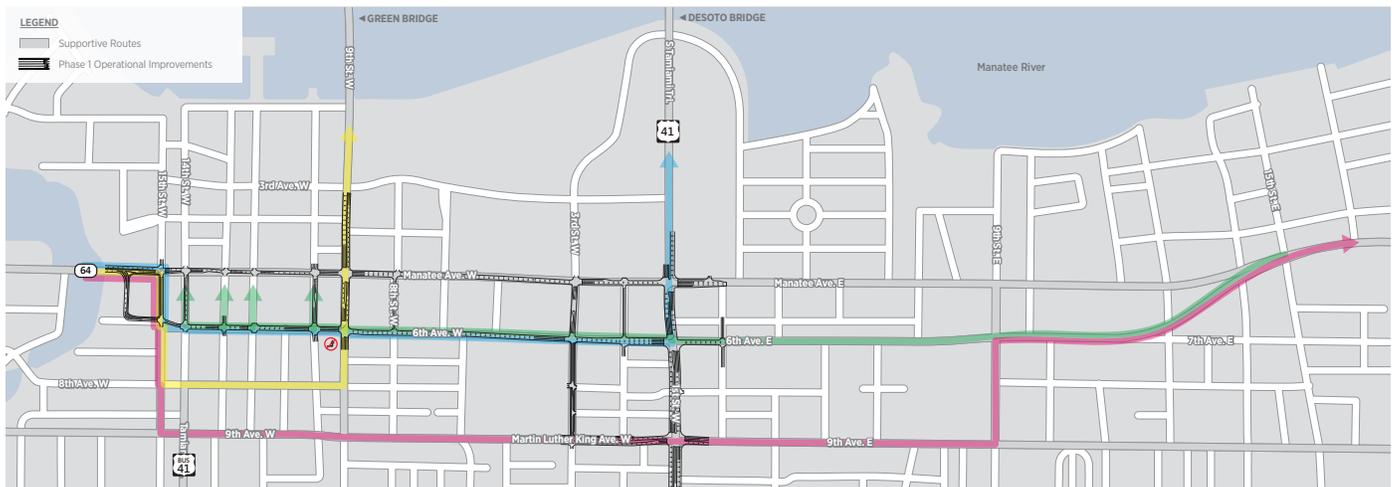


Fig 29: Modified Rick Fawley Plan

Figure 29 shows (in red) the “routing” revisions to the Fawley Plan as studied by the study team. The 2017 PM Peak Hour traffic volumes were modeled in Synchro to assess the traffic operations performance of the Modified Fawley Plan with respect to automobile operations. The analysis results presented in Table 7 below represent the network-wide delays calculated in the Synchro model for the core Bradenton transportation network (roughly bordered by 15th Avenue E on the east, 15th Avenue W to the west, the Manatee River to the north, and the 9th Avenue/ Martin Luther King Avenue corridor on the south). The network also included the intersection of 13th Avenue and 1st Street to capture traffic platoons entering the network from US 301.

With the two proposed alternatives in operations (Phase 1 Operational Improvements alone and Modified Fawley Plan with the Phase 1 improvements), the overall network operation improves from the existing condition. With Phase 1 improvements alone, network-wide delays are reduced by 38%; however, much of the traffic flow characteristics and street environment will remain the same. With the introduction of the Modified Fawley Plan, the reduction in network delays from the existing conditions improve only 11% (see Table 7) but do offer a more balanced use of existing capacity and a more walkable, urban environment than the Phase 1 improvements alone. However, based on the 27% greater improvement to overall delay, the Phase 1 Operational Improvements alone were approved by the City of Bradenton to be advanced to design and implementation.

Table 7: Modified Fawley Plan Evaluation Results

2017 Volumes on Alternative Networks	Existing Network (hours)	Phase 1 Improvements		Modified Fawley Plan with Phase 1 Improvements	
	Network Delays (hours)	Network Delays (hours)	Improvement % from Existing	Network Delays (hours)	Improvement % from Existing
PM Peak Hour (from 5 to 6)	781	488	38%	694	11%

Transit

Transit strategies that supported improved modal circulation within the study area were identified and evaluated in coordination with Manatee County Area Transit. The analysis included the study of local commuting patterns of the study area residents and employees through the application of the Longitudinal Employer-Household Dynamics (LEHD) On-The-Map data which captures and summarizes home-to-work travel demands. Overall the analysis showed a strong concentration of trips related to the origins and destinations within and to the study area. Existing transit services were found to accommodate current trip patterns to and from major employment centers. Based on these findings, it was recommended that efforts to improve transit service should be steered toward enhancements of existing service rather than new service.

An evaluation of recent and planned transit improvements was conducted, and the existing ridership and boarding and alighting data was obtained and reviewed. Additionally, the information on the Manatee County Area Transit (MCAT) Stops Upgrade and Amenities Program was incorporated into the study process. A study area field audit was conducted to capture “real-life” movement at and near the bus stops along major routes and observations at the Bradenton and Palmetto transfer/transit centers.

These data, and several coordination and review meetings were used to develop a series of alternative transit improvements that were supported by MCAT. These included conceptual route modifications for Route 13 serving the area of Palmetto north and west of US 301, conceptual improvement concepts for the future expansion of the Downtown Bradenton Transit Center and transit signal priority locations that would enhance transit trip time in downtown Bradenton. In conjunction with the study evaluation

of specific transit improvements, the evaluation of the existing pedestrian and bicycle system in the study area was reviewed in coordination with the need to improve access to transit. A series of locations were identified on ten (10) different streets in Bradenton and Palmetto where significant benefits could be achieved for the transit rider. The details of all recommendations were incorporated into a study document that was reviewed and approved by MCAT and submitted to the Department for future programming consideration. In summary, the final recommendations for public transit included the following:

1. Focus on expanded capacity and service provided by Route 99 to Sarasota
2. Plan and design for the future expansion of the Downtown Bradenton Transit Center
3. Evaluate and if appropriate, implement on-demand service for Route 13
4. Consider and minimize impact to bus routing due to roadway network changes
5. Continue to address ADA and sidewalk gaps to improve access to transit

For more information on the transit alternatives developed for the CMNAA study, see the [Transit Alternatives Technical Memorandum](#), on record with the Department.

Bicycle Systems Plan

The [Bicycle Systems Plan](#), a specific deliverable from the CMNAA study and on record with the Department, provides recommendations for steps to take better advantage of the study area's potential for connectivity by identifying and promoting the routes by which low-stress bicycle travel can occur and recommending interventions that address the interruptions to that connectivity.

Within the *Bicycle Systems Plan*, recommendations are provided for over 60 miles of roadways in the Central Manatee study area, representing a variety of roadway types including major corridors, other arterial and collector corridors, and local streets. In addition to changes to specific roadways, the study recommends development of independent facilities as well as neighborhood level studies that will develop the proposed neighborhood connectivity routes and associated wayfinding in more detail.

The recommendations from the *Bicycle Systems Plan* form a comprehensive network of bicycle facilities and routes within the Central Manatee study area. Many of the recommendations provide connections that a wide range of cyclists will find comfortable. Other recommended facilities seek to accommodate bicycles as comfortably as possible on the major corridors that often offer the most direct connections to important

community destinations. This approach provides route options that allow individual cyclists to choose the sequence of facilities that best serves their needs and trip purposes on any given day. Some of these facilities provide space for bicycles to operate separately from motor vehicles, while others provide connections on roadways where motor vehicle speeds and traffic volume are both low. A very limited number provide a connection on a larger roadway where no specific space for bicycles is provided, but where a necessary connection is made; on these roads, cyclists may legally share the lane, but specific design features to accommodate cyclists will not be available until the roadway is significantly reconstructed.

The types of facilities include pathways (both next to roadways and independent), separated bikeways, bike lanes, and various types of shared roadways. More than half of these (35 of 67 miles for which facilities were recommended) can be considered "low-stress," in that they provide an environment in which many bicyclists, including casual bicyclists, beginners, and perhaps even children, will be comfortable riding. The balance are more conventional facilities, in which bicycle-specific markings, such as bike lanes or shared lane markings, are applied but bicyclists continue to operate in close proximity to significant motor

vehicle traffic. Figure 30 shows how the facilities join to create a comprehensive bicycle network across the study area. The *Bicycle Systems Plan* should be provided to the local communities and the MPO to assist in the planning, selection and prioritizing future bicycle projects within the study area.

An additional 11 miles of roadway were identified as “pending reconstruction,” meaning that they are important thoroughfares in the Central Manatee

transportation network, but there is no practical way to markedly improve cycling conditions on them directly given their existing conditions and right-of-way constraints. Nonetheless, the need is noted and expected to be addressed within the context of future projects where the roadways will be substantially reconstructed, perhaps within expanded or otherwise modified rights-of-way.

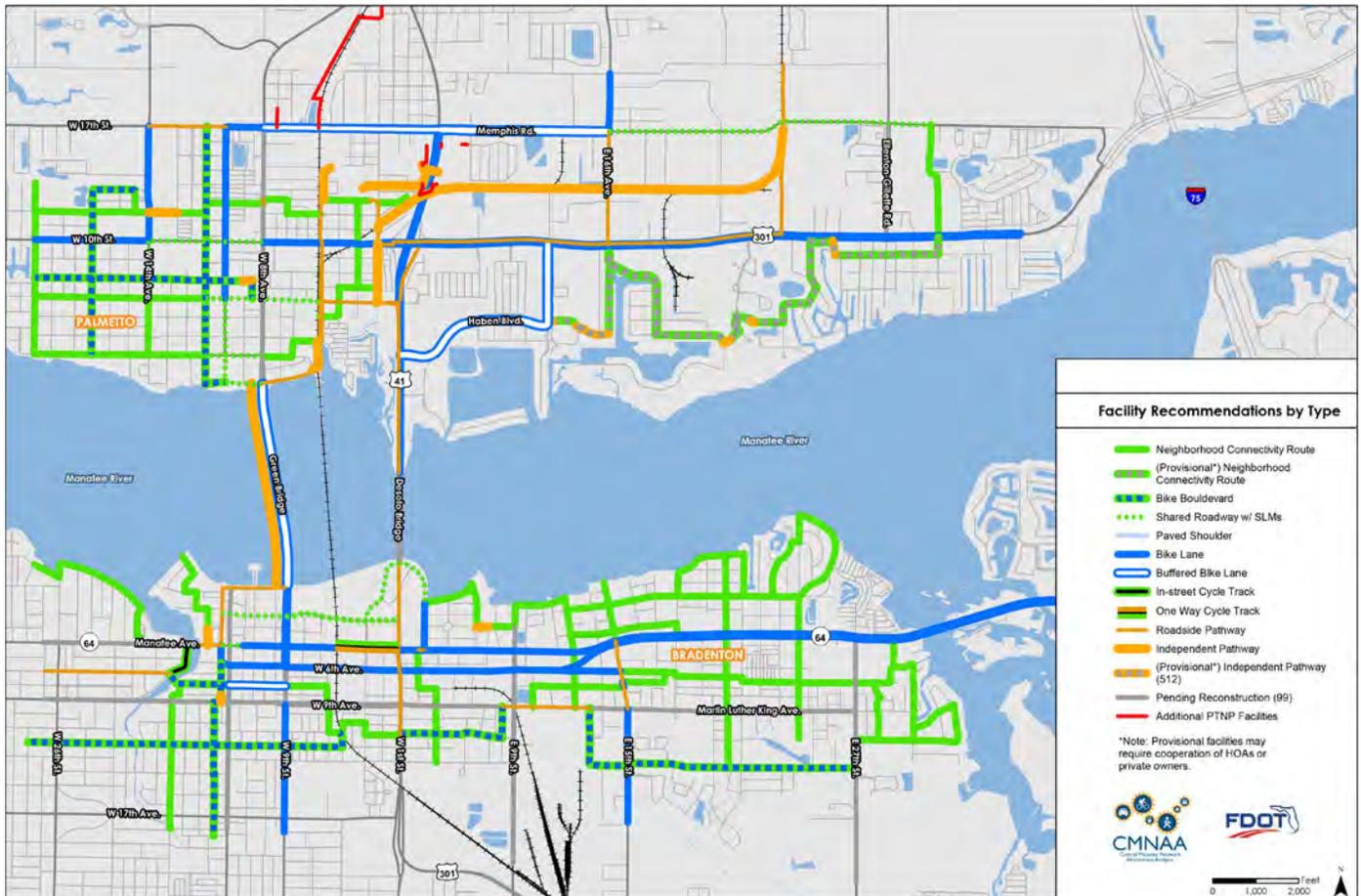


Figure 30: Bicycle Systems Plan Recommendations

Recreational Trails

There was a focused effort in providing local access to the existing recreational trails and the SUNTrail route. The Bicycle Systems Plan provides continuous facilities to connect the study area including providing access to recreational trails. The Palmetto Trails Network Plan (PTNP) is a regional system of transportation improvements made up of six (6) programs designed to reestablish connections lost through the construction of US 41 through the City of Palmetto decades ago. The PTNP was the subject of an unsuccessful US DOT BUILD Grant Application submitted by Manatee County in July 2018, in partnership with the City of Palmetto, the Palmetto CRA, Manatee Area Transit, the School District of Manatee County, Lincoln Memorial Academy, the Sarasota-Manatee Metropolitan Planning Organization (MPO) and FDOT.

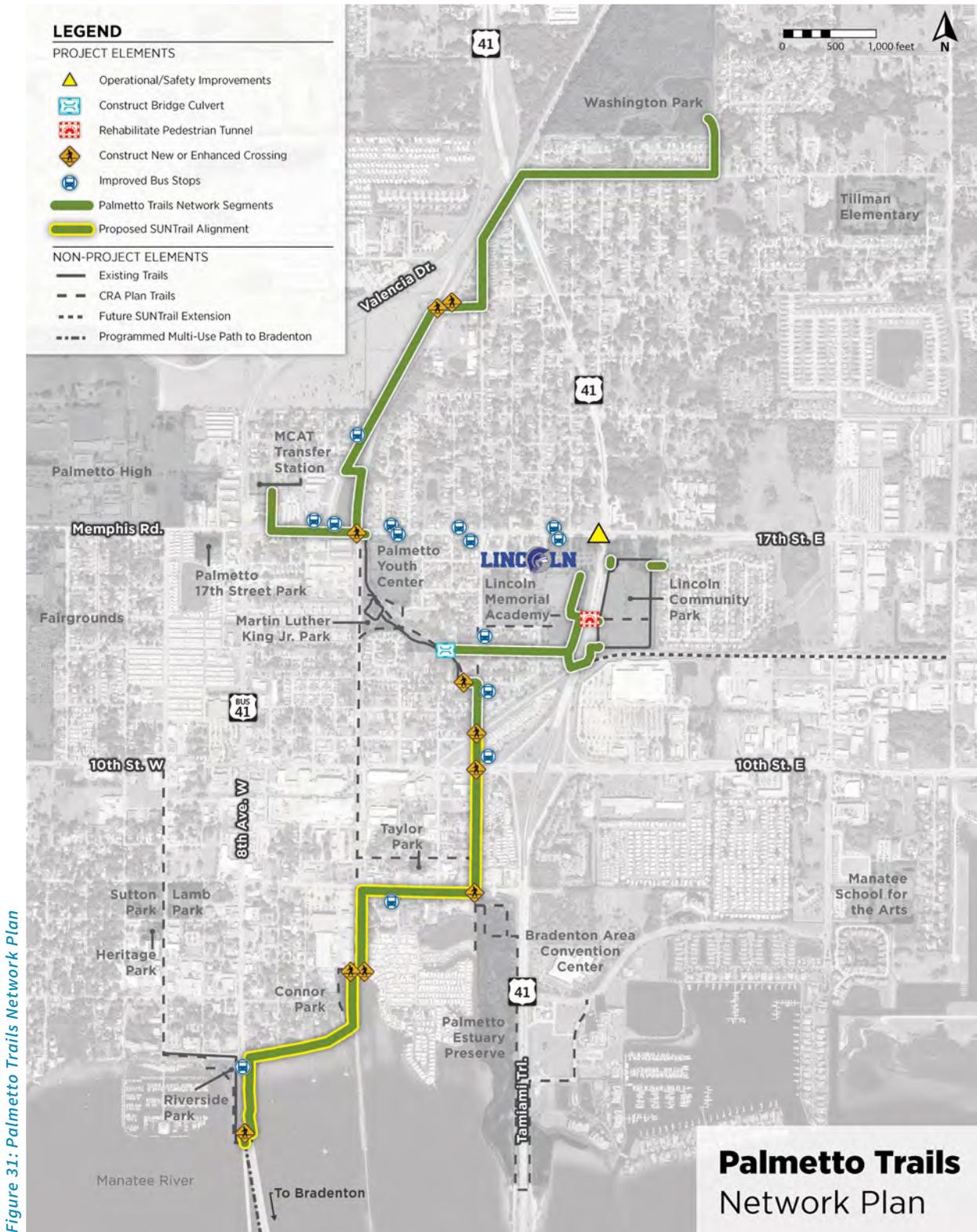


Figure 31: Palmetto Trails Network Plan

Although the BUILD Grant Application was not successful, the Department has programmed the PD&E Study for the project for fiscal year 2019/20. A copy of the [BUILD Grant Application](#) is on record with the Department.

The PTNP includes a network of high-quality multimodal facilities in the City of Palmetto that will restore access to public schools, the Palmetto Youth Center, seven (7) parks, a conference center, the Palmetto Transit Transfer Center, multiple local employment centers and over a dozen surrounding neighborhoods.

The PTNP project will restore and reuse an existing historic pedestrian tunnel under US 41 that will reconnect the Lincoln Memorial Academy to the Lincoln Community Park, the location of the previous football field and now improved and redeveloped community park and playing fields. The project also includes intersection safety enhancements, bicycle facilities, roadway lighting, streetscape, and bus stop passenger amenities.

It is important to note that the SUNTrail route depicted on the Manatee County SUNTrail Map represented a preliminary concept of its potential location. Through the work conducted during the CMNAA study, the route, the facility types, and connections were developed more comprehensively for those locations that involved the SUNTrail alignment within the CSX Railroad right-of-way immediately south of the Lincoln Memorial Academy Tunnel and the alignment of the SUNTrail segments between this location and the connection with the Green Bridge (Business US 41) across the Manatee River.

The CMNAA study team assisted Manatee County and the BUILD Grant partners in the preparation of technical support information and production of the cost estimates and the benefit cost analysis for the Grant Application.

Long-term Bridge Alternatives

The Sarasota-Manatee MPO, Manatee County and the cities of Bradenton and Palmetto have long sought solutions to address the mobility and access concerns that the existing transportation network does not adequately address.

As long ago as 1968, described in the Manatee County Concept Development Plan, a third bridge across the Manatee River has been identified as a needed improvement for the community to reach its development goals. In this report, an additional river crossing that was located immediately south of what is Ellenton-Gillette Road was a recommended feature of the “highway network”. In March 1992, FDOT produced a Corridor Identification Report, for a proposed project consisting of a new north-south roadway to be located on new alignment between US 41 and I-75. This project was to “include a new multi-lane

crossing of the Manatee River”. The study corridor for the evaluation was approximately three (3) miles wide, extending between 15th Street East in Bradenton to east of the Braden River at about 38th Street East. The study established the need for “an additional north/south road across the river”. Two (2) primary corridors, with sixteen (16) combination alignments were identified as alternatives. In all cases, the river crossing locations (2) were between 18th Street East in Bradenton to Canal Road in Palmetto or west of 27th Street East in Bradenton to approximately 25th Avenue in Palmetto. Based on the identified community, cultural and environmental impacts associated with the alternatives, the process was not advanced beyond the corridor identification stage.

The primary elements of the improvements proposed are listed below. The fact sheet related to trail and linear park improvements is in Appendix A.

- **Trail Connecting Lincoln Community Park and Lincoln Memorial Academy**
- **Trail Connecting Lincoln Memorial Academy to Martin Luther King Jr. Park and Palmetto Youth Center**
- **Trail Connecting Palmetto Youth Center to the MCAT Transit Station**
- **Bus Stop Enhancements**
- **Trail Connecting Palmetto Youth Center to Washington Park**
- **SUNTrail Segments and Connectors**

In September 2013, FDOT in partnership with the Federal Highway Administration (FHWA) and the MPO hosted the Central Manatee Area Workshop at the Bradenton Area Convention Center to receive public input on the approach for the alternatives analysis to be conducted by the Department. The 2009-2014 FDOT Five-Year Work Program (updated August 16, 2014) and the MPO FY 2013/14 – FY 2017/18 Transportation Improvement Program (adopted June 24, 2013; amended May 15, 2014) reflected the addition of the Central Manatee Network Alternatives Analysis Study. Phase 1 (Purpose and Need) was completed in 2016. This phase documented existing conditions and engaged the public to assist in the development of goals and objectives for transportation improvements. The results from those activities identified a new bridge (or improved capacity) across the Manatee River as a top priority in the community.

The improvement of traffic flow, and the capacity and congestion relief that an additional bridge crossing the Manatee River was anticipated to bring to the communities has been and remains the top priority in the MPO’s Transportation Improvement Program. Due to the social and economic impacts associated with previously proposed infrastructure investments identified to mitigate congestion across the river and in the two cities, the local government partners requested a comprehensive alternatives analysis of potential alternatives that would serve the local and regional travel needs and support the broader community economic development goals.

To address the future needs and local concerns for added capacity over the Manatee River, the bridge alternatives analysis began with three (3) primary corridors beginning in downtown Bradenton: 1st Street, 9th Street E/15th Street E, and 27th Street E. Ultimately, seven (7) alignments and eleven (11) combination alternatives (including the No-Build) for the Manatee River crossing were developed within these corridors. These alternatives are displayed in Figure 32 and descriptions are provided below. More detailed information can be found in the Bridge Alternatives Project Sheet included in Appendix A.

LEGEND

-  Desoto Bridge Replacement - 6 Lanes
-  Alt A
-  Alt AB
-  Alt B
-  Alt C
-  Alt D
-  Golf Course Alternative

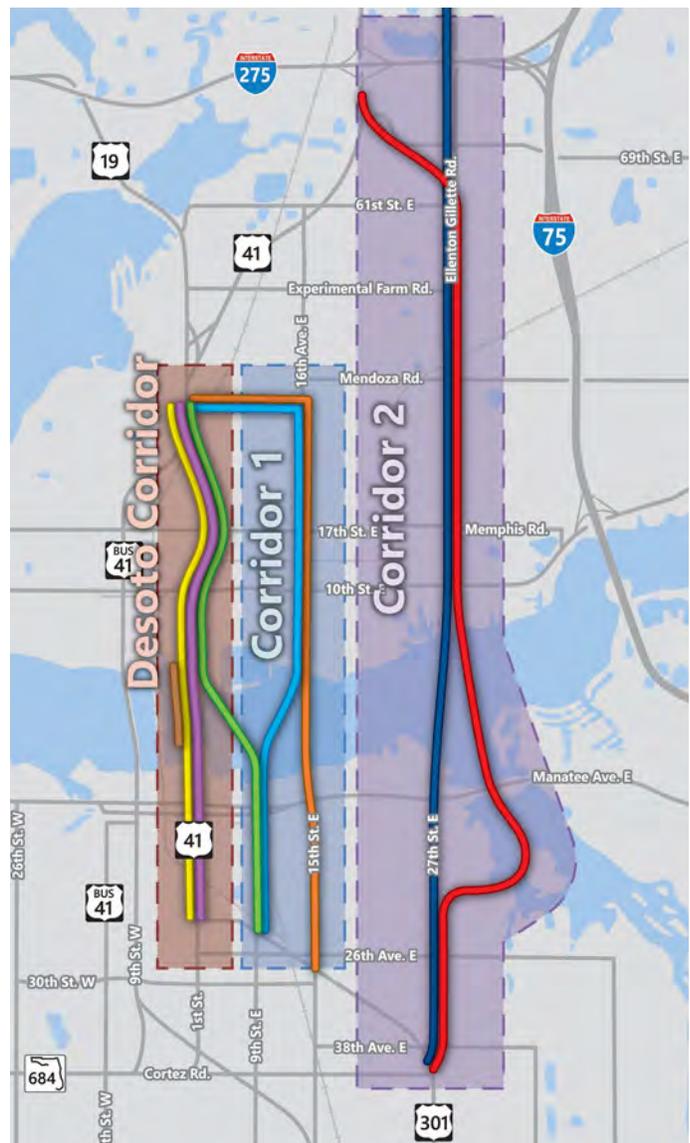


Figure 32: Bridge Alternative Corridors

DESOTO BRIDGE REPLACEMENT

The replacement of the existing Desoto Bridge is a given under any bridge or river crossing improvement alternative. The condition of the bridge, based on the most current bridge inspections conducted, indicates that the deterioration of the bridge will require its replacement within approximately ten (10) years.

Based on the final alternative selected, a determination to be made in an upcoming Project Development and Environment (PD&E) study scheduled to begin in fiscal year 2019/20, the Desoto Bridge could either be replaced in kind with a new structure located at the same elevation and general alignment of the existing corridor, or with a new facility that may include an elevated throughway that would be located within the central sections of the bridge and be designed to serve the high levels of regional traffic while maintaining the local connectivity offered by the current bridge and associated roadway network.

The “build” alternatives identified by the CMNAA study, and that will each be advanced for further evaluation in the PD&E study currently programmed to begin in the fall of 2019 are described in the follow sections of this report.

Alternative A – Elevated Throughway

Alternative A – Elevated Throughway entails constructing a four-lane elevated throughway within the median of the existing US 41/US 301/1st Street or Desoto Bridge corridor (see Figures 33, 34 and 35). Below the elevated throughway, at the local lanes level, this corridor will provide six travel lanes with the addition of buffered bicycle lanes and enhanced sidewalks. Over the river, both the regional and local lanes will be combined as one structure as the Desoto Bridge replacement.

Access to and from the elevated throughway could be provided at three locations: just south of the US 41/US 19 interchange in Palmetto, on the Desoto Bridge allowing access to and from SR 64 and US 301, and at the US 301/US 41 split in south Bradenton. Under this scenario, the local lanes at-grade on US 41 would intersect with US 301/10th Street with an at-grade intersection.

Accounting for both the elevated throughway and the at-grade local lanes, the US 41/US 301 corridor is projected to serve 135,000 daily trips in 2040. The elevated throughway, serving regional and longer-distance trips, is expected to carry 63,000 daily trips, while the local at-grade lanes, serving local traffic and adjacent businesses, would carry approximately 72,000 daily trips. This daily volume projection for the local lanes is approximately 11% more than 2017 traffic levels.

Challenges that exist include minor expansion of the existing roadway footprint, potential impacts to businesses and other properties, community concerns about separation of the neighborhood, noise impacts, and visual impacts associated with the elevated structure.



Figure 34 Alternative A – Elevated Throughway Typical Section





Figure 35: Alternative A – Elevated Throughway Renderings

Top left: Desoto Corridor approaching the north bank of the Manatee River looking south; Top right: Intersection of 1st Street and Manatee Avenue looking north; Bottom left: Intersection of 1st Street and 10th Avenue Drive W looking southwest; Bottom right: Desoto Corridor at the south bank of the Manatee River looking northeast

Alternative A – At-Grade Widening

Alternative A – At-Grade Widening entails expanding the foot print of the US 41/US 301/1st Street corridor to increase the number of through lanes from six to eight south of SR 64/Manatee Avenue. Under this alternative, the Desoto Bridge would also be replaced and accommodate six lanes of traffic across the Manatee River.

Due to the constrained right-of-way and the concentration of businesses on the corridor, the expansion of the roadway in Bradenton would require significant right-of-way acquisition and possible relocation of businesses located along the corridor. The widening of the facility would also increase pedestrian crossing distances along the corridor and create an increased barrier between the east and west sides of 1st Street.

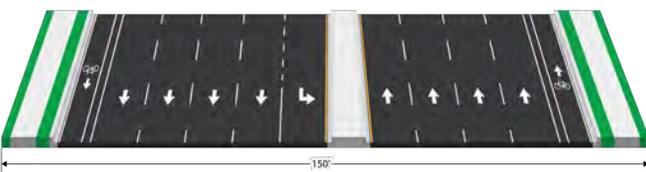


Figure 36: Alternative A – At-Grade Widening Typical Section

Alternative Multiway Boulevard

This alternative was recommended by City of Bradenton planners and includes a multiway boulevard within the 1st Street corridor, south of the Desoto Bridge (see Figure 37). The Desoto Bridge would also be replaced with a six-lane structure. The multiway boulevard would provide a central thoroughfare for higher-volume through movements and one-way frontage lanes on either side for slower-moving local traffic, parallel parking, and pedestrian facilities (see examples in Figures 38).

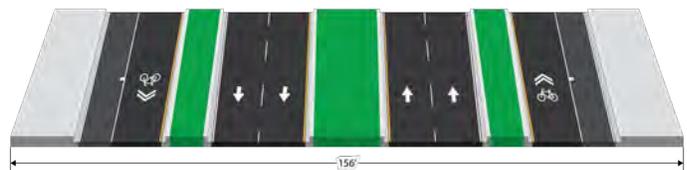


Figure 37: Multiway Boulevard Typical Section

Implementation of the multiway boulevard would increase the buffer distance of pedestrians and cyclists from the higher-speed traffic and provide on-street parking for adjacent businesses. The crossing distance for pedestrians would be increased; however, this will be counteracted to some extent by the increased frequency of pedestrian refuges provided by the medians.

Challenges are significant for this alternative. At the intersections, the one-way access lanes would not carry through the intersection; thus, the number of effective through lanes on the roadway would decrease from six to four. This alternative, while providing potential benefits to cyclists, pedestrians, and businesses, would result in lower levels of service for motorists on the mainline. Additionally, the expanded footprint of the multiway boulevard would require right-of-way acquisition that would impact adjacent businesses.

The Multiway Boulevard alternative could be combined with the implementation of an Elevated Throughway on the reconstructed Desoto Bridge and north through Palmetto.

Alternative AB – Elevated Throughway

Alternative AB – Elevated Throughway entails constructing a four-lane elevated throughway and reconstructing the at-grade level with raised median to support the elevated throughway piers. Included in this alternative is the construction of a new bridge crossing the Manatee River. On the north side of the river, the elevated throughway would be built within the US 41 corridor, south of the US 41 / US 19 interchange. South of Palmetto and over the river, the new bridge would shift east to connect to an elevated throughway constructed in the median of 9th Street E in Bradenton. The Desoto Bridge would also be replaced. Under this alternative, the number of at-grade lanes on each facility would remain unchanged (see Figures 39, 40 and 41) but would incorporate multi-modal enhancements such as buffered bicycle lanes. Access to and from the elevated throughway will be provided at three locations: just south of the US 41/US 19 interchange, at the US 301/US 41 interchange in Palmetto, and at the US 301 / US 41 split in South Bradenton.

Several challenges are present in the 9th Street E corridor south of the river. North of Manatee Avenue, 9th Street E is a two-lane local road with single family residences fronting the road. Additionally, this area was the original townsite of Historic Manatee, and several historic structures are clustered in the corridor near Manatee Avenue and the river. Diversion of additional traffic to this roadway would impact adjacent residents and historical resources.



Figure 38: Multiway Boulevard Examples
Above: Octavia Boulevard, San Francisco, California;
Below: Palm Canyon Drive, Cathedral City, California



Figure 39: Alternative AB – Elevated Throughway Typical Section - South of Manatee Avenue



Figure 40: Alternative AB – Elevated Throughway Typical Section - Between the Manatee River & Manatee Avenue



Figure 41: Alternative AB – Elevated Throughway Typical Section - North of the Manatee River

Alternative AB – At-Grade Widening

Alternative AB – At-Grade Widening entails constructing a new bridge connecting to US 41 on the north side of the river and 9th Street E south of the river. Under this alternative, US 41 north of the river would require expansion to provide the appropriate connection to the new bridge and a reconstructed Desoto Bridge. In Bradenton, 9th Street E would need to be widened to four lanes (see Figure 42) between the new bridge connection and Manatee Avenue. South of Manatee Avenue, the roadway would remain four lanes, but would be widened to provide improved sidewalks, a landscaped median, and buffered bicycle lanes.

Several challenges are present in the 9th Street E corridor south of the river. North of Manatee Avenue, 9th Street E functions as a two-lane local road with single family residences fronting the road. Additionally, this area was the original townsite of Historic Manatee. As such several historic structures are clustered in the corridor. Additional traffic on this roadway and the associated widening would be disruptive to the adjacent residents and historical resources.



Figure 42: Alternative AB – At-Grade Widening Typical Section

Alternative B – Elevated Throughway

Alternative B – Elevated Throughway entails constructing a four-lane elevated throughway within the existing 9th Street E (in Bradenton) and 16th Avenue E (in Palmetto) corridors and a new bridge linking these corridors. Under this alternative, the Desoto Bridge would also be replaced in its existing location. On the north side of the river, 16th Avenue E would be widened to add a median with piers for the four-lane elevated throughway above. An at-grade connection would also be constructed between 16th Avenue E and the US 41/US 19 interchange. Heading south, the bridge would shift slightly west to connect to an

elevated throughway constructed in the median of an improved 9th Street E in Bradenton and extend south to US 301 (see Figures 43, 44 and 45). Access to this facility would be provided at the US 41/US 19 interchange, US 301 in Palmetto, and US 301 in Bradenton. Additional access points may be identified in the PD&E Study process.

As previously indicated, several challenges are present in the 9th Street E corridor south of the river. North of Manatee Avenue, 9th Street E functions as a two-lane local road with single family residential uses fronting the road. South of the river, this area was the original townsite of Historic Manatee. As such, several historic structures are clustered in the corridor. Diversion of additional traffic to this roadway would be disruptive to the adjacent residents and historic and cultural resources.



Figure 43: Alternative B – Elevated Throughway Typical Section: South of Manatee Avenue



Figure 44: Alternative B – Elevated Throughway Typical Section: North of Manatee Avenue



Figure 45: Elevated Throughway Bridge - Corridor B

Alternative B – At-Grade Widening

Alternative B – At-Grade Widening entails constructing a new bridge connecting 16th Avenue E on the north side of the river and 9th Street E south of the river. The Desoto Bridge would also be replaced. Under this alternative, 16th Avenue E would be widened to accommodate four at-grade lanes (see Figure 46). A new at-grade link would be constructed to link the 16th Avenue E corridor to the US 41/US 19 interchange. 9th Street E would require widening to four lanes in the segment between the Manatee River and Manatee Avenue. The roadway south of Manatee Avenue would remain at four lanes, but would be widened to provide improved sidewalks, a landscaped median, and buffered bicycle lanes.

As described for the other alternatives in this corridor, challenges are present in the 9th Street E corridor south of the river. North of Manatee Avenue, 9th Street E functions as a two-lane local road with single family residences fronting the road. Additionally, this area was the original townsite of Historic Manatee and several historic structures are clustered in the corridor. Additional traffic on this roadway north of Manatee Avenue and the associated widening would impact the adjacent residents and historical resources.



Figure 46: Alternative B – At-Grade Widening Typical Section

Alternative C – Elevated Throughway

Alternative C – Elevated Throughway entails constructing a four-lane elevated throughway within the existing 15th Street E (in Bradenton) and 16th Avenue (in Palmetto) corridors. The Desoto Bridge would also be replaced. On the north side of the river, 16th Avenue E would be widened to add a median with piers for the four-lane elevated

throughway above. An at-grade connection would also be constructed between 16th Avenue E and the US 41/US 19 interchange. Heading south, the bridge would connect the elevated throughway in the 16th Avenue corridor to an elevated throughway in the 15th Street E corridor in Bradenton. The at-grade lanes on 15th Street E would remain at two; however, the roadway would require widening to add a landscaped median with piers to support a four-lane elevated throughway above (see Figure 47). Access to the elevated throughway facility would be provided at the US 41/US 19 interchange, US 301 in Palmetto, and US 301 in Bradenton.

Several challenges are present in the 15th Street E corridor south of the river. Significant historic and cultural resources are present along the corridor include the Manatee Burying Ground, Manatee Village Historic Park, and the John R. Graham House. Additionally, the existing land use adjacent to 15th Street E include residential single-family homes closely located to the existing roadway.



Figure 47: Alternative C – Elevated Throughway Typical Section

Alternative C – At-Grade Widening

Alternative C – At-Grade Widening entails constructing a new bridge connecting 16th Avenue E on the north side of the river and 15th Street E south of the river. The Desoto Bridge would also be replaced. Under this alternative, 16th Avenue E would be widened to accommodate four at-grade lanes (see Figure 48). A new at-grade link would be constructed to link the 16th Avenue E corridor to the US 41/US 19 interchange. 15th Street E would also need to be widened from two to four lanes.

Similar to the 9th Street alternates, several challenges are present in the 15th Street E corridor south of the river. Significant historic and cultural resources along the corridor include the Manatee Burying Ground, Manatee Village Historic Park, and the John R. Graham House.



Figure 48: Alternative C – At-Grade Widening Typical Section

Alternative D – Elevated Throughway

Alternative D – Elevated Throughway entails constructing a four-lane elevated throughway within the existing 27th Street E (in Bradenton) and 36th Avenue E / Ellenton-Gillette Road (in Palmetto). The Desoto Bridge would also be replaced. From US 301 in Bradenton to north of US 301 in Palmetto, 27th Street and 36th Avenue E / Ellenton-Gillette Road would be widened to add a median with piers for the four-lane elevated throughway above (see Figure 49). The elevated throughway would then drop down to the local lanes north of US 301 with a widening of 36th Avenue E / Ellenton-Gillette Road from two to four lanes. A bridge carrying the elevated throughway over the Manatee River would be constructed to connect 27th Street E and 36th Avenue E. Access to elevated throughway, south of 17th Street, would be limited to US 301 in Palmetto, and US 301 in Bradenton, or as identified in the future PD&E Study.



Figure 49: Alternative D – Elevated Throughway Typical Section

Challenges are also present in the 27th Street E corridor south of the river. 27th Street E functions as a two-lane local road with single family residences fronting the road. Additionally, located near the alignment of the proposed bridge is the Historic Braden Castle, a property listed on the National Register of Historic Places, and the Braden Castle community. Therefore, diversion of additional traffic to this roadway would impact the adjacent residents and historical resources.

Alternative D – At-Grade Widening

Alternative D – At-Grade Widening entails constructing a new bridge connecting 36th Avenue E / Ellenton-Gillette Road on the north side of the river to 27th Street E on the south side of the river. The Desoto Bridge would also be replaced. Widening from two to four lanes would be required for 27th Street E from US 301 in Bradenton to the new bridge crossing and for 36th Avenue E / Ellenton-Gillette Road from the new bridge crossing to Moccasin Wallow Road (see Figure 50).



Figure 50: Alternative D – At-Grade Widening Typical Section

Several challenges are present in the 27th Street E corridor south of the river. 27th Street E functions as a two-lane local road with single family residences fronting the road. Additionally, located within the alignment of the proposed bridge is the Historic Braden Castle, a property listed on the National Register of Historic Places, and the Braden Castle community. Diversion and additional traffic on a widened roadway would impact the adjacent residents and historical resources.

Golf Course Alternative

The Golf Course Alternative entails constructing a new bridge connecting to 36th Avenue E / Ellenton-Gillette Road on the north side of the river and the 27th Street E corridor south of the river. The Desoto Bridge would also be replaced. The alignment of the new bridge would bypass the neighborhoods and historic resources in the northern part of the 27th Street corridor, by curving to the east, generally along the Braden River, and connecting to 27th Street E at 16th Avenue Drive E. Between the new river crossing and 17th Street, 36th Avenue E would be reconstructed to include a median with piers to support an elevated thoroughway above. North of 17th Street, it would connect back to at-grade along 36th Avenue E / Ellenton-Gillette Road. 36th Avenue E / Ellenton-Gillette Road north of 17th Street would be widened to accommodate four at-grade lanes from this point north to Palm View Road, where a new at-grade link would be constructed to northwesterly connect with US 41. 27th Street E in Bradenton would also need to be widened from two to four lanes between US 301 and 16th Avenue Drive E (see Figures 51 and 52).

Several challenges are present in the corridor proposed for the Golf Course Alternative. Although this alignment avoids the residential neighborhoods and historic resources present in the northern portion of the 27th Street corridor, the proposed alignment would impact environmental and recreational resources, most notably the Pine Island Preserve and the City of Bradenton's River Run Golf Links.



Figure 51: Golf Course Alternative Typical Section



Figure 52: Golf Course Alternative Renderings

Above: Bridge over Braden River near the golf course looking northeast;
Below: Grade separation over SR 64 looking southwest

Bridge Evaluation

Each bridge alternative was evaluated in four key areas:

- Vehicular mobility and capacity
- Community cohesion, economic development and physical environment
- Natural environment, social environment, and cultural resources
- Project cost

Table 8 provides a list of the detailed performance measures used in the preliminary alternative evaluation as well as the information for each alternative. Details about the various environmental parameters included in evaluation matrix are available in the [Manatee River Crossings Alternatives: Environmental Screening Tool Preliminary Findings](#) on record with the Department. It is recommended that all long-term bridge alternatives be carried forward to the Project Development & Environment (PD&E) study planned for fiscal year 2020.

PUBLIC INVOLVEMENT

To gather local input and kickstart engagement with citizens and local agencies of the study area, an extensive public outreach program was employed during Phase 1 of the CMNAA study. This program included stakeholder interviews between August 2014 and April 2015; presentations between October 2014 and July 2015; and attendance at local events including Grind for Life, Bradenton Farmers Market, and the 2015 Heitz and Becker De Soto Seafood Festival. A survey was conducted in January 2016 to learn more about vehicular and non-vehicular travel patterns. The survey gathered information on perceived transportation issues and identified safety, comfort, and access issues with walking, biking, or using transit, and how these issues impact residents and businesses. The CMNAA survey was shared with the community in a variety of traditional and social media outlets including Bay News 9, Bradenton Herald, and Bradenton Times. Social media posts were made on several Facebook pages, including the Manatee Young Professionals and the Parrish Parents Network.

The public outreach program extended throughout Phases 2 and 3 of the CMNAA study with a variety of techniques used to gather input from key decision makers, government officials, affected parties, stakeholders, and the public. Details of the public involvement activities conducted, including meeting summaries and feedback results were documented in the [Public Involvement Summary](#), dated August 2018.

Public outreach techniques included using the expanded Phase 1 email list to announce public meetings and to distribute project related information at key milestones. Posters and flyers announcing the public meetings were distributed to businesses throughout the cities of Bradenton and Palmetto. Project related updates were made available on the study website and posted on local agency websites including Manatee County, the cities of Palmetto and Bradenton, and the Sarasota-Manatee MPO.

The Technical Coordination Group established in the Phase 1 study continued to meet in Phase 2 to help develop the many alternatives for all modes of transportation. The project team reached out to stakeholders to obtain information on issues and concerns from their organization's perspective. Two working groups, the East Bradenton Working Group and the Palmetto Trails Working Group, were formed to focus on local community concerns.

A summary of the various activities held since March 2017 are shown in Figure 53. The sections that follow provide details of the public involvement activities that took place during Phases 2 and 3 of the CMNAA study.

Table 8: Bridge Alternative Evaluation




Preliminary Evaluation Matrix of Alternative Bridge Corridors



Objectives	Performance Measures	Desoto Bridge Replacement (6 lanes)	1st Street At-Grade Widening	Alternative A Elevated	Alternative B Elevated	Alternative B Widened	Alternative AB	Alternative C Elevated	Alternative C Widened	Alternative D Elevated	Alternative D Widened	Golf Course
Vehicular Mobility/Capacity												
To improve regional mobility	Existing daily traffic volumes	64,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Daily Traffic Volumes (2040) over new bridge	102,000	102,000	63,000	50,000	47,000	50,000	54,000	47,000	67,000	56,000	67,000
	Regional Facilities Integrated with Elevated Throughway	N/A	N/A	US 301 and US 41 / 1st Street	US 301 Only	N/A	US 301 Only	US 301 Only	N/A	US 301 and Cortez Rd.	N/A	N/A
	Supports Interface Extension to Other Regional Facilities	N/A	N/A	Easy	Moderate	N/A	Moderate	Difficult	N/A	Difficult	N/A	High
To improve local mobility	Reduction of 2040 daily traffic on Green Bridge	0	0	15,000	4,000	1,000	8,000	10,000	2,000	9,000	-3,000	10,000
	Reduction of 2040 daily traffic on Desoto Bridge (at grade)	0	0	30,000	22,000	33,000	16,000	20,000	33,000	19,000	35,000	17,000
	Projected volume/capacity at key segments											
	US 41 B on Green Bridge	1.11	1.11	0.75	1.01	1.06	0.90	0.88	1.08	0.90	1.18	0.85
	US 41 B from Manatee Ave to 6th Ave	0.99	0.99	0.65	0.86	0.93	0.77	0.80	0.90	0.77	0.86	0.74
To reduce travel time	US 41 on Desoto Bridge	1.70	1.70	1.20	1.34	1.73	1.44	1.37	1.73	1.39	1.68	1.42
	US 41 from Manatee Ave to 6th Ave	1.30	1.30	0.88	1.00	1.14	1.09	1.05	1.17	1.09	1.04	1.14
	Projected travel time for key movements (2040 PM Travel Times)											
	NB from US 301 and 53rd Ave to I-275	73 minutes	<73 minutes	36 minutes	43 minutes	65 minutes	40 minutes	41 minutes	74 minutes	42 minutes	56 minutes	44 minutes
Community Cohesion/Economic Development/Physical Environment												
Minimize impacts to surrounding land uses/community features	Total Number of Parcels potentially impacted	0	222	222	249	249	221	265	276	721	900	353
	Commercial	0	154	154	37	37	144	14	13	201	199	8
	Residential	0	19	19	74	74	19	155	155	348	560	193
	Industrial	0	1	1	35	35	9	16	19	19	24	6
	Institutional	0	7	7	0	0	2	12	11	10	7	8
	Vacant	0	34	34	92	92	43	55	66	123	90	113
Minimize impacts to human, social, and cultural assets	Other	0	7	7	11	11	4	13	12	20	20	25
	Local Parks	0	3	3	1	1	2	1	1	1	1	1
	State Parks	0	0	0	0	0	0	0	0	1	1	1
	Preserves (acres)	0	0	0	0	0	0.88	0	0	0	0	3.43
	Cemeteries	0	0	0	0	0	0	1	1	2	1	1
	National Register of Historic Places (NRHP)	0	None	None	None	None	None	Manatee County Courthouse	Manatee County Courthouse	Braden Castle Park Historic District	Braden Castle Park Historic District	None
	Historic Structures	0	1	1	5	5	0	6	8	2	2	0
	Percentage minority of adjacent census blocks	39.8%	68.0%	68.0%	65.6%	65.6%	69.8%	73.9%	73.9%	39.8%	39.8%	39.9%
Percentage below poverty level of adjacent census blocks	15.8%	27.4%	27.4%	22.7%	22.7%	23.7%	24.6%	24.6%	15.6%	15.6%	14.6%	
Natural & Social Environment/Cultural Resources												
Minimize natural environmental impacts	Potential Contamination Sites (within 200 feet of roadway footprint)	0	16	16	0	0	12	0	0	13	14	0
	Within Brownfield Area	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
	Floodplain (acres)	0.0	28.0	28.0	23.8	23.8	22.0	16.9	21.2	23.3	29.1	37.8
	Potential Threatened and Endangered Species	Minor	Minor		West Indian Manatee, Smalltooth Sawfish, Seagrass							
Wetlands and Surface Waters (acres)	0.0	0.0	0.0	14.5	14.5	7.1	9.4	11.8	11.5	17.5	31.4	
Primary Contributors to Project Cost												
Cost effectiveness	Total bridge length over water (Manatee River) (miles)	0.39	0.39	0.39	1.22	1.22	0.66	1.02	1.03	1.07	1.07	2.27
	Elevated throughway length (miles)	0.00	0.00	3.40	3.55	0.00	3.49	4.12	0.00	3.16	0.00	0.74
	At-grade length (miles)	0.00	3.40	0.00	0.72	4.27	0.00	0.72	4.84	7.04	10.21	5.85
	Total project length	0.39 miles	3.79 miles	3.79 miles	5.50 miles	5.50 miles	4.15 miles	5.87 miles	5.86 miles	11.27 miles	11.27 miles	8.86 miles

OVER 70 PUBLIC MEETINGS HELD TO OBTAIN INPUT FROM THE PUBLIC AND ELECTED/APPROVED OFFICIALS.

COMMUNITY/PUBLIC MEETINGS

- Alternatives Public Meetings (Bradenton & Palmetto)
- Bradenton Farmers Market Booth
- Community Outreach (St. Mary M.B. Church)
- East Downtown Bradenton Working Group (3)
- Manatee Chamber Board of Directors
- Manatee Chamber Transportation Committee
- Manatee Tiger Bay Club (by MPO)
- MPO Scenic Highway Committee
- Palmetto Trails Working Group (2)
- Sarasota/Manatee CAC, BPTAC Updates
- Sarasota/Manatee CAC Update

PROPERTY OWNERS / NEIGHBORHOODS

- Braden Castle Community Association
- LECOM Park
- Manatee Memorial Hospital (2)
- Motorworks Brewing
- Rivera Dunes HOA
- Rivera Dunes Property Owner follow up
- Tropicana



OUTREACH TO ELECTED OFFICIALS

- Individual Meetings (14)
- City of Bradenton City Council Updates (3)
- City of Palmetto City Commission Updates (3)
- Manatee Board of County Commissioners (3)
- Sarasota-Manatee MPO Board Updates (3)
- Island TPO Committee Update Presentation
- Manatee Council of Governments
- City of Bradenton City Council Workshop
- TBARTA Board Presentation

AGENCY STAFF COORDINATION

- CMNAA Technical Coordinating Group Meetings (3)
- Manatee County Public Works Staff (2)
- City of Palmetto Meeting Public Works (3)
- City of Bradenton Meeting Staff (3)
- Sarasota/Manatee MPO TAC Updates (2)
- Manatee County Area Transit Meeting (2)
- Manatee County Schools
- Manatee County Parks & Recreation
- Lincoln Memorial Academy

ADDITIONAL PUBLIC ENGAGEMENT

On-line interactive project overview & survey:
<https://bit.ly/2Hfly9b>

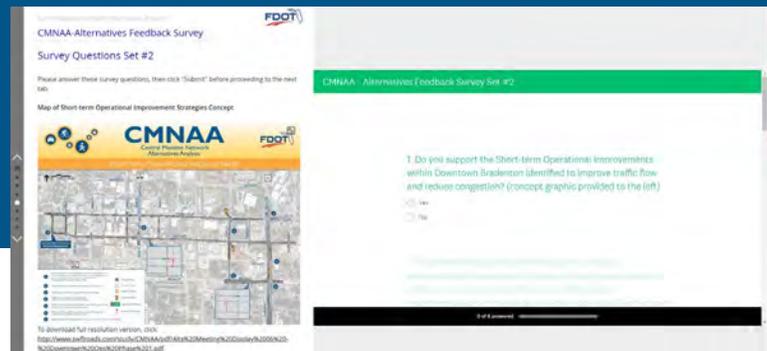


Figure 53: Public Engagement Summary

Technical Coordinating Group (TCG)

The TCG provided technical guidance to the study team as the project progressed. The group consisted of representatives from multiple municipal, county, regional, state, and federal agencies. Those agencies included the following members:

- City of Bradenton
- City of Bradenton Downtown Development Authority
- City of Palmetto
- Florida Department of Transportation
- Florida Fish and Wildlife Conservation Commission
- Manatee County
- Manatee County Area Transit
- Manatee County Chamber of Commerce
- Manatee County Schools
- Palmetto Community Redevelopment Agency
- Sarasota/Manatee Metropolitan Planning Organization
- Southwest Florida Water Management District
- Tampa Bay Regional Planning Council
- US Coast Guard
- US Fish and Wildlife Service
- US Department of Commerce – National
- Oceanic and Atmospheric Administration (NOAA)

Technical Coordination Group (TCG) meetings were conducted with representatives of the agency partners, local and county officials, certain state and federal agencies and other interested parties such as the Manatee County Chamber of Commerce. The TCG was assembled during Phase 1 with a meeting held on March 7, 2016. The same list of members was carried forward into Phase 2, with additions and changes where appropriate. Phase 2 TCG meetings/presentations occurred at key milestones during the study on the dates listed below.

- March 28, 2017, 9:30 AM Courtyard Marriott (100 Riverfront Drive, West Bradenton, FL 34205)
- October 2, 2017, 9:30 AM at Courtyard Marriott (100 Riverfront Drive, West Bradenton, FL 34205)
- April 11, 2018, 1:00 PM at Manatee County Public Works Department (1022 26th Avenue East, Bradenton, FL 34208)

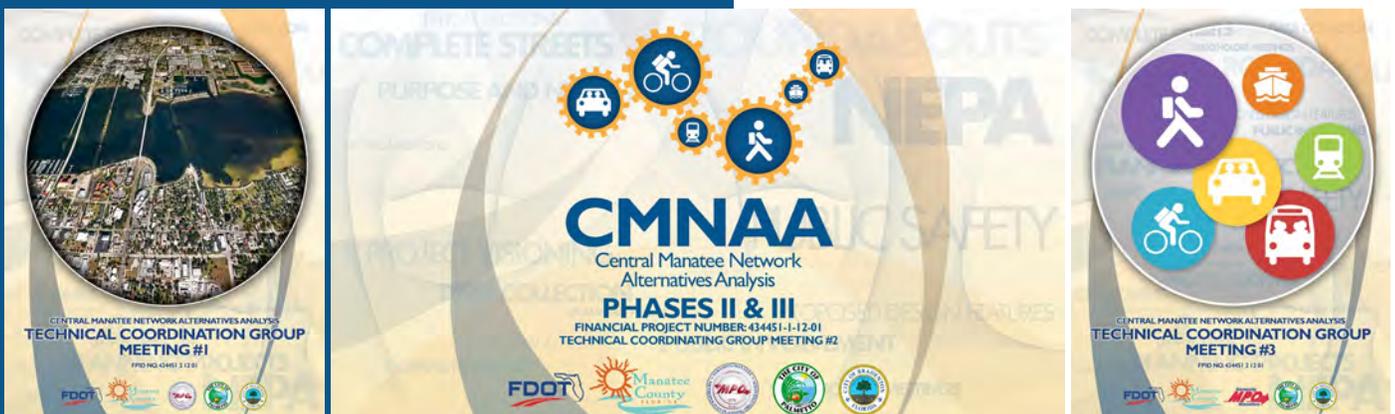


Figure 54: Technical Coordinating Group Meeting Materials

Public Feedback: Long-Term Capacity

To gauge public opinion for providing long-term capacity over the Manatee River, questions were included in both the Public Meeting survey as well as the Online Feedback Survey. The public was asked if they agreed that there will be a future need for additional capacity over the Manatee River. The public was also asked their preference regarding the long-term capacity alternatives developed during the CMNAA study.

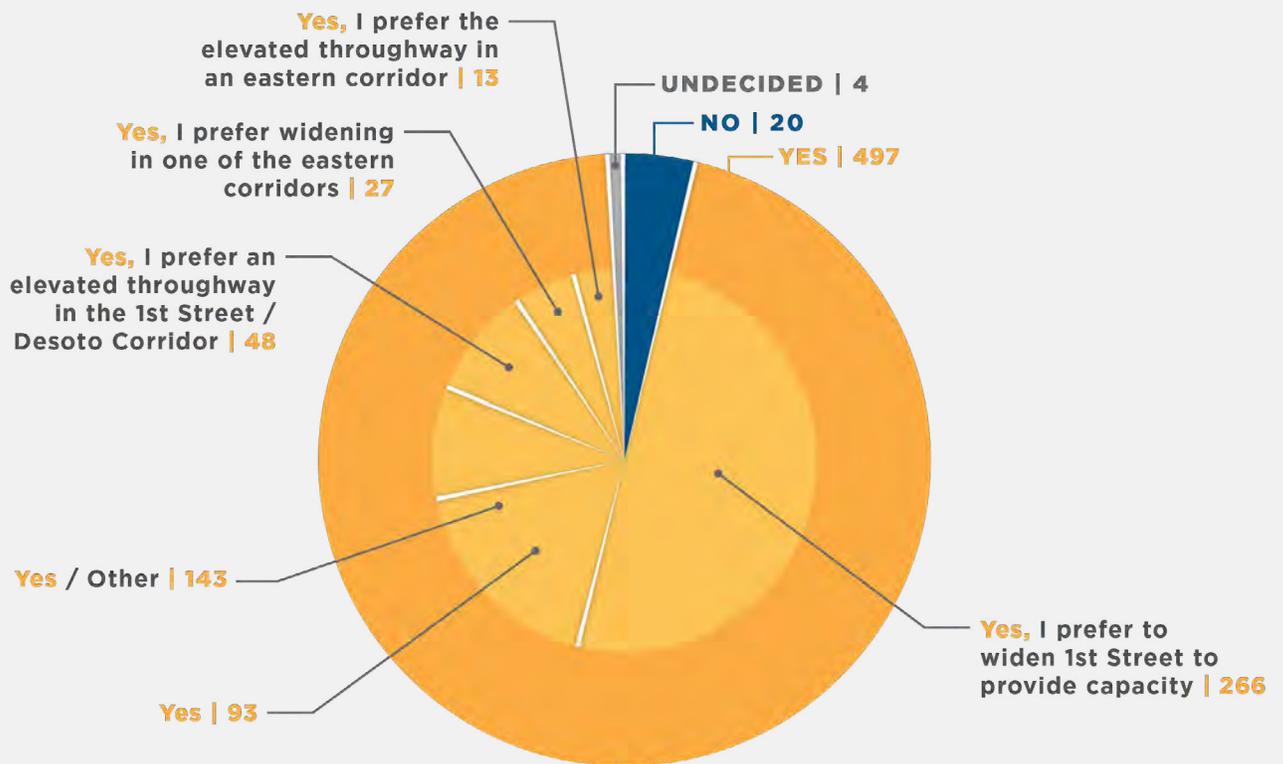
The following tables and associated charts provide a tally of the combined responses from all public meeting surveys and online feedback surveys that that were received for the two questions associated with the long-term capacity alternatives. The majority (497 out of 521) of responders agreed that there is a long-term need for additional vehicular capacity. Of those 497 responders, there were 266 who preferred providing that additional capacity by widening 1st Street / US 41 and the Desoto Bridge.

When surveyed on which of the long-term capacity alternatives develop as part of this CMNAA study were supported, 318 support the Golf Course alternative, with a close second for Desoto Bridge Replacement (widening to six lanes) with 316 votes. Alternative D (Widened At-Grade) was third with 272 votes.

Question 1: Do you agree with the long-term need for additional vehicular capacity across the Manatee River?	
Answer	Total
No	20
Yes, I prefer widening in one of the eastern corridors	27
Yes, I prefer the elevated throughway in an eastern corridor	13
Yes, I prefer an elevated throughway in the 1st Street / Desoto Corridor	48
Yes, I prefer to widen 1st Street to provide capacity	266
Yes / Other	143
Undecided	4

Question 2: Of the options presented and evaluated, which option(s) would you support?	
Answer	Total
Desoto Bridge Replacement	316
Alternative A (Elevated)	76
Alternative AB (Elevated)	17
Alternative B (Widened)	14
Alternative B (Elevated)	20
Alternative C (Widened)	13
Alternative C (Elevated)	23
Alternative D (Widened)	272
Alternative D (Elevated)	31
Alternative E (Elevated)	28
Golf Course	318
No-Build	17
At-grade widening to 8-lanes on 1st Street (US 41)	9

Question 1: Do you agree with the long-term need for additional vehicular capacity across the Manatee River?



Question 2: Of the options presented and evaluated, which option(s) would you support?

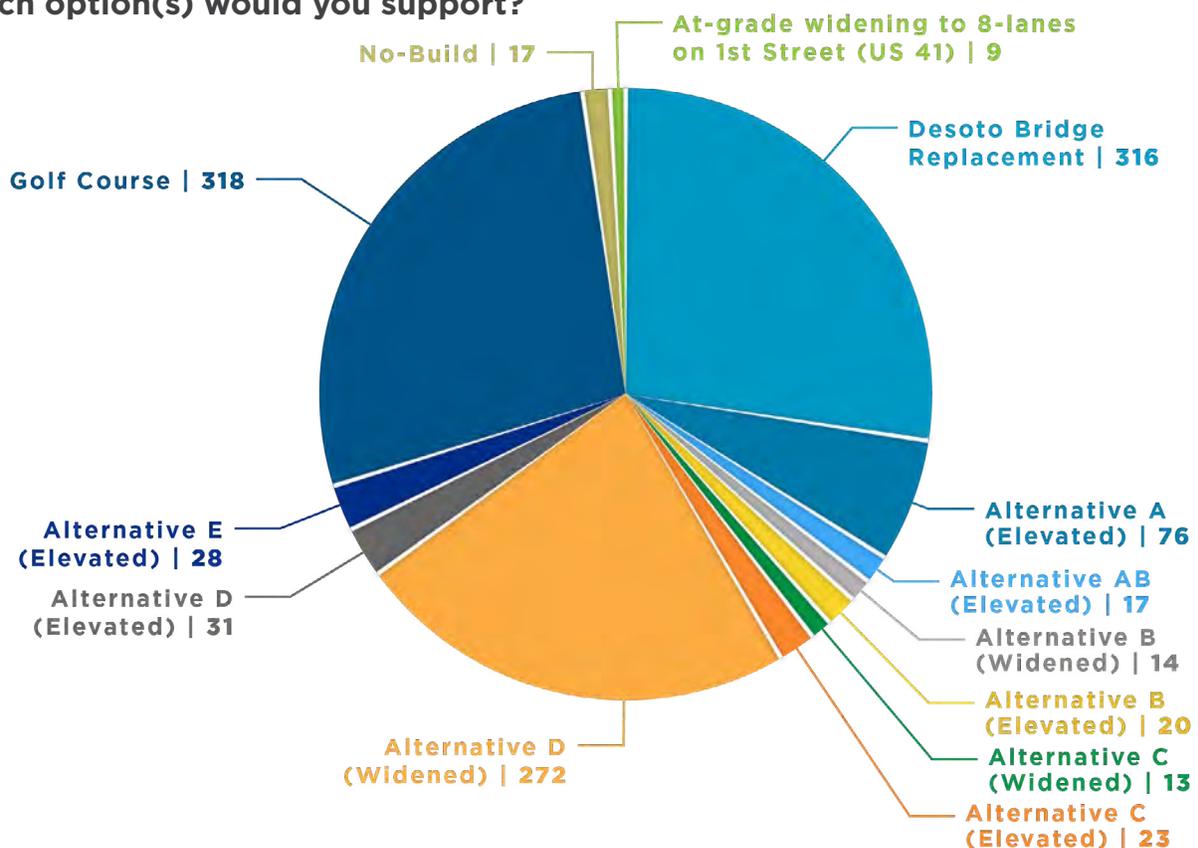




Figure 55: Technical Coordinating Group Meeting Photos

Stakeholder Engagement

Stakeholder engagement included both stakeholder interviews as well as presentations to stakeholders. Meetings or presentations were made to the following business and institutional stakeholders:

- Manatee Memorial Hospital
- Tropicana
- Motorworks Brewery
- LECOM Field Management
- Manatee District Schools Facilities Management

Public Meetings

To ensure the public was informed about the project, public meetings were also held during Phase 1 and Phase 2 of the CMNAA project. Each public meeting/workshop was advertised through public notice in the Florida Administrative Register, press releases, and/or notices.

A Visioning Workshop Public Meeting was held during Phase 1 to introduce the project early in the planning process. The Visioning Workshop was conducted on Thursday, March 31, 2016, from 5:00 pm to 7:30 pm at the Bradenton Area Convention Center located at 1 Haben Boulevard in Palmetto.

Two Public Meetings were held during Phase 2 to discuss the alternatives being considered for this study. The meetings were well attended and attracted residents and elected officials from both the Palmetto and Bradenton area communities.

- December 12, 2017, from 5 PM to 7 PM at First Baptist Church Family Life Center (1306 Manatee Ave W, Bradenton, FL 34205)
- December 14, 2017, from 5 PM to 7 PM at Bradenton Area Convention Center (1 Haben Boulevard, Palmetto, FL 34221)



Figure 56: Bradenton Public Meeting

Figure 57: Bradenton Public Meeting

Additional Community Outreach Meetings

Throughout the course of the CMNAA study, the study team held and/or responded to the request for presentations and updates on the progress of the study. Two (2) “working groups” were established to address concerns regarding the study or impacts on communities in the study area. These two groups were the East Bradenton Working Group (originally the 1st Street Working Group) and the Palmetto Trails Working Group.

Multiple community and organization meetings were attended to provide information on the study, the multimodal alternatives under development, and to address the requests received for local organizations. These included presentations to the Manatee Chamber of Commerce Board of Directors, the Manatee Chamber of Commerce Transportation Committee, the Manatee Tiger Bay Club, the MPO Scenic Highway Committee, the Braden Castle Homeowners Association, the Rivera Dunes Homeowners Association, and the Tampa Bay Area Regional Transportation Authority (TBARTA). Additionally, the study team participated in a Bradenton Farmers Market event and staffed a booth with project materials for the public to obtain study information and provide input on the project (see Figures 58, 59 and 60).



Figure 58: Bradenton Farmer’s Market Kiosk

Figure 59: East Bradenton Working Group Meeting

Figure 60: Riviera Dunes Meeting

Project Website

The project website address is www.swflroads.com and was developed and maintained in English and Spanish. The website included pages devoted to explaining the background of the project, providing information on public involvement activities (including a calendar of events), as well as a page for documents to be uploaded when available. The page even included a video to assist interested parties in understanding the alternative concepts. The website allowed visitors to submit comments to the study team as well as complete a survey.

Presentations to Partners

To ensure partner agencies remained informed about the project, updates were presented from time to time at their publicly held meetings. These presentations included updates to the following organizations:

- Sarasota/Manatee MPO Board, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle Pedestrian Trails Advisory Committee (BPTAC)
- Manatee County Board of County Commissioners
- City of Bradenton City Council
- City of Palmetto City Commission

Online Survey

To integrate a robust community involvement program with broad-reaching public participation, an interactive on-line project overview and survey was developed using ArcGIS Story Maps. The survey consisted of informational videos split into segments, each followed with brief survey questions to gather feedback. The online survey went live on March 20, 2018 and remained active until May 7, 2019. Details about the survey results are available in Appendix C.



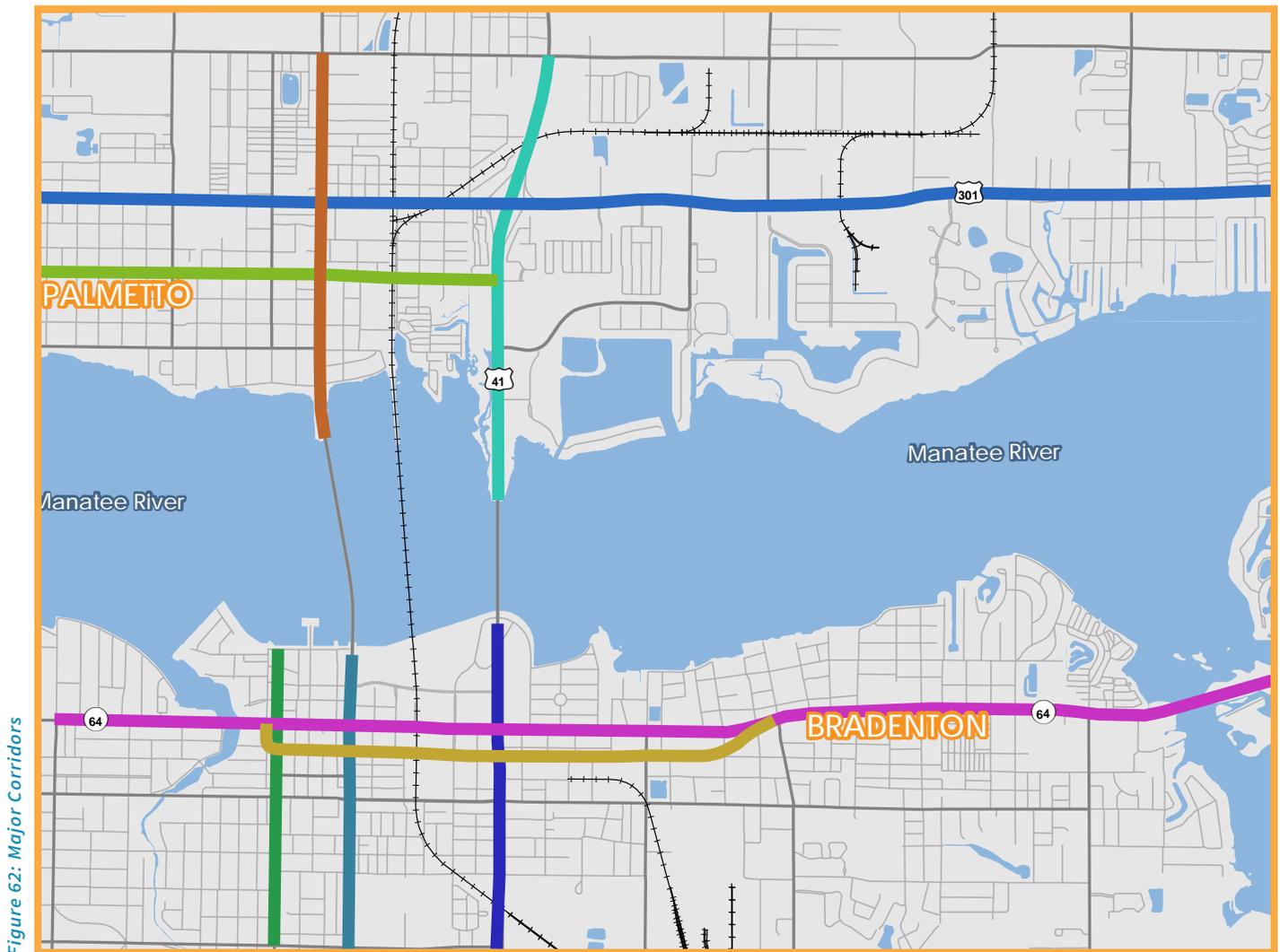
Figure 61: CMNAA Project Website

CMNAA STUDY RECOMMENDATIONS

Recommendations were divided into four major categories reflecting detailed recommendations for each. The categories, project types, and recommendations developed under each category are listed below. Project Sheets providing a summary description and probable timeframe for implementation are included for each category in the Appendix A.

Major Corridors

For each of the nine major corridors, a Project Sheet was developed to describe the recommended multimodal improvements; automobiles, pedestrians, bicycles, safety, and transit. The improvements are organized by recommended time for implementation (e.g., short-term, mid-term, and long-term) on each Project Sheet. To illustrate the changes to the roadway character, typical sections have been provided that depict the roadways principle elements such as the widths of travel lanes, sidewalks, bicycle lanes, and on-street parking areas. The major corridors are listed below, and their respective Project Sheets are located in Appendix A.



Manatee Avenue/SR 64 WB (Bradenton)

Manatee Avenue is the primary east-west arterial in the study area south of the Manatee River. This facility provides key regional connections between the beaches, Downtown Bradenton, and I-75.

6th Avenue/SR 64 EB (Bradenton)

6th Avenue serves as the eastbound leg of the one-way pair for the segment of SR 64 through Downtown Bradenton. SR 64 is the primary east-west arterial in the study area south of the Manatee River. This facility provides key regional connections between the beaches, Downtown Bradenton, and I-75.

US 41 Business/14th Street W (Bradenton)

US 41 Business/14th Street connects Downtown Bradenton to the US 41 corridor south of the study area. North of 8th Avenue, this corridor has two lanes; south of 8th Avenue, where the corridor is designated US 41 Business, the roadway is a four-lane facility without left turn lanes and with narrow sidewalks obstructed by utility and light poles.

US 41 Business/9th Street W (Bradenton)

US 41 Business/ 9th Street W is one of two study area corridors that connects over the Manatee River to the City of Palmetto and destinations beyond. This facility has four lanes north of 8th Avenue, where the corridor is designated US 41 Business; south of 8th Avenue the facility has three lanes. Notable landmarks include the Village of the Arts and LECOM Park.

US 41/1st Street (Bradenton)

US 41/1st Street/Tamiami Trail is the primary north-south regional connection in the study area and one of two corridors that provides connectivity over the Manatee River to the City of Palmetto and to I-275. This corridor connects the Desoto Bridge south to the limited access segment of US 301 south of the study area.

US 41/US 301 (Palmetto)

A northern continuation of the US 41/1st Street corridor in Bradenton, this corridor is the primary north-south regional connection in the study area and one of two corridors that provides connectivity

over the Manatee River to the City of Bradenton and destinations beyond. This corridor provides key connections between the Desoto Bridge, the US 41/ US 301 interchange, and the US 41/US 19 interchange.

US 301/US 41/10th Street Interchange

The study was originally planned to include the analysis of alternate improvement/reconstruction concepts for the US 301/US 41/10th Street Interchange. The determination that each of the identified river crossing alternatives would be advanced to the future PD&E study phase, resulting in modified travel demand for each alternative, produced the need to postpone the development of a specific improvement concept for this interchange. The identification of interchange modifications will occur during the PD&E study. However, the interchange should be evaluated using the four (4) future conditions scenarios described below.

Bridge Reconstruction: This alternate would assume that the Desoto Bridge will be reconstructed as a six-lane facility. Outside of the reconstruction and widening of the bridge, no other significant network improvements would be considered.

Bridge Reconstruction with Phase 1

Improvements: This alternate would assume that the Desoto Bridge will be reconstructed as a six-lane facility and includes the Phase 1 Operational Improvements that have been prioritized for the Downtown Bradenton network.

Elevated Throughway: The alternate would assume construction of a four lane, grade-separated facility (the Elevated Throughway) with a northern terminus at the US 19/US 41 interchange north of Palmetto and a southern terminus at the US 41/US 301 interchange south of Bradenton. In addition to the Elevated Throughway, this alternate would include the reconstruction of the Desoto bridge as a six-lane facility, implementation of the Phase 1 Operational Improvements, and reconstruction of the existing US 41/US 301/10th Street interchange in Palmetto. That concept is shown in Figures 63 and 64.



Figure 63: US 19/US 41 interchange elevated throughway option from above

Boulevard with New Bridge Crossing:

This alternate would assume that an additional bridge crossing, east of the Desoto Bridge, will be constructed. Within Bradenton, the 1st Street corridor would be reconstructed to incorporate a multi-way boulevard concept with two travel lanes in each direction and a parallel frontage road by a raised and landscaped median. The frontage road would be used for access to adjacent parcels, parking and bicyclists. The local access lanes would not continue through signalized intersections. This alternative would also include reconstruction of the Desoto Bridge as a six-lane facility and the implementation of the Phase 1 Operational Improvements.

US 301/10th Street (Palmetto)

10th Street (US 301) serves as the primary east-west arterial in the study area north of the Manatee River. This facility provides key regional connections between Sned Island, Downtown Palmetto, and I-75.

7th Street W (Palmetto)

7th Street is currently a three-lane, auto-focused corridor fronted by primarily commercial and light industrial land uses between 8th Avenue W and US41 and residential uses west of 8th Avenue W. This corridor has been re-envisioned by the study team as an economically vibrant multimodal corridor connecting the Convention Center to 10th Avenue W.

US 41 Business/8th Avenue W (Palmetto)

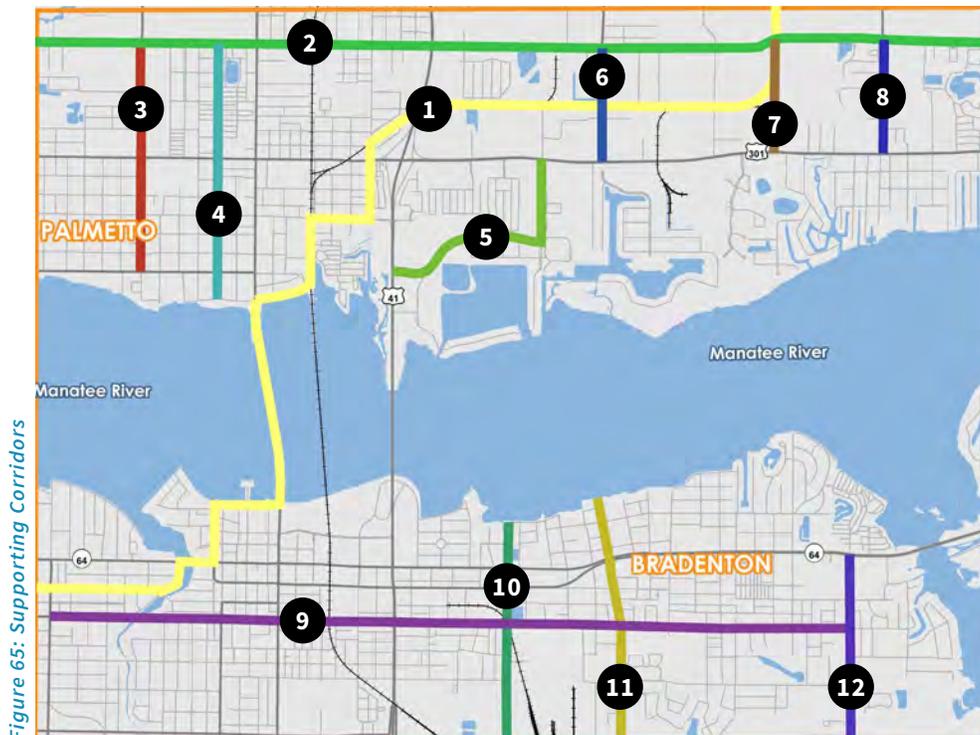
US 41 Business is one of two corridors in the study area that provides connectivity over the Manatee River to the City of Bradenton and destinations beyond. Once the main street in the City of Palmetto, this corridor is characterized by commercial buildings built close to the street.



Figure 64: US 19/US 41 interchange elevated throughway option looking north

Supporting Corridors

Supporting corridors, also known as collector corridors, are those roads or trails that provide access to the major corridors (see Figure 65). The fact sheets synthesize the improvements related to proposed pedestrian, bicycle, and trail recommendations. The twelve supporting corridors are listed below, and their associated Project Sheets are in Appendix A.



1. SUNTrail
2. 17th Street (Palmetto)
3. 14th Avenue W (Palmetto)
4. 10th Avenue W (Palmetto)
5. Haben Boulevard (Palmetto)
6. 16th Avenue E (Palmetto)
7. 28th Avenue E (Palmetto)
8. 36th Avenue E (Palmetto)
9. 9th Avenue (Bradenton)
10. 9th Street E (Bradenton)
11. 15th Street E (Bradenton)
12. 27th Street E (Bradenton)

Neighborhood Areas

Beyond the Major Corridors and the Supporting Corridors, bicycle and pedestrian improvements were also developed for local roads within communities to ensure pedestrian and bicycle connectivity throughout the greater street network. The intent of these recommendations was two-fold: to provide a system of bicycle and pedestrian facilities away from high-volume and high-speed roadways and to provide facilities within neighborhoods that connect residents to important community facilities. Project Sheets were developed for each of the community areas defined (see Figure 66) within the study area. The fact sheets provide photos of the types of improvements recommended such as shared lane markings, side paths, bike boulevards with speed cushions, bike boulevards with diverters, and independent paths/trails. Maps are also provided for each community area indicating where proposed improvements are recommended. The nine community areas are listed below, and their associated Project Sheets are in Appendix A.

- West Palmetto
- Lincoln Estates
- East Palmetto
- Sanctuary Cove
- Ellenton
- Wares Creek
- Downtown Bradenton
- Manatee
- East Bradenton

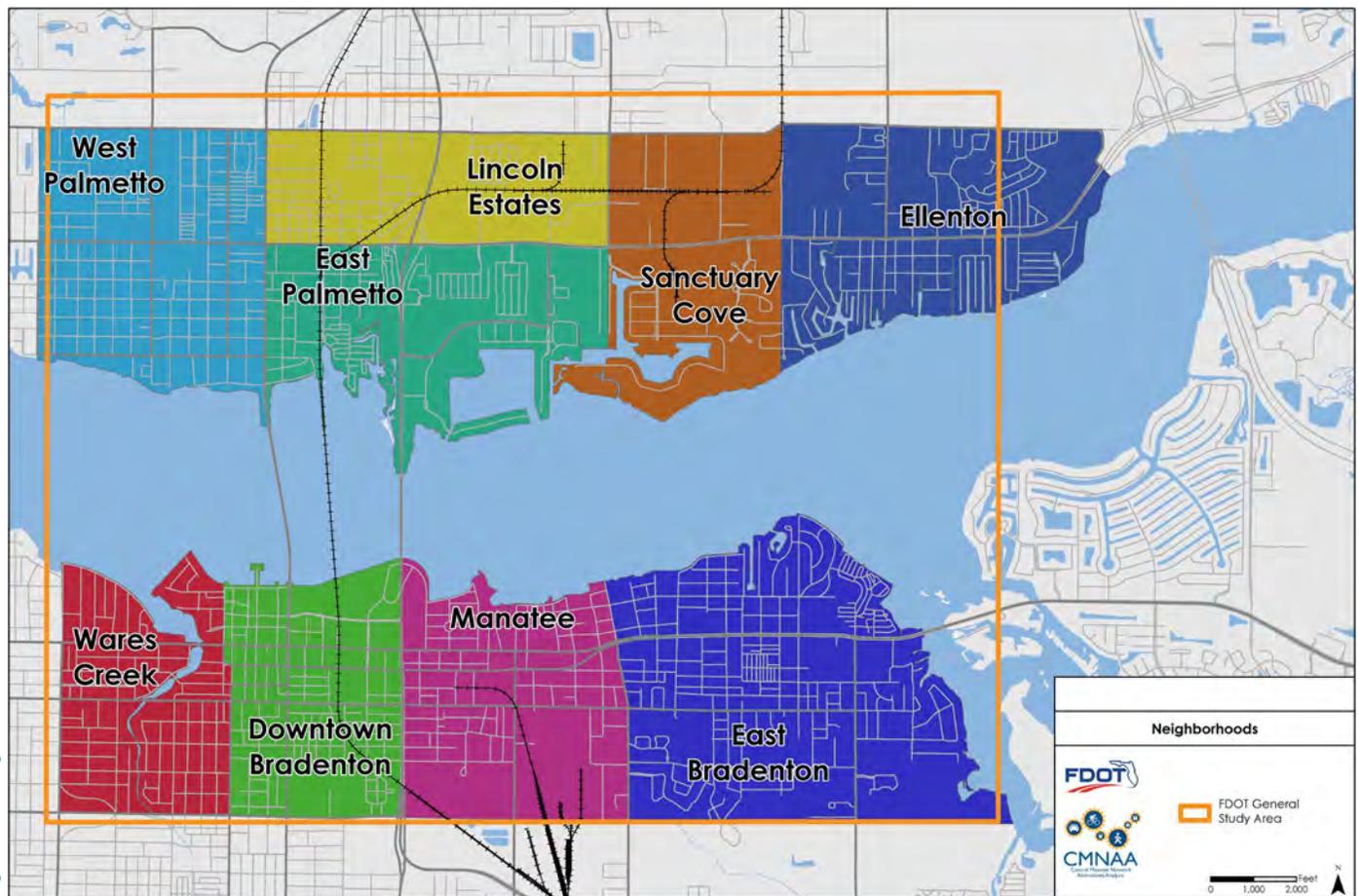
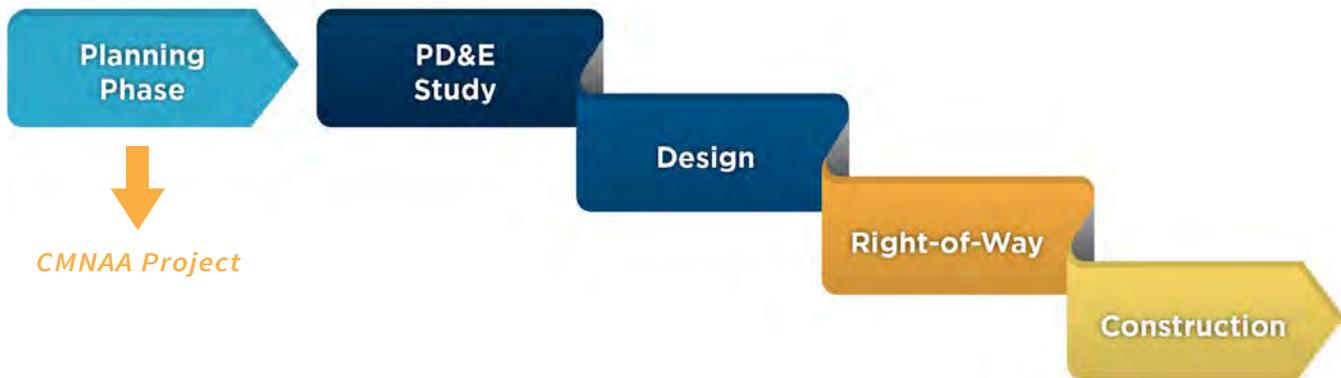


Figure 66: Neighborhood Areas

Next Steps

The CMNAA study identified short-term and mid-term improvements, many of which have been prioritized by local government and the MPO. The recommendations reflected in the final documents including the specific projects reflected in the Bicycle Systems Plan, the Roadway Safety Assessment Reports and the Arterial and Neighborhood Project Sheets are each included in the Appendix to this report, will continue to be evaluated by local government and the MPO for prioritization. The Design phase for the short-term Operational Improvements in the City of Bradenton on US 31 and on BUS US 41 have been programmed in FY 2019/20 by the Sarasota-Manatee MPO and FDOT.

The long-term improvements associated with the potential new river crossing alignment, or reconstruction of the Desoto Bridge in one or more configuration, will be addressed in the upcoming PD&E studies currently programmed for FY 2019/20. Each identified alternative for the additional river crossing improvements has been retained for detailed analysis in the PD&E study; none were eliminated in the CMNAA study. Design, right-of-way acquisition and construction phases for a preferred alternative are not currently programmed.



BIBLIOGRAPHY

The following documents are provided as reference for the Central Manatee Network Alternatives Analysis Phase II and III. Each are on record with the Department.

Phase I

CMNAA Existing Conditions Structural Report, May 2015

CMNAA Mobility Analysis and Screening Tool Technical Memorandum, May 2016

CMNAA GIS Map Book, May 2016

[CMNAA Existing Conditions and Future No-Build Analysis Report, May 2016](#)

CMNAA Phase I Executive Summary, May 2016

Phase II and III

[CMNAA Travel Time Reliability Study](#), January 2017 (not completed as part of the Phase II & III study)

CMNAA Phase II & II Field Review Technical Memorandum, February 2017

[GIS Map Book, Updated May 2017](#)

[Manatee River Crossing Alternatives: Environmental Screening Tool Preliminary Findings, April 2017](#)

[CMNAA O-D Study Technical Memorandum, June 2017](#)

[Existing \(2017\) Operational Analysis, June 2017](#)

CMNAA Roadway Safety Assessment Reports:

- [14th Street \(US 41 Business\) Roadway Safety Assessment, September 2017](#)
- [9th Avenue \(Dr. Martin Luther King Jr. Avenue\) Roadway Safety Assessment, October 2017](#)
- [9th Street \(US 41 Business\) Roadway Safety Assessment, November 2017](#)
- [6th Avenue \(SR 64 Eastbound\) Roadway Safety Assessment, January 2018](#)
- [8th Avenue \(US 41 Business\) Roadway Safety Assessment, February 2018](#)
- [Manatee Avenue \(SR 64 Westbound\) Roadway Safety Assessment, February 2018](#)
- [US 41 Roadway Safety Assessment, February 2018](#)

[Transit Alternatives Technical Memorandum, December 2017](#)

[Short-Term \(2028\) Operational Analysis, December 2017](#)

[Use of the District One Regional Model \(2010-2040\) and Sub-Area Refinement Report, October 2017](#)

[CMNAA Bicycle Systems Plan, February 2018](#)

[Benefit-Cost Analysis CMNAA Phase I Operational Improvements, March 2018](#)

[Palmetto Trails Network Plan BUILD Grant Application, July 2018](#)

[CMNAA Public Involvement Summary, August 2018](#)

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Appendix A: Project Sheets

- Corridor Concepts - Manatee Avenue / SR 64 WB (Bradenton)
- Typical Sections - Manatee Avenue / SR 64 (Bradenton)
- Corridor Concepts - 6th Avenue / SR 64 EB (Bradenton)
- Corridor Concepts - US 41 Business / 14th Street W (Bradenton)
- Corridor Concepts - US 41 Business / 9th Street W (Bradenton)
- Typical Sections - US 41 Business / 9th Street W (Bradenton)
- Corridor Concepts - US 41 / 1st Street (Bradenton)
- Corridor Concepts - US 301 / 10th Street (Palmetto)
- Corridor Concepts - 7th Street W (Palmetto)
- Corridor Concepts - US 41 Business / 8th Avenue W (Palmetto)
- Corridor Concepts - US 41 / US 301 (Palmetto)
- Pedestrian / Bicycle / Trail Improvements - Additional Arterial / Collector Corridors
- Local Pedestrian / Bicycle Network - Community Improvements
- Community Improvements - West Palmetto
- Community Improvements - Lincoln Estates
- Community Improvements - East Palmetto
- Community Improvements - Sanctuary Cove
- Community Improvements - Ellenton
- Community Improvements - Wares Creek
- Community Improvements - Downtown
- Community Improvements - Manatee
- Community Improvements - East Bradenton
- Downtown Bradenton - Operational Improvements
- Central Palmetto - Trail and Linear Park Improvements
- 9th Avenue W / Martin Luther King Avenue E - Complete Streets PD&E Study

Corridor Description

Manatee Avenue is the primary east-west arterial in the study area south of the Manatee River. This facility provides key regional connections between the beaches, Downtown Bradenton, and I-75.

Implementing Agencies

Florida Department of Transportation
 City of Bradenton
 Manatee County
 Sarasota/Manatee Metropolitan Planning Organization
 Manatee County Area Transit

Project Types



Pedestrian



Bicycle



Safety

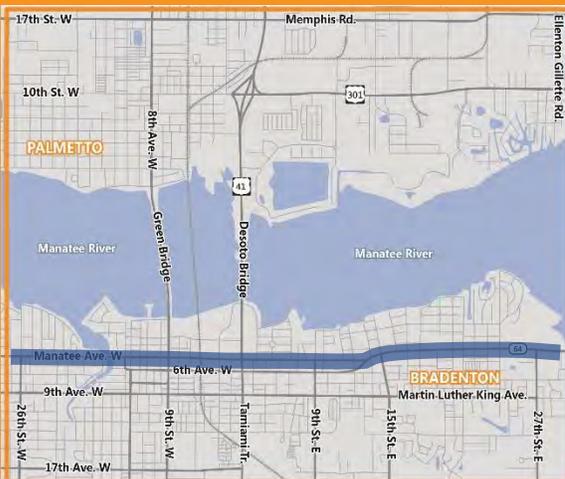


Transit



Automobile

Corridor Location



Short-Term Recommendations

- Study new or enhanced pedestrian crossings at strategic locations along the corridor:
 - 24th Street W
 - 22nd Street W
 - 19th Street W
 - Virginia Drive
 - 15th Street W
 - 8th Street W
 - 7th Street W
 - 5th Street W / Railroad Crossing
 - 3rd Street W
 - 2nd Street E for access to transit*
 - 4th Street E
 - 5th Street E
 - 7th Street E
 - Glazier Gates Park
 - 12th Street E
 - 15th Street E
 - 21st Street E
 - 24th Street E



*Priority Location

- Install Shared Lane Markings from 15th Street W to 13th Street W or study an alternative
- Restripe pavement with narrower lanes and bike lanes from 13th Street W to Walker Island (see typical sections)
 - Study an alternative accommodation between the 5th Street W and 1st Street



- Install retroreflective sheeting on traffic signal backplates at 15th Street E
- Install "One-way" signs at all side streets
- Replace non-traversable inlet covers
- Perform a lighting analysis for the west approach of 15th Street E and the area north and east of US 41
- Relocate the pedestrian detector station closer to the crosswalk in the northeast corner of the 9th Street E intersection
- Restripe side street pavement markings and crosswalks
- Evaluate the sight lines in relation to the on-street parking east of 7th Street W
- Install pedestrian crossing gates on the west side of the rail grade crossing





- Evaluate alternative locations for expansion of the Downtown Transit Center that have been identified at the southwest corners of Manatee Avenue & 15th Street W and Manatee Avenue & 13th Street W
- Coordinate signals at 14th Street W and 13th Street W
- Study the potential use of Transit Signal Priority (TSP) at 13th Street W



- Implement signal phasing and operations enhancements at the 1st Street (US 41/301) intersection, reroute northbound left turn to 9th Avenue W, utilizing 3rd Street W to serve the left onto Manatee Avenue (requires new signal at 3rd Street W)
- Provide signal phasing enhancement at 9th Street W, reroute northbound left through jug handle configuration to complete northbound left turn at 8th Street W

Mid-Term Recommendations



- Construct sidewalk connections
 - on 2nd Street E, 6th Avenue E to Manatee Avenue
 - on 3rd Street E, 6th Avenue E to Manatee Avenue



- Reconstruct sidewalk and driveway on the south side of Manatee Avenue, east of 12th Street E
- Reconstruct narrowed driveway aprons east of 8th Street E on the south side and east of 9th Street W on the south side
- Install supplemental post mounted signal heads at 13th Street W
- Reconstruct curb ramps to meet ADA standards in the southeast corner of the 9th Street E intersection

Long-Term Recommendations

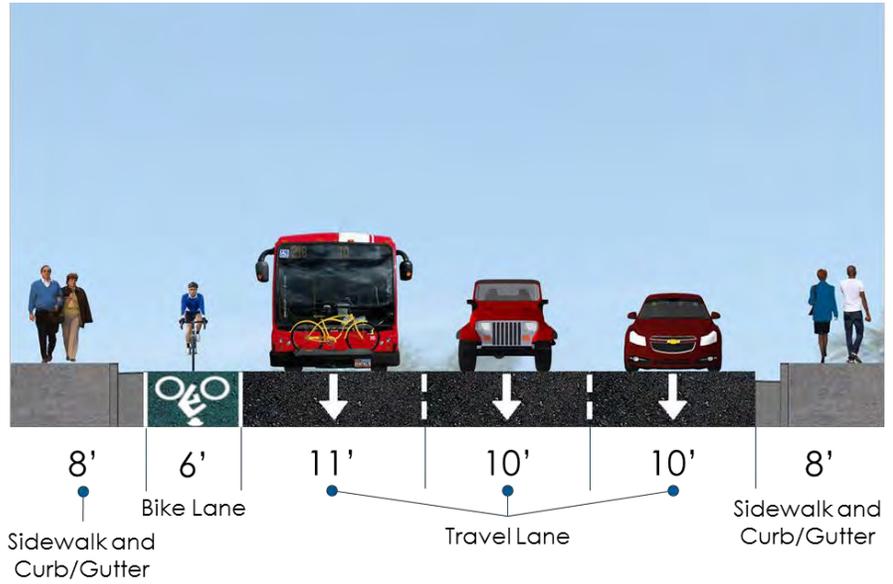


- Replace the bridge over Ware's Creek to increase the clearance from high water events; include pedestrian and bicycle accommodations on both sides and along the southern edge design for compliance within the SUNTrail Program



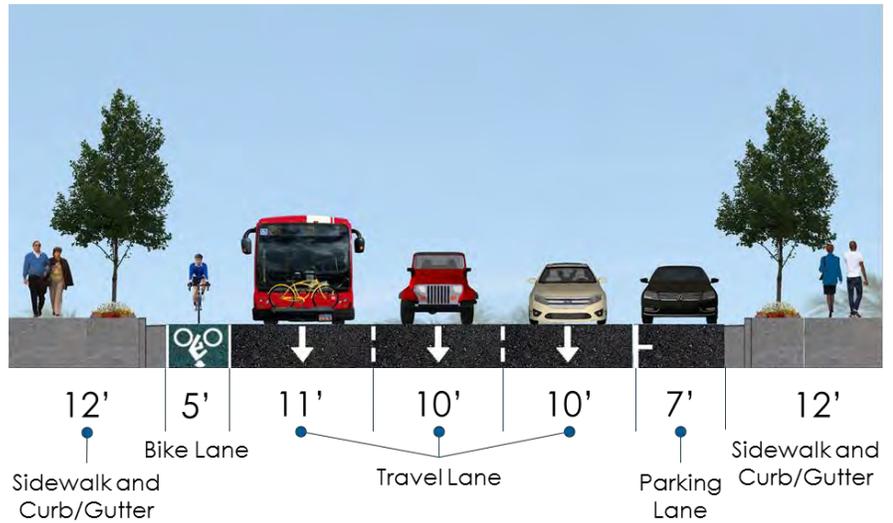
East of 1st Street

This section is representative of the typical section for Manatee Avenue east of 1st Street. This design can be accomplished via restriping. In areas with additional right of way or pavement, the additional space may be allocated to widen elements or incorporate others, like buffers and on-street parking.



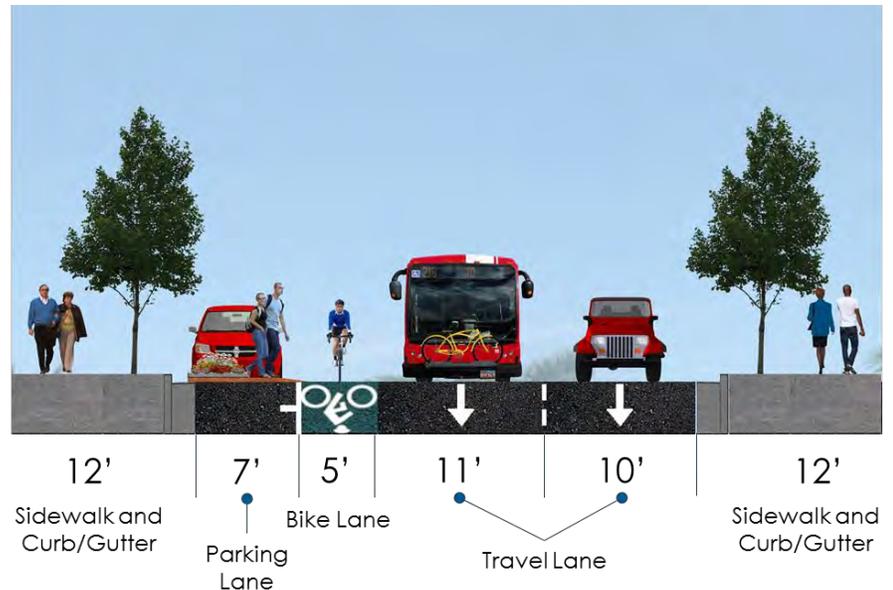
5th Street W to 9th Street W

The basic typical section of Manatee between 5th Street W and 9th Street W includes three travel lanes, a bike lane, and a parking lane. With minor alterations, like the addition of parking on both sides or the addition of a turn lane, this typical section can be modified to fit all blocks in this segment. As a rule, the right travel lane should be 11' at a minimum adjacent to a minimum 5' bike lane, and the parking lanes should be 7' at a minimum.



9th Street W to 13th Street W

The basic typical section for Manatee Avenue from 9th Street W to 13th Street W includes two travel lanes, a parking lane, and a bike lane. With minor alterations, like the addition of parking on both sides or the addition of a turn lane, this typical section can be modified to fit all blocks in this segment. As a rule, the right travel lane should be 11' at a minimum adjacent to a minimum 5' bike lane, and the parking lanes should be 7' at a minimum.



Corridor Description

6th Avenue serves as the eastbound leg of the one-way pair for the segment of SR 64 through Downtown Bradenton. SR 64 is the primary east-west arterial in the study area south of the Manatee River. This facility provides key regional connections between the beaches, Downtown Bradenton, and I-75.

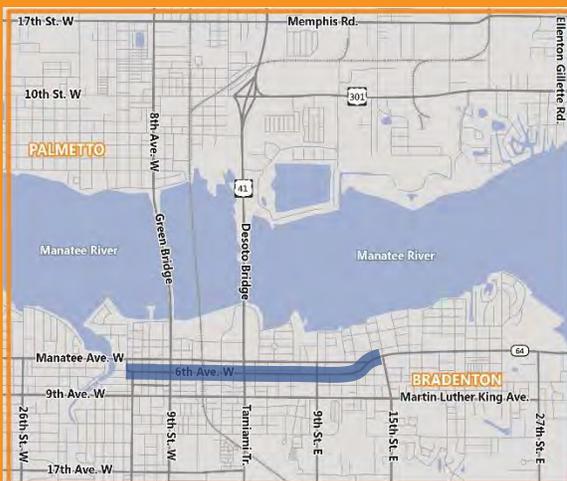
Implementing Agencies

- Florida Department of Transportation
- City of Bradenton
- Manatee County
- Sarasota/Manatee Metropolitan Planning Organization
- Manatee County Area Transit

Project Types

- Pedestrian
- Bicycle
- Safety
- Transit
- Automobile

Corridor Location

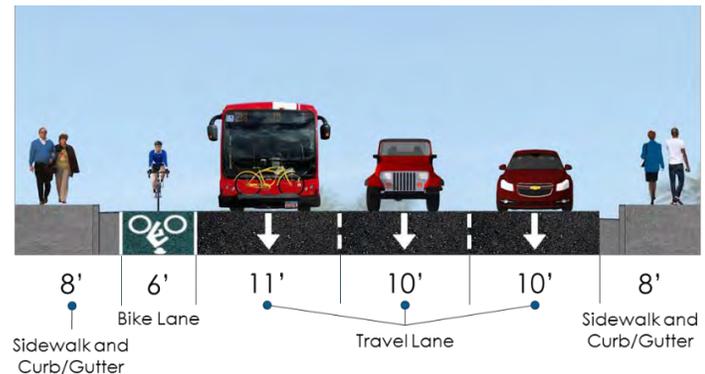


Short-Term Recommendations

- Study new or enhanced pedestrian crossings at strategic locations along the corridor:
 - 8th Street W
 - 7th Street W
 - 5th Street W/ Railroad Crossing
 - 3rd Street W
 - 1st Street W
 - 2nd Street E for access to Transit
 - 4th Street E
 - 5th Street E
 - 7th Street E
 - 10th Street E
 - 12th Street E, also 7th Avenue & 12th Street E



- Restripe pavement with narrower lanes and bike lanes from 15th Street W to 15th Street E



- Repair or replace damaged sidewalk and replace non-traversable inlet covers
- Install "One-way" signs at all side streets where they are missing
- Perform pavement quality assessment
- Restripe side street pavement markings and crosswalks
- Perform a lighting analysis between 9th Street E and 15th Street E
- Install a supplemental post mounted signal head for southbound approach at 9th Street W
- Install traffic signal backplates with retroreflective sheeting for the northbound and southbound signal indications at 9th Street W, 1st Street/US 41, and 9th Street E; and for the eastbound approach at 9th Street E
- Conduct a signal warrant analysis for 3rd Street W to enhance north-south connectivity



- Fine-tune signal coordination from 1st Street/US 41 to 9th Street E
- Install retroreflective sheeting on traffic signal backplates for eastbound signal indications at 9th Street W and 1st Street/US 41
- Install pedestrian crossing gates on the east side of the rail grade crossing



- Evaluate alternative location for expansion of the Downtown Transit Center that has been identified along the southern edge of 6th Avenue between 14th Street W and Old Main Street
- Evaluate Transit Signal Priority (TSP) at
 - 13th Street W
 - Old Main Street
 - 10th Street W



- Restripe center lane to accommodate dual eastbound left turns at 9th Street W as a shared through and left
- Install new signal at 3rd Street W
- Enhance operations at 1st Street (US 41/301) intersection to provide three southbound through lanes and a single southbound left turn with storage extended back to Manatee Avenue

Mid-Term Recommendations

- Correct sidewalk cross slopes to meet ADA requirements
- Reconstruct the curb ramps and relocate the crosswalk closer to SR 64 at the south approach of 12th Street E
- Resolve the following utility/fixed object conflicts:
 - fire hydrants in the southwest and southeast corners of 10th Street W
 - utility poles in the southwest corner of 10th Street W and northwest corner of 3rd Street W
 - fence in the northwest corner of 3rd Street W
- Restripe mainline and provide contrast markings



Long-Term

- Reestablish the curb and gutter from 9th Street E to 12th Street E and provide sidewalks on both sides of the street; relocation of utility poles may be required



Corridor Description

US 41 Business/14th Street connects Downtown Bradenton to the US 41 corridor south of the study area. North of 8th Avenue, this corridor has two lanes; south of 8th Avenue, where the corridor is designated US 41 Business, the roadway is a four-lane facility without left turn lanes and with narrow sidewalks obstructed by utility and light poles.

Implementing Agencies

Florida Department of Transportation
 City of Bradenton
 Manatee County
 Sarasota/Manatee Metropolitan Planning Organization
 Manatee County Area Transit

Project Types



Pedestrian



Bicycle

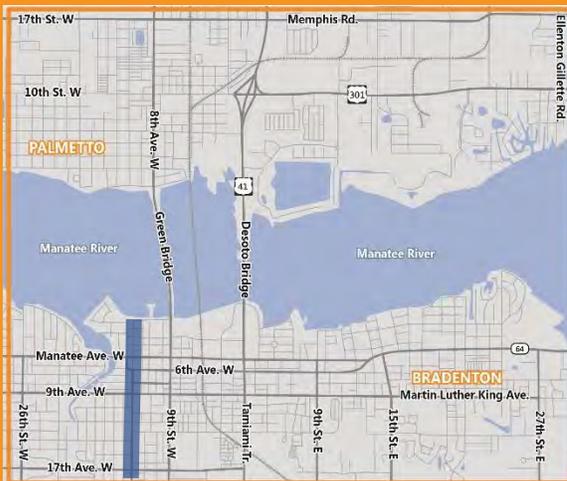


Safety



Transit

Corridor Location



Short-Term Recommendations

- Study changing the typical section to a 3-lane section with one northbound lane, one southbound lane, and a bi-directional turn lane; widen sidewalks along the corridor and adjust the sidewalk alignment to avoid existing light pole obstructions



12' Sidewalk and Curb/Gutter | 11' Travel Lane | 12' Median/Turn Lane | 11' Travel Lane | 12' Sidewalk and Curb/Gutter

- Install a pedestrian crossing on the east approach at 17th Avenue W
- Break the double yellow centerline striping at unsignalized intersections to indicate that it is an intersection and is a legal, although unmarked, crossing location

- Provide a parallel bike boulevard along 15th Street W
 - Bike boulevard from 18th Avenue Drive W to 9th Avenue W
 - Independent pathway between 9th Avenue W to Ballard Park Drive (across City-owned Shuffleboard Club property)
 - Bike boulevard from Ballard Park Drive to 1st Avenue W

- Repair or replace damaged sidewalk and replace non-traversable inlet covers
- Study retrofitting the existing lighting system to improve pedestrian-level lighting in support of the pedestrian activity within the corridor
- Provide pedestrian pushbutton extenders in the northeast corner of the 8th Avenue W intersection
- Relocate the pedestrian detector station closer to the crosswalk in the southeast corner

of the 8th Avenue W intersection and the southwest corner of the 12th Avenue W intersection

- Perform a lighting analysis between 8th Avenue W and 6th Avenue W



- Evaluate alternative locations for expansion of the Downtown Transit Center that have been identified at the southwest corner of the Manatee Avenue intersection
- Coordinate the signal at Manatee Avenue

Mid-Term Recommendations

- Evaluate modifying the driveway on the south side of 1116 14th St W to an entrance only
- Correct sidewalk cross slopes to meet ADA requirements and install curb and gutter on the west side of the road from 9th Avenue W to 8th Avenue W
- Resolve the following utility/fixed object conflicts:
 - fire hydrant on the east side of 14th Street W, 250 feet south of 14th Avenue and in the southeast corner of 6th Avenue W
 - utility poles in the southwest corner of 12th Avenue W and northwest corner of 9th Avenue W
 - signal controller cabinet in the northeast corner of 6th Avenue W
- Reconstruct the following intersection corners:
 - all corners at 17th Avenue W
 - southeast corner of 13th Avenue
 - southeast corner of 12th Avenue
 - all corners of 9th Avenue W
- Reconstruct curb ramps to meet ADA standards:
 - southeast corner of 13th Avenue W
 - northwest corner of 9th Avenue W



Corridor Description

US 41 Business/ 9th Street W is one of two study area corridors that connects over the Manatee River to the City of Palmetto and destinations beyond. This facility has four lanes north of 8th Avenue, where the corridor is designated US 41 Business; south of 8th Avenue the facility has three lanes. Notable landmarks include the Village of the Arts and LECOM Park.

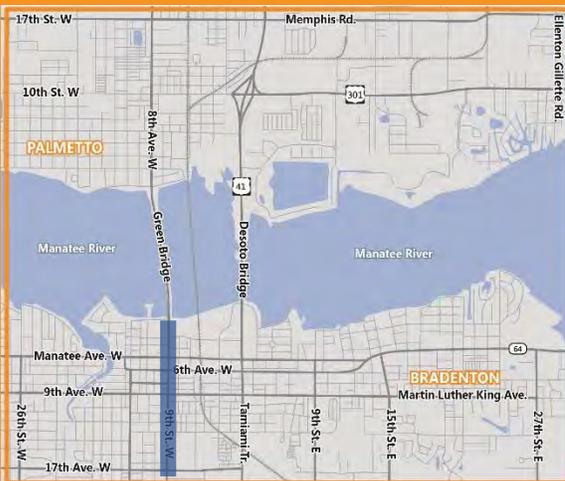
Implementing Agencies

- Florida Department of Transportation
- City of Bradenton
- Manatee County
- Sarasota/Manatee Metropolitan Planning Organization
- Manatee County Area Transit

Project Types

- Pedestrian
- Bicycle
- Safety
- Transit
- Automobile

Corridor Location



Short-Term Recommendations

- Study new or enhanced pedestrian crossings at strategic locations along the corridor:
 - 16th Avenue W / LECOM Park
 - 11th Avenue W
 - Motorworks Brewing parking lot*



Enhance with additional signing, median refuge, or pedestrian hybrid beacon

*Priority Location

- Study the feasibility of reconfiguring the existing roadway from 17th Avenue W to the Green Bridge to incorporate designated bicycle facilities (see typical sections); consider:
 - Bike lanes - a typical section of two lanes, a pedestrian refuge in the center, and bike lanes
 - Shared Lane Markings - the City of Bradenton's Form- Based Code calls for two through lanes, widened sidewalks, on-street parking on one side, and a center turn lane
 - Roadside pathway – a typical section of narrowed overall pavement width and widened 10' sidewalks, allowing joint use by cyclists



- Repair or replace damaged sidewalk and replace non-traversable inlet covers
- Install reflective pavement markers between 17th Avenue W and 8th Avenue W
- Restripe side street pavement markings and crosswalks
- Perform a lighting analysis between 17th Avenue W and Manatee Avenue W
- Reconstruct sidewalk and curb ramps in the northeast corner of the 13th Avenue W intersection
- Evaluate implementation of leading pedestrian intervals at the 8th Avenue W intersection
- Perform an intersection safety analysis to determine if westbound right-turn-on-red movements at Manatee Avenue W can be restricted due to limited sight distance





- Evaluate alternative locations for expansion of the Downtown Transit Center that have been identified along 9th Street W
- Study the viability of implementing a demand response service in vicinity of corridor



- Construct southbound right-turn lanes at 3rd Avenue and Manatee Avenue
- Provide signal phasing enhancement at Manatee Avenue, reroute northbound left through jug handle configuration – vehicles are rerouted to complete a northbound right turn onto 6th Avenue, followed by an eastbound left turn onto 8th Street W and a northbound left turn onto Manatee Avenue.

Mid-Term Recommendations

- Correct sidewalk cross slopes to meet ADA requirements
- Replace lighting with LED lighting for improved visibility
- Perform an intersection analysis to determine if right-turn-on-red movements at 13th Avenue W can be restricted on all approaches due to limited sight distance
- Resolve the following utility/fixed object conflicts:
 - utility pole in the northwest corner of 13th Avenue W
 - signal poles at 9th Avenue W
 - utilities where lateral offsets do not meet requirements
- Reconstruct the following intersection corners:
 - northwest and southwest corners of 13th Avenue W
 - northwest corner of 8th Avenue W
- Replace the traffic signal poles at 9th Avenue W intersection
- Reconstruct curb ramps to meet ADA standards in the northeast and southeast corners of 8th Avenue Drive W
- Improve pavement surface quality and markings between 9th Avenue W and Manatee Avenue W
- Restripe the SB thru/left turn lane at 8th Avenue W to a SB left only lane, and create back to back left turn lanes between 9th Avenue W and 8th Avenue W

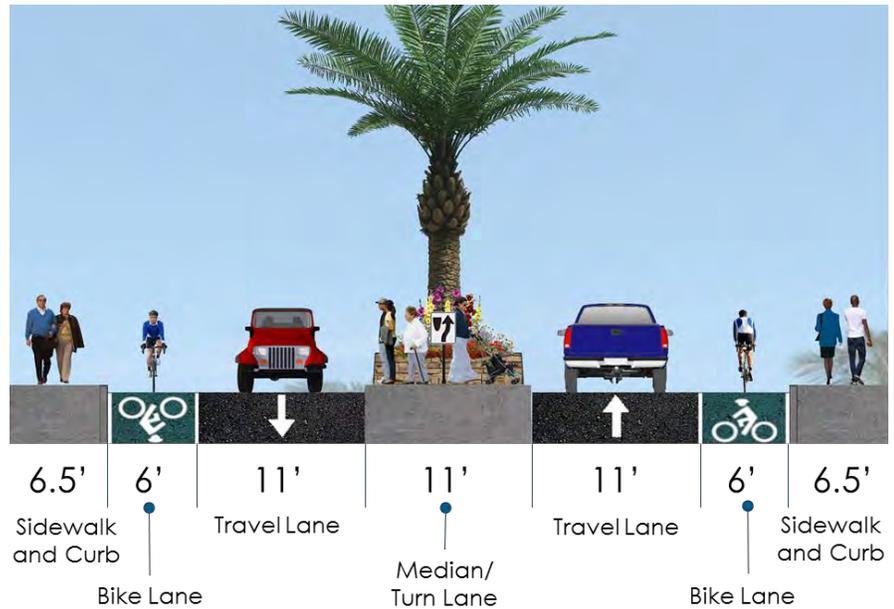


- Study the potential for Transit Signal Priority (TSP) at 8th Avenue intersection



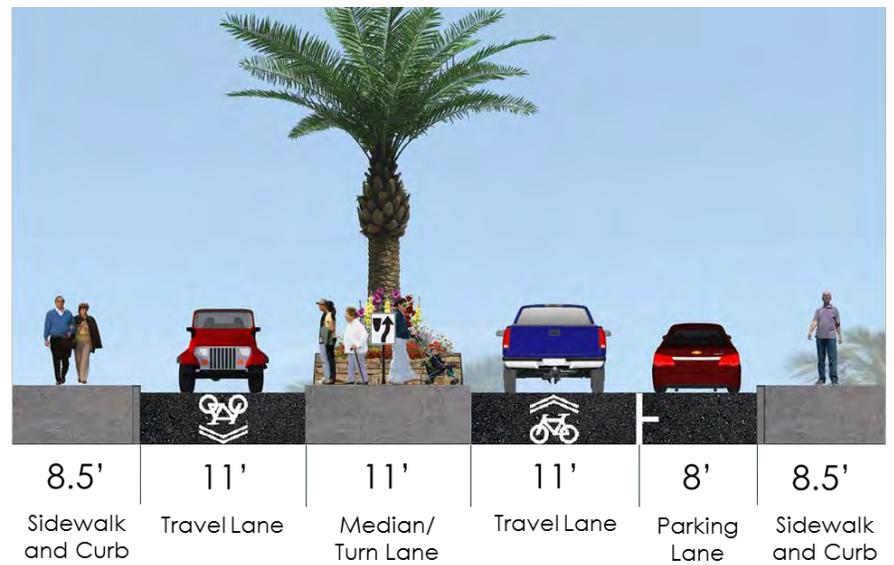
Bike Lanes

This section includes 6' sidewalks with a ½ vertical curb, 6' buffered bike lanes, two 11' travel lanes, and an 11' median/turn lane that also serves as a pedestrian refuge at designated crossing locations.



Shared Lane Markings

This section includes 8' sidewalks with a ½ vertical curb, two 11' travel lanes marked with Shared Lane Markings, an 8' parking lane along the eastern edge of the roadway and an 11' median/turn lane that also serves as a pedestrian refuge at designated crossing locations.



Roadside Pathway

This section includes 12.5' sidewalks with a ½ vertical curb, two 11' travel lanes marked with Shared Lane Markings, and an 11' median/turn lane that also serves as a pedestrian refuge at designated crossing locations.



Corridor Description

US 41/1st Street/Tamiami Trail is the primary north-south regional connection in the study area and one of two corridors that provides connectivity over the Manatee River to the City of Palmetto and to I-275. This corridor connects the Desoto Bridge south to the limited access segment of US 301 south of the study area.

Implementing Agencies

Florida Department of Transportation
 City of Bradenton
 Manatee County
 Sarasota/Manatee Metropolitan Planning Organization

Project Types



Pedestrian



Bicycle

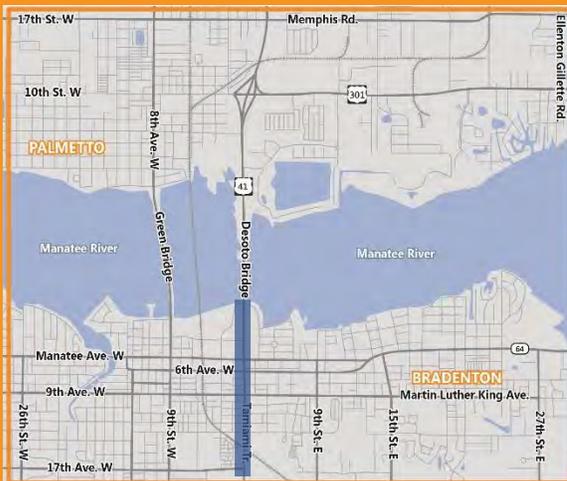


Safety



Automobile

Corridor Location



Short-Term Recommendations



- Study the feasibility of installing a new marked, staggered crossing at 11th Avenue
- Study the feasibility of installing a traffic signal at 3rd Avenue to facilitate pedestrian crossings and emergency vehicle access to the hospital
- Mark crossings for all legs at 6th Avenue
- Fill sidewalk gap on the east between 6th Avenue and Manatee Avenue



- Mark, sign and construct a parallel bike route along 3rd and 2nd Streets E
 - Neighborhood Connectivity Route along 3rd Street E, from 13th Avenue E to 8th Avenue E
 - Neighborhood Connectivity Route along 8th Avenue E, from 3rd Street E to 2nd Street E
 - Neighborhood Connectivity Route along 2nd Street E, from 8th Avenue E to Manatee Avenue
 - Short pathway along north side of Manatee Avenue to bridge jog in 2nd Street E
 - Bike lanes along 2nd Street E, from Manatee Avenue to Riverside Drive



- Refresh pavement markings and reflective pavement markers corridorwide
- Perform a lighting analysis corridorwide
- Install traffic signal backplates with retroreflective sheeting at signalized intersections (where structurally feasible)
- Restore sidewalk back slope or install railing on the west side of US 41 near the railroad crossing
- Perform intersection safety analysis at intersection with 11th Avenue
- Fine-tune signal timing and coordination at intersection with Manatee Avenue
- Repair or install emergency pre-emption systems as needed
- Reconstruct curb and sidewalk on the west side of US 41, north of the CVS driveway



- Implement restriping, signing, and signal phasing on 1st Street to reroute northbound left at Manatee Avenue to turn onto 9th Avenue W and use 3rd Street W to turn left on to Manatee Avenue (requires new signals at 3rd Street W & 6th Avenue and 3rd Street W & Manatee Avenue)

Mid-Term Recommendations

- Correct sidewalk cross slopes to meet ADA requirements
- Improve pavement surface quality
- Reconstruct sidewalk and driveway at the following locations:
 - east side of US 41 south of the railroad crossing
 - Red Barn Flea Market entrance driveway
 - west leg of intersection with 8th Avenue
- Reconstruct curb ramps to meet ADA standards:



- southwest corner of 13th Avenue
- all corners of 6th Avenue
- all corners of Manatee Avenue
- Resolve the following utility/fixed object conflicts:
 - "BRADENTON" mortared sign in the northwest corner of Manatee Avenue
 - mast arm poles at 6th Avenue intersection
- Relocate the pedestrian detector stations at:
 - southwest corner of 13th Avenue W
 - all corners of Manatee Avenue

Long-Term Recommendations



- Include bicycle and pedestrian facilities in conjunction with the Desoto Bridge reconstruction



- The Desoto Bridge is at the end of its useful life and will be reconstructed; reconstruct US 41/US 301 to provide additional capacity to support the future Desoto Bridge design



Corridor Description

10th Street (US 301) serves as the primary east-west arterial in the study area north of the Manatee River. This facility provides key regional connections between Snead Island, Downtown Palmetto, and I-75.

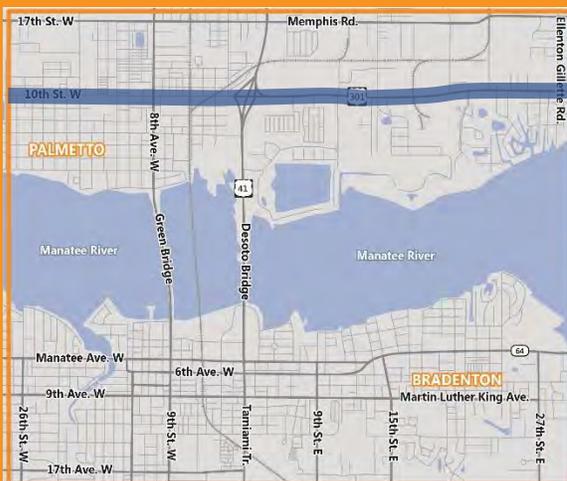
Implementing Agencies

Florida Department of Transportation
 City of Palmetto
 Manatee County
 Sarasota/Manatee Metropolitan Planning Organization
 Manatee County Area Transit

Project Types

-  Pedestrian
-  Bicycle
-  Safety
-  Transit
-  Automobile

Corridor Location



Short-Term Recommendations

- Study the feasibility of installing a controlled crossing within the traffic signal at the US 41 northbound off-ramp; include a pedestrian refuge island left of the dual right turn lanes to provide more direct access to the transit stop on the north
- Mark crossings for all legs at Haben Boulevard
- Study new or enhanced pedestrian crossings at strategic locations along the corridor:
 - 2nd Avenue W / Palm Lane for SUN Trail
 - Palm 2nd Street / Walmart
 - 9th Avenue E
 - 16th Avenue E
 - 28th Avenue E
 - Palm Avenue / 34th Avenue E
 - Franklin Avenue
 - 42nd Avenue Drive E
 - 45th Avenue E



- Refer to the August 2016 report, *Road Safety Assessment Report: SR 43/US 301*, for the current recommendations for this corridor and subsequent implementation plan(s)
-
- Study the viability of implementing a demand responsive service that would allow transfers to fixed-route service (Route 1 and Route 201) at the Palmetto Station or the Palmetto Walmart Station



Mid-Term Recommendations

- Narrow travel lanes/widen road to provide bike lanes between 20th Avenue W and 14th Avenue W
- Install Shared Lane Markings between 14th Avenue W and 8th Avenue W
- Convert existing shoulders to bike lanes between 8th Avenue W and 2nd Avenue W
- Construct a roadside pathway on north side between 2nd Avenue W and 28th Avenue E
 - Also provide bike lanes
- Reconstruct the edges to provide bike lanes between 28th Avenue E and 45th Avenue E
 - Or reduce median and lane widths





- Overlap southbound right turn with eastbound left turn at intersection with 6th Avenue E
- Add northbound right turn lane and southbound left turn lane at intersection with 12th Avenue E/Haben Boulevard

Long-Term Recommendations



- Construct the interchange modifications for US 41/ US 301 in association with the PD&E Study programmed for the Desoto Bridge reconstruction; incorporate pedestrian, bicycle, and access to transit accommodations into the design of the interchange



Corridor Description

7th Street is currently a three-lane, auto-focused corridor fronted by primarily commercial and light industrial land uses between 8th Avenue W and US41 and residential uses west of 8th Avenue W. This corridor has been re-envisioned by the Study Team as an economically vibrant multimodal corridor connecting the Convention Center to 10th Avenue W.

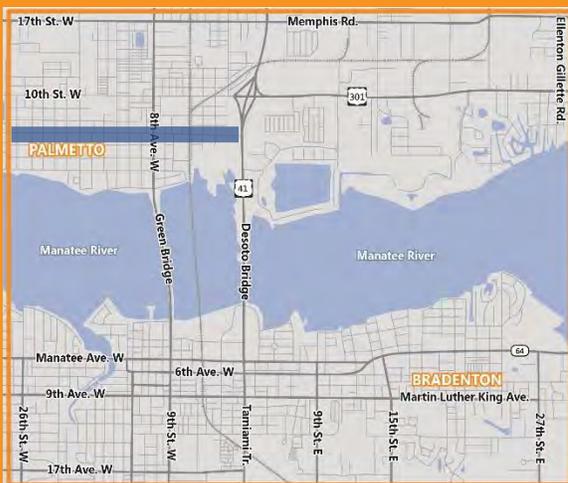
Implementing Agencies

- Florida Department of Transportation
- City of Palmetto
- Manatee County
- Sarasota/Manatee Metropolitan Planning Organization
- Manatee County Area Transit

Project Types

- Pedestrian
- Bicycle
- Transit

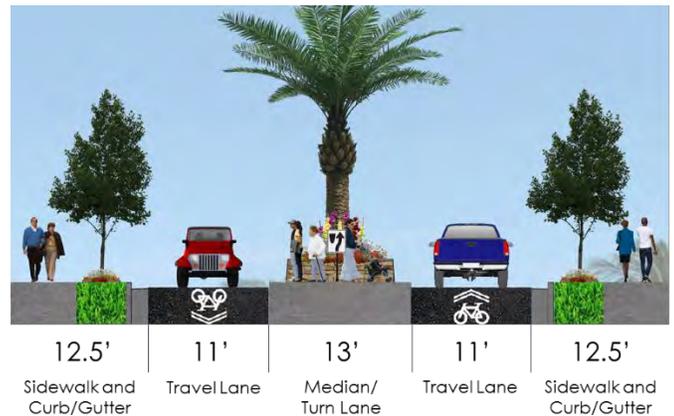
Corridor Location



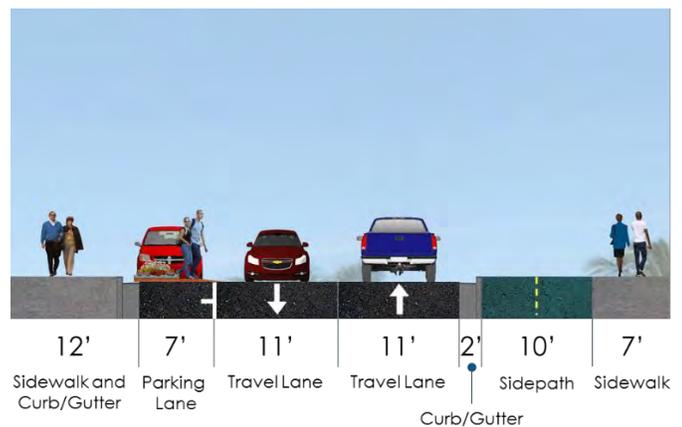
Short-Term Recommendations

- Fill sidewalk gaps
 - 2nd Avenue W to US 41 (North)
 - 2nd Avenue W to US 41 (South)
 - 20th Avenue W to 9th Avenue W (South)
- Study new or enhanced pedestrian crossings at strategic locations along the corridor:
 - 14th Avenue W
 - 5th Avenue W
 - 3rd Avenue W
- Study the feasibility of transforming the street to a multimodal corridor and link between the Convention Center and 10th Avenue W. Note that a segment from 5th Avenue W to Palm Lane near 2nd Avenue W would include the SUNTrail

Typical Section without SUNTrail



Typical Section with SUNTrail





- Designate Neighborhood Connectivity Route along 7th Street, from 20th Avenue W to 14th Avenue W
- Install Shared Lane Markings along 7th Street W, from 14th Avenue W to 5th Avenue W
- Install roadside pathway along 7th Street W, from 5th Avenue W to US 41. The segment of roadside pathway between 5th Avenue W and Palm Lane will serve as the SUNTrail connection on this corridor



- Study the viability of demand response service in vicinity of corridor that would allow transfers to fixed-route service (Route 1 and Route 201) at the Palmetto Station or the Palmetto Walmart Station



Corridor Description

US 41 Business is one of two corridors in the study area that provides connectivity over the Manatee River to the City of Bradenton and destinations beyond. Once the main street in the City of Palmetto, this corridor is characterized by commercial buildings built close to the street.

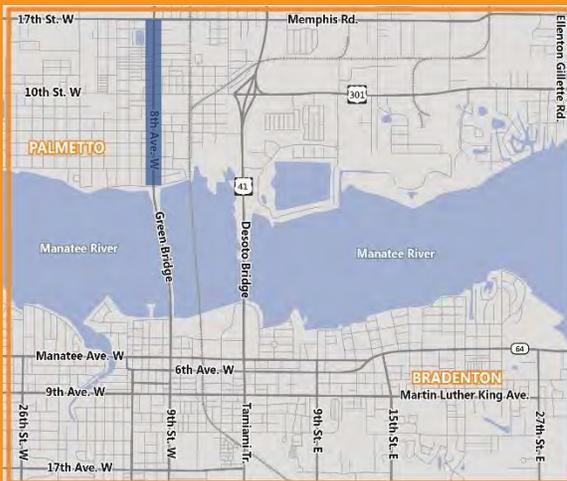
Implementing Agencies

- Florida Department of Transportation
- City of Palmetto
- Manatee County
- Sarasota/Manatee Metropolitan Planning Organization
- Manatee County Area Transit

Project Types

- Pedestrian
- Bicycle
- Safety
- Transit

Corridor Location



Short-Term Recommendations



- Study feasibility of enhanced, signalized, or grade-separated pedestrian/bicycle crossing near Riverside Drive
- Study new or enhanced pedestrian crossings at strategic locations along the corridor:
 - 4th Street W
 - 6th Street W
 - 9th Street W (western side of 8th Avenue)
 - 12th Street W / D-Street
 - 13th Street W (western side of 8th Avenue)
 - 15th Street W

Enhance with additional signing, median refuge, or pedestrian hybrid beacon.



- Repair or replace damaged sidewalk and replace non-traversable inlet covers
- Install traffic signal backplates with retroreflective sheeting for the eastbound outside through movement and southbound 5-section signals at 7th Street W
- Evaluate the addition of an eastbound right turn lane and fine-tune signal timing at the 10th Street W intersection
- Conduct structural analysis and install traffic signal backplates with retroreflective sheeting for the northbound and southbound signal indications at 10th Street W



- Study the viability of implementing demand response service in vicinity of corridor and throughout much of Palmetto

Mid-Term Recommendations



- Accommodate bicyclists on parallel facility



- Correct sidewalk cross slopes to meet ADA requirements
- Replace lighting with LED lighting for improved visibility at 7th Street W, 10th Street W, and 17th Street W intersections
- Resolve the utility pole conflict in the northwest corner of 4th Avenue W

- Reconstruct the southwest corner at Parkway Drive to improve pedestrian safety
- Reconstruct curb ramps to meet ADA standards:
 - northwest corner of 6th Street W
 - southwest corner of 7th Street W
- Study the feasibility of restricting right turn on red due to sight distance limitations at the 7th Street W intersection
- Limit access to right-in/right-out at the Amscot driveway and the Checkers driveway
- Conduct structural analysis and install 4-section with flashing yellow arrow left turn signals for the southbound and westbound movements at 10th Street W

Long-Term Recommendations



- Coordinate with the City to expand sidewalk to a width of six feet where adjacent to roadway between Riverside Drive and 5th Street
- Reconstruct the driveway ramp at the Smart Start car shop to meet ADA standards



Corridor Description

US 41 is the primary north-south regional connection in the study area and one of two corridors that provides connectivity over the Manatee River to the City of Bradenton and destinations beyond. This corridor provides key connections between the Desoto Bridge, the US 41/ US 301 interchange, and the US 41/US 19 interchange.

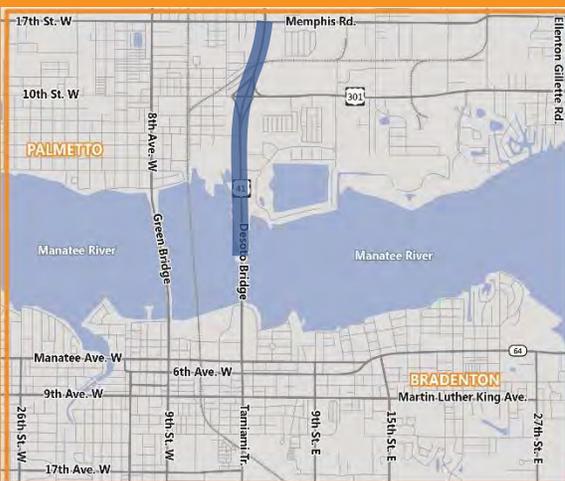
Implementing Agencies

Florida Department of Transportation
 City of Palmetto
 Manatee County
 Sarasota/Manatee Metropolitan Planning Organization
 Manatee County Area Transit

Project Types

- Pedestrian
- Bicycle
- Safety
- Transit
- Automobile

Corridor Location



Short-Term Recommendations



- Perform a study to determine if the traffic signal at 7th Street should be upgraded and activated to full actuation
- Install sidewalk along the western edge of US 41 between the 12th Street Court E cul-de-sac at the railroad and 17th Street
- Provide a sidewalk connection from the southeast quadrant curb ramp to the existing sidewalk at the Haben Boulevard intersection
- Enhance the existing signal for the US 41 northbound ramps at 10th Street E to accommodate crossing of 10th Street, providing better access to transit
- Restore pedestrian connection under US 41 from Lincoln Memorial Academy to Lincoln Park



- Perform an intersection analysis to determine if 4-section flashing yellow arrow or protected-only westbound left turn phasing is feasible at the intersection of 10th Street and the southbound ramp
- Install guardrail at the top of the headwall for the culvert south of 10th Street on the west side of southbound ramp
- Further channelize the northbound exit ramp and provide a raised pedestrian island at 10th Street
- Reconstruct curb ramps to direct pedestrian movements safely across the eastbound right turn movement at the southbound ramps
- Install a supplemental left turn signal for the northbound left turn movement at 10th Street
- Provide a connection from the southeast quadrant curb ramp to the existing sidewalk at the Haben Boulevard intersection
- Add eastbound right turn lane and/or retime signal to improve operations for the eastbound right turn and provide crossing opportunity for pedestrians across the south leg of the intersection of US 41 and 17th Street



- Study the implementation of demand response service in the vicinity of this corridor and through much of Palmetto

Mid-Term Recommendations



- Install a roadside path along west side of US 41 between Desoto Bridge and 7th Street W
 - Add bike lanes (convert shoulders) to roadway between the DeSoto Bridge and 7th Street W
 - Extend route along 7th Street W to SUNTrail facility at 2nd Avenue W alignment
- Construct a roadside path along east side of US 41 and northbound ramp between 7th Street and 10th Street
- Convert shoulders to bike lanes between 7th Street and 17th Street



- Perform a lighting analysis corridorwide

Long-Term Recommendations



- Include bicycle and pedestrian facilities in conjunction with the Desoto Bridge reconstruction



- The Desoto Bridge is at the end of its useful life and will be reconstructed; reconstruct US 41/US 301 to provide additional capacity to support the future Desoto Bridge design



Description

This sheet synthesizes the proposed pedestrian, bicycle, and trail improvements recommended for arterial and collector corridors in the study area that are not included as part of the Corridor Concepts.

Participating Agencies

- Florida Department of Transportation
- City of Bradenton
- City of Palmetto
- Manatee County
- Sarasota/Manatee Metropolitan Planning Organization
- Manatee County Area Transit

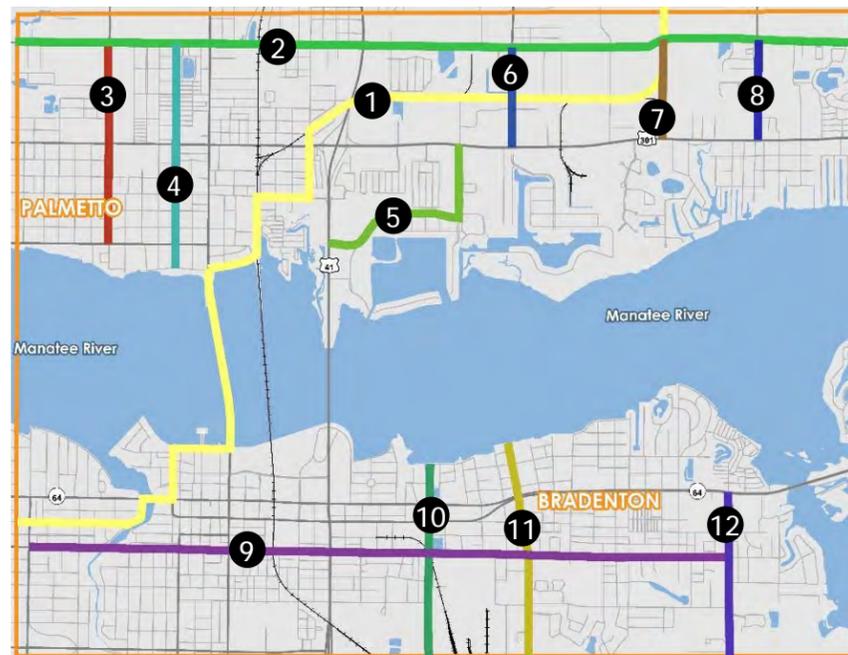
Project Types

- Pedestrian
- Bicycle
- Trail

Corridors

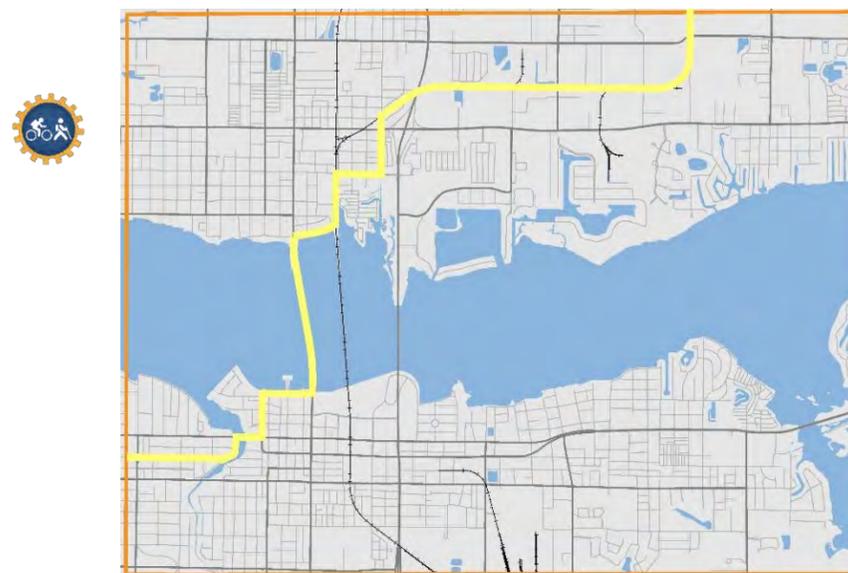
- SUNTrail
- 17th Street (Palmetto)
- 14th Avenue W (Palmetto)
- 10th Avenue W (Palmetto)
- Haben Boulevard (Palmetto)
- 16th Avenue E (Palmetto)
- 28th Avenue E (Palmetto)
- 36th Avenue E (Palmetto)
- 9th Avenue (Bradenton)
- 9th Street E (Bradenton)
- 15th Street E (Bradenton)
- 27th Street E (Bradenton)

Corridor Key Map



1 SUNTrail

The image below represents the CMNAA study team's preliminary concept for the SUNTrail alignment through the study area. Determination of a preferred alignment will require further study and be subject to approval by the Cities of Bradenton and Palmetto. At several locations where the alignment crosses major roadways, enhanced crossings are likely necessary.



2 17th Street (Palmetto)

- Fill sidewalk gaps from:
 - 21st Avenue W to 14th Avenue W (North)
 - 14th Avenue W to 13th Avenue W (South)
 - 11th Avenue W to 8th Avenue W (North)
 - 16th Avenue E to East of 28th Avenue E (North)
 - 16th Avenue E to 28th Avenue E (South)
 - 34th Avenue E to 51st Avenue E (North)
 - Near 38th Avenue E (South)
 - 42nd Avenue Drive E to 51st Avenue E (South)



- Provide new marked crossings at:
 - 10th Avenue W
 - Palmetto Youth Center
 - 2nd Avenue W
 - 6th Avenue E
 - 14th Avenue E
 - 18th Avenue Drive E
 - 24th Avenue E
 - 28th Avenue E
 - Franklin Avenue
 - 41st Avenue E
 - 42nd Avenue Drive E
 - 45th Avenue Drive E
 - 51st Avenue E



- Roadside pathway along north side between 14th Avenue W and P Street W (with relocation of utilities)
 - Also consider bike lanes or Shared Lane Markings (SLMs) to provide continuity with bike lanes to east
- Bike lanes between P Street and 8th Avenue W (would be achieved by narrowing lanes)
- Buffered bike lanes between 8th Avenue W and 16th Avenue E
- Bike facilities should be extended to the segment between 16th Avenue E and 38th Avenue E as the land adjacent to the roadway develops

3 14th Avenue W (Palmetto)



- Fill sidewalk gaps from:
 - 17th Street W to 5th Street W (East)
 - 5th Street W to 4th Street W (West)
- Provide new marked crossings at:
 - Pathway along 13th Street W alignment
 - 4th Street W



- Neighborhood Connectivity Route between 4th Street W and 8th Street W
- Shared Lane Markings between 8th Street W and 10th Street W
- Add shoulders to provide bike lanes between 10th Street W and 17th Street W (may require drainage adjustments)

4 10th Avenue W (Palmetto)



- Refer to the ongoing 10th Avenue Complete Streets Study

5 Haben Boulevard (Palmetto)



- Fill sidewalk gaps from:
 - US 41 to Future 7th Street E Extension (North)
 - 9th Avenue E to Manatee School for the Arts Entrance (North)
 - 10th Street E to 8th Street Circle E (East)
- Provide new marked crossings at:
 - Riviera Dunes Way
 - 8th Avenue E
 - Haben/US 301 Transit Stop



- Evaluate the feasibility of converting one lane in each direction to a buffered bike lane from US 41 to 10th Street E in conjunction with a lane elimination

Cycle Track



Independent Pathway



Roadside Pathway



Shared Lane Markings (SLMs)

6 16th Avenue E (Palmetto)



- Fill sidewalk gaps from:
 - 17th Street E to 10th Street E (East)
 - 17th Street E to 10th Street E (West)
- Provide new marked crossings at:
 - 12th Street E



- Roadside pathway along the east side between 10th Street E and 17th Street E
- Convert existing shoulders to bike lanes north of 17th Street E

7 28th Avenue E (Palmetto)



- Fill sidewalk gaps from:
 - 17th Street E to 10th Street E (East)
 - 17th Street E to 10th Street E (West)



- Roadside pathway along west side between 10th Street E and 17th Street E
- Incorporate the SUNTrail alignment north of 17th Street E

8 36th Avenue E (Palmetto)



- Fill sidewalk gaps from:
 - 16th Street E to 14th Court E (West)
 - 13th Street E to Patten Avenue (West)

9 9th Avenue (Bradenton)



- Fill sidewalk gaps from:
 - 18th Street W to 9th Street W (North)
 - 9th Street E to 16th Street E (North)
 - 20th Street E to 23rd Street E (North)
- Mark crossings for all approaches at 26th Street W
- Provide new marked crossings at:
 - 25th Street W
 - 8th Street W
 - 6th Street W
 - CSX Railroad
 - 3rd Street W
 - 2nd Street E
 - 5th Street E
 - 6th Street Court E
 - 10th Street E
 - 12th Street E
 - 18th Street E
 - 20th Street E
 - 24th Street E



- Parallel bike boulevard to the south (via 12th, 11th, and 13th Avenues) connecting to a roadside pathway on 9th Avenue between 8th Street E and 13th Street E

10 9th Street E (Bradenton)



- Provide new marked crossings at 11th Avenue E

11 15th Street E (Bradenton)



- Fill sidewalk gaps from:
 - Manatee River to 2nd Avenue E (West)
 - 2nd Avenue E to 3rd Avenue E (West)
 - Manatee River to 4th Avenue E (East)
 - Manatee Avenue E to 6th Avenue E (East)
 - 7th Avenue E to 20th Avenue E (West)
 - 8th Avenue E to 9th Avenue E (East)
 - 14th Avenue E to 17th Avenue E (East)
- Provide new marked crossings at 13th Avenue E



- Bike lanes from 17th Avenue E to 9th Avenue E (clean and mark existing shoulder)
- Roadside pathway on west side from 9th Avenue E to Manatee Avenue
- Neighborhood Connectivity Route north of Manatee Avenue

12 27th Street E (Bradenton)



- Fill sidewalk gaps from:
 - Manatee Avenue E to 7th Avenue E (East)
- Provide new marked crossings at:
 - 7th Avenue E
 - 9th Avenue E



- Roadside pathway from 13th Avenue E to 11th Avenue E
- Additional bike facilities should be provided on this roadway as the adjacent land develops

Notes:



Buffered Bike Lane



Bike Lane



Bike Boulevard (Speed Cushion)



Bike Boulevard (Diverter)



Description

This sheet synthesizes the proposed pedestrian and bicycle improvements recommended for local roads in the study area. These improvements are organized at the community level for implementation by the local jurisdictions in the study area.

Participating Agencies

Florida Department of Transportation
 City of Bradenton
 City of Palmetto
 Manatee County
 Sarasota/Manatee Metropolitan Planning Organization
 Manatee County Area Transit

Project Types



Pedestrian

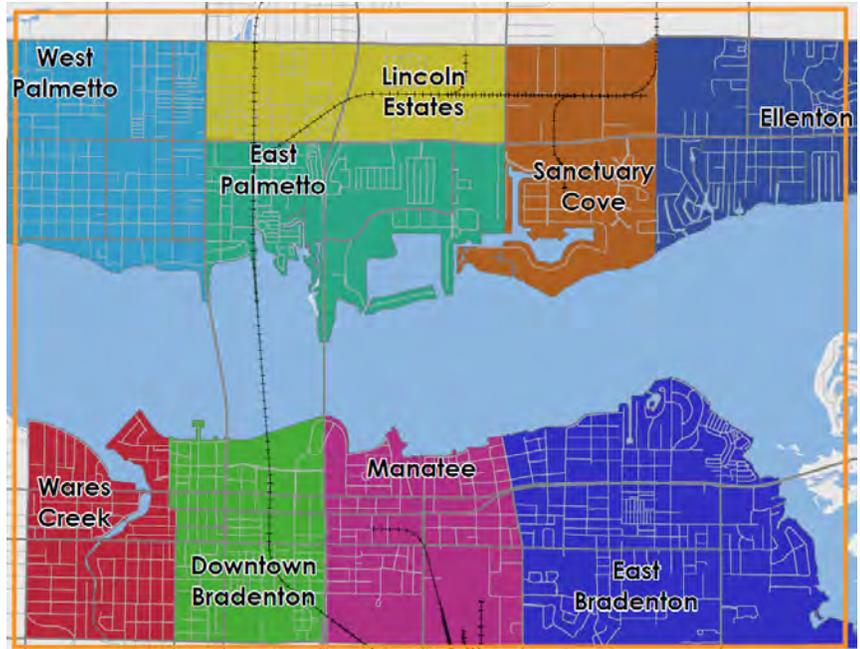


Bicycle

Community Areas

West Palmetto
 Lincoln Estates
 East Palmetto
 Sanctuary Cove
 Ellenton
 Wares Creek
 Downtown Bradenton
 Manatee
 East Bradenton

Community Area Map



Bicycle Facilities



Shared Lane Markings



Roadside Pathway



Bike Boulevard (Speed Cushion)



Bike Boulevard (Diverter)



Independent Path

Community Improvements West Palmetto

Community Profile

Boundaries:

East of 20th Avenue W
South of 17th Street
West of 8th Avenue W
North of Manatee River

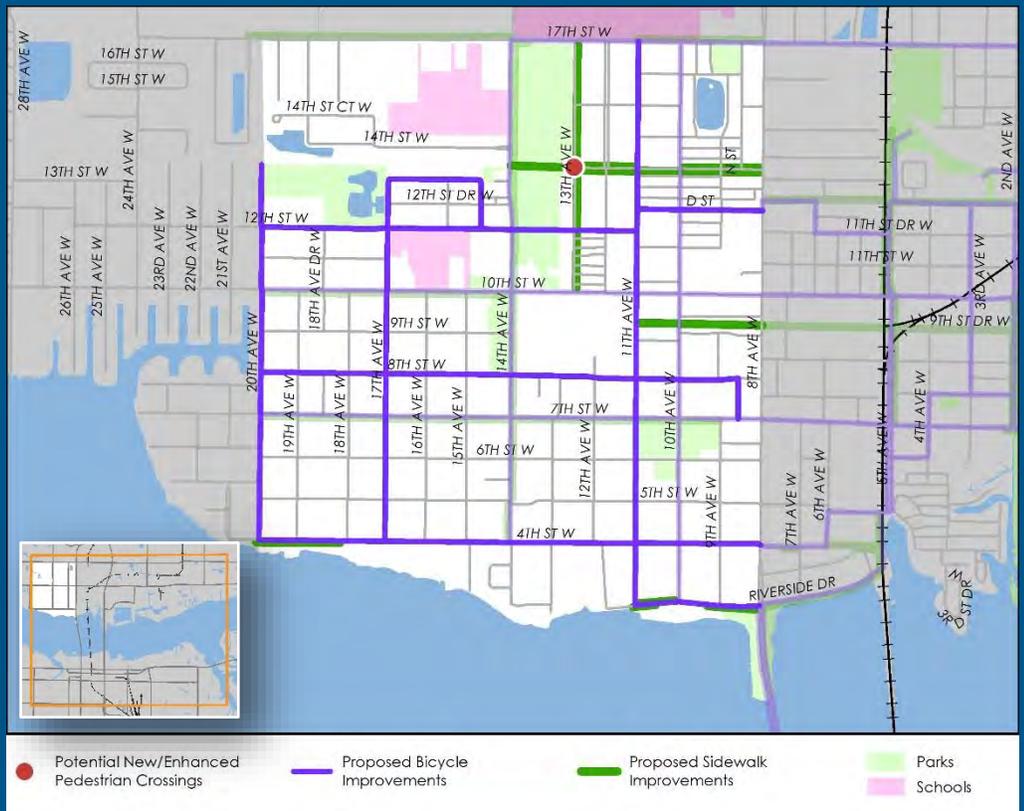
Population: 3,427

Summary of Improvements

Sidewalks: 9,880 feet

Bicycle Facilities: 32,680 feet

Enhanced Crossings: 1



Pedestrian

- Fill sidewalk gaps on east side of 13th Avenue W between 17th Street W and 10th Street W.
- Provide connection through Fairgrounds along 13th Street W alignment between 14th Avenue W and 13th Avenue W.
- Fill sidewalk gaps on 13th Street W:
 - 13th Avenue W to 11th Avenue W (North)
 - 10th Avenue W to 8th Avenue W (North)
 - 13th Avenue W to 8th Avenue W (South)
- Provide connection on abandoned railroad alignment aligned with 9th Street Dr W between 11th Avenue W and 8th Avenue W
- Fill sidewalk gaps on 4th Street W:
 - 20th Avenue W to 18th Avenue W (South)
- Fill sidewalk gap on Riverside Drive:
 - 11th Avenue W to 10th Avenue W (North)
 - 11th Avenue W to 10th Avenue W (South)
 - 10th Avenue W to 8th Avenue W (South)
- Provide new marked crossings at:
 - 13th Avenue W & 13th Street W



Bicycle

- Neighborhood Connectivity Route along 4th Street W, from 20th Avenue W to 11th Avenue W
- Shared Lane Markings along 4th Street W, from 11th Avenue W to 8th Avenue W
- Neighborhood Connectivity Route along 12th Street W, from 20th Avenue W to 14th Avenue W and from 13th Avenue W to 11th Avenue W
- Independent Pathway through Fairgrounds parcel, from 14th Avenue W to 13th Avenue W
- Neighborhood Connectivity Route along D Street from 11th Avenue W to 8th Avenue W
- Bike Boulevard along 20th Avenue W, from 4th Street W to Palmetto Recreational Trail (north of 12th Street W)
- Bike Boulevard along 17th Avenue W, from 4th Street W to 13th Street W, then to 15th Avenue W (Hydrant Park)
- Neighborhood Connectivity Route along 15th Avenue W, from 13th Street (Hydrant Park) to 12th Street
- Shared Lane Markings along Riverside Drive from 8th Avenue W to 10th Avenue W
- Bike Boulevard on Riverside Drive from 10th Avenue W to 11th Avenue W, then to 11th Avenue W from Riverside Drive to Memphis Road
- Bike Boulevard on 8th Street W from 20th Avenue W to 9th Avenue W with an Independent Pathway connecting to a Bike Boulevard on 8th Avenue Drive W from 8th Street W to 9th Street W

Community Improvements Lincoln Estates

Community Profile

Boundaries:

East of 8th Avenue W
South of 17th Street
West of 16th Avenue E
North of 10th Street

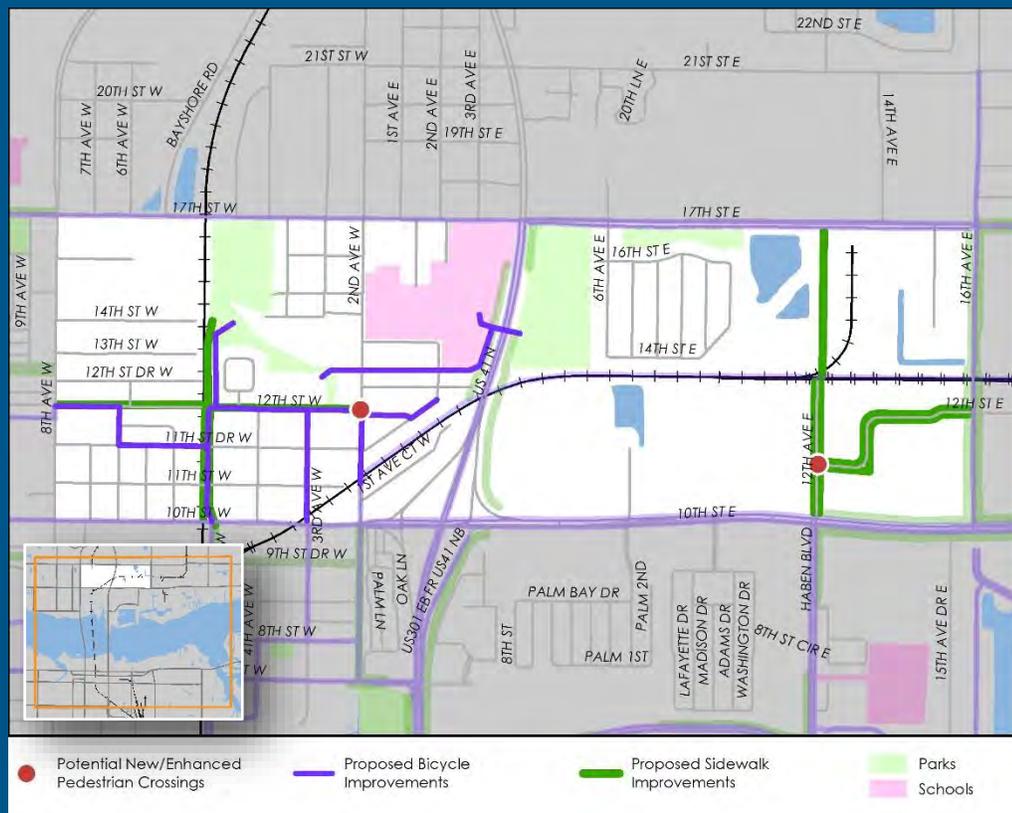
Population: 3,474

Summary of Improvements

Sidewalks: 12,370 feet

Bicycle Facilities: 9,330 feet

Enhanced Crossings: 2



Pedestrian

- Fill sidewalk gap on north side of 12th Street W between 8th Avenue W and 2nd Avenue W
- Provide connection along 5th Avenue W alignment between 12th Street W and the Palmetto Youth Center Trail
- Fill sidewalk gap on both sides of 5th Avenue W between 12th Street W and 10th Street W
- Fill sidewalk gap on both sides of 12th Avenue E between Railroad and 10th Street E
- Provide connection on 12th Avenue E alignment between 17th Avenue and Railroad
- Fill sidewalk gap on both sides of road along 11th Street/13th Avenue E/12th Street between 12th Avenue E and 18th Avenue E
- Provide new marked crossings at:
 - 2nd Avenue W & 12th Street W
 - 12th Avenue E & 11th Street E



Bicycle

- Neighborhood Connectivity Route along 12th Street W, from 8th Avenue W to 6th Avenue Drive W, then to 11th Street Drive W, to 5th Avenue W
- Neighborhood Connectivity Route along 12th Street W, from 5th Avenue W to the existing Martin Luther King Jr. Trail
- Neighborhood Connectivity Route along 12th Street W from 2nd Avenue W to 11th Street Court W to 1st Avenue E
- Roadside Pathway along 5th Avenue W, from 10th Street W to 12th Street W, then an Independent Pathway into Martin Luther King Jr. Park
- Neighborhood Connectivity Route along 3rd Avenue W, from 10th Street W to 12th Street W
- Roadside Pathway along 12th Street W from existing Martin Luther King Jr. Trail to 2nd Avenue W, then south to the proposed SUNTrail alignment near the railroad tracks
- Independent Pathway along the easement north of 12th Street Court W from the existing Martin Luther King Jr. Trail to the US 41 corridor, then north to Lincoln Middle School
- Independent Pathway from Lincoln Middle School, underneath US 41 to connect to Lincoln Community Park

Community Improvements Ellenton

Community Profile

Boundaries:

East of 28th Avenue E
South of 17th Street
West of 51st Avenue E
North of Manatee River

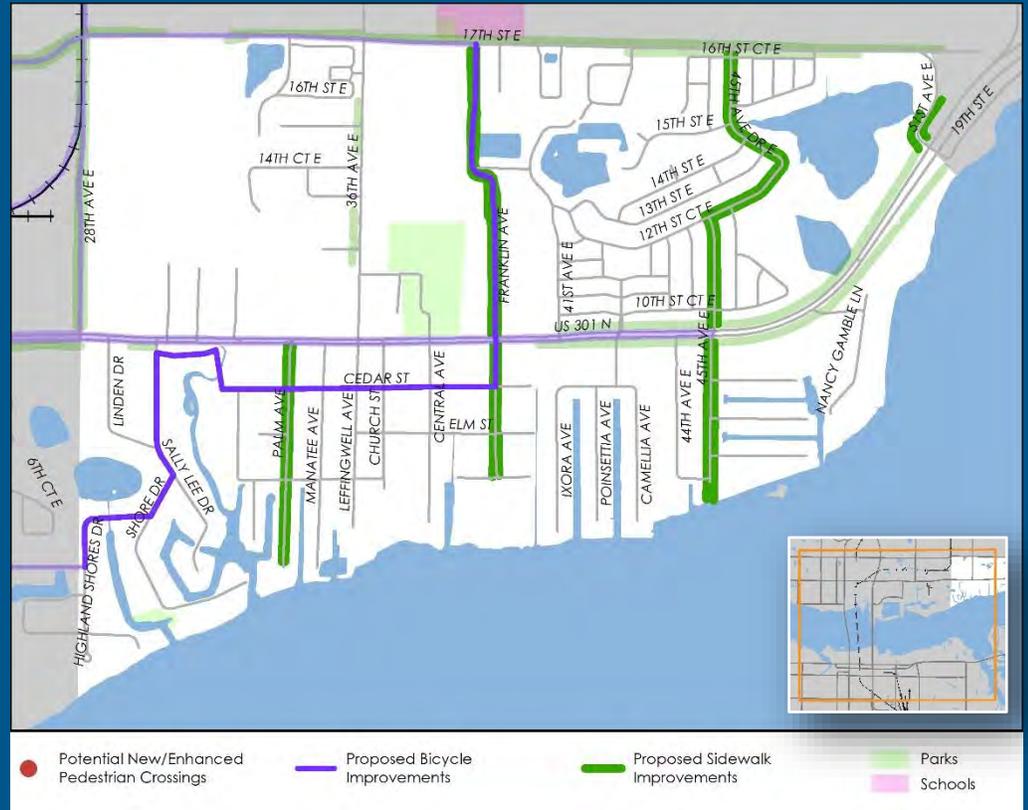
Population: 1,818

Summary of Improvements

Sidewalks: 20,850 feet

Bicycle Facilities: 8,850 feet

Enhanced Crossings: 0



Pedestrian

- Fill sidewalk gaps on Palm Avenue:
 - 10th Street E to Manatee River (East)
 - 10th Street E to Manatee River (West)
- Fill sidewalk gaps on Franklin Avenue:
 - 17th Street E to Water Street (East)
 - 17th Street E to Water Street (West)
- Fill sidewalk gaps on 45th Avenue/12th Street Court/45th Avenue Drive E:
 - 17th Street E to Manatee River (East)
 - 17th Street E to Manatee River (West)
- Fill sidewalk gaps on 51st Avenue:
 - 17th Street E to 10th Street E (East)
 - 17th Street E to 10th Street E (West)



Bicycle

- Neighborhood Connectivity Route along Highland Shores Drive, from Willow Lane to Shore Drive, then to Sally Lee Drive, to 9th Street Ct E, toward US 301
- Independent Pathway from east end of 9th Street Ct E to west end of Cedar Street then Neighborhood Connectivity Route along Cedar Street to Franklin Avenue, to US 301
- Neighborhood Connectivity Route along Franklin Avenue, from US 301 to 17th Street E

Community Improvements Wares Creek

Community Profile

Boundaries:

East of 26th Street W
South of Manatee River
West of 14th Street W
North of 17th Avenue W

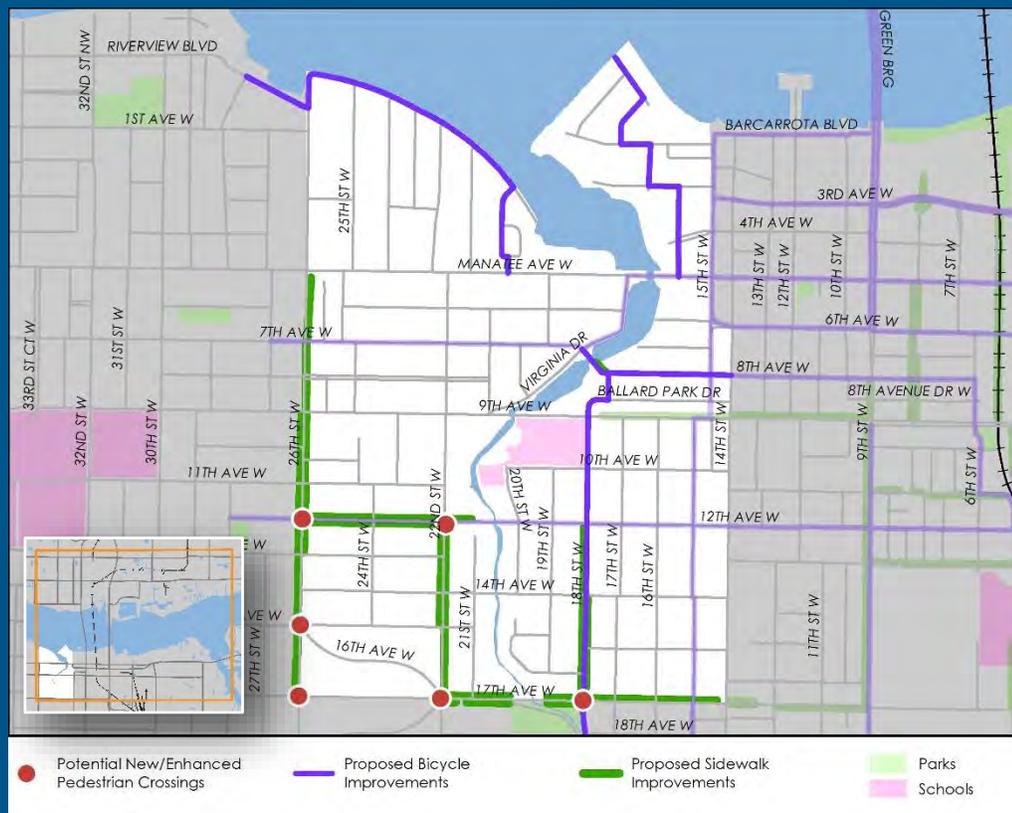
Population: 3,485

Summary of Improvements

Sidewalks: 16,250 feet

Bicycle Facilities: 11,860 feet

Enhanced Crossings: 6



Pedestrian

- Fill sidewalk gaps on 26th Street W:
 - Manatee Avenue W to 13th Avenue W (East)
 - 9th Avenue W to 17th Avenue W (West)
- Fill sidewalk gaps on 8th Avenue W:
 - Wares Creek to 17th Street Court W (North)
- Fill sidewalk gaps on 12th Avenue W:
 - 26th Street W to Wares Creek (North)
 - 26th Street W to 22nd Street W (South)
- Fill sidewalk gaps on 22nd Street W:
 - 12th Avenue W to 17th Avenue W (East)
 - 12th Avenue W to 15th Avenue W (West)
- Fill sidewalk gaps on 17th Avenue W:
 - 22nd Street W to Wares Creek (North)
 - Wares Creek to 14th Street W (North)
 - 22nd Street W to 21st Street W (South)
 - 21st Street W to Wares Creek (South)
 - Wares Creek to 18th Street W (South)
- Fill sidewalk gaps on 18th Street W:
 - 14th Avenue W to 17th Avenue W (East)
 - 12th Avenue W to 17th Avenue W (West)
 - 12th Avenue W & 22nd Street W
 - 15th Avenue W & 26th Street W
 - 17th Avenue W & 22nd Street W
 - 17th Avenue W & 18th Street W
- Mark crossings for all approaches at:
 - 17th Avenue W & 26th Street W

- Provide new marked crossings at:
 - 12th Avenue W & 26th Street W
 - 15th Avenue W & 26th Street W
 - 12th Avenue W & 22nd Street W
 - 17th Avenue W & 22nd Street W
 - 17th Avenue W & 18th Street W



Bicycle

- Neighborhood Connectivity Route along 18th Street W, between 18th Avenue W and 9th Avenue W
- Neighborhood Connectivity Route along Ballard Park Drive, to 17th Street Ct W, to 8th Avenue W
- Independent Pathway to connect 15th Street Ct W to Manatee Avenue
- Neighborhood Connectivity Route along 15th Street Ct W, to 3rd Avenue W, to 16th Street W, to 1st Avenue W, to 17th Street W, to Point Pleasant Avenue
- Neighborhood Connectivity Route along Riverview Boulevard from 28th Street NW to 26th Street NW
- Neighborhood Connectivity Route along 26th Street NW, to Riverview Blvd, to 20th Street W to Manatee Avenue W
- Bike boulevard on 8th Avenue from 14th Street W to Virginia Drive

Community Improvements Downtown

Community Profile

Boundaries:

East of 14th/15th Street W
South of Manatee River
West of 1st Street
North of 17th Avenue W

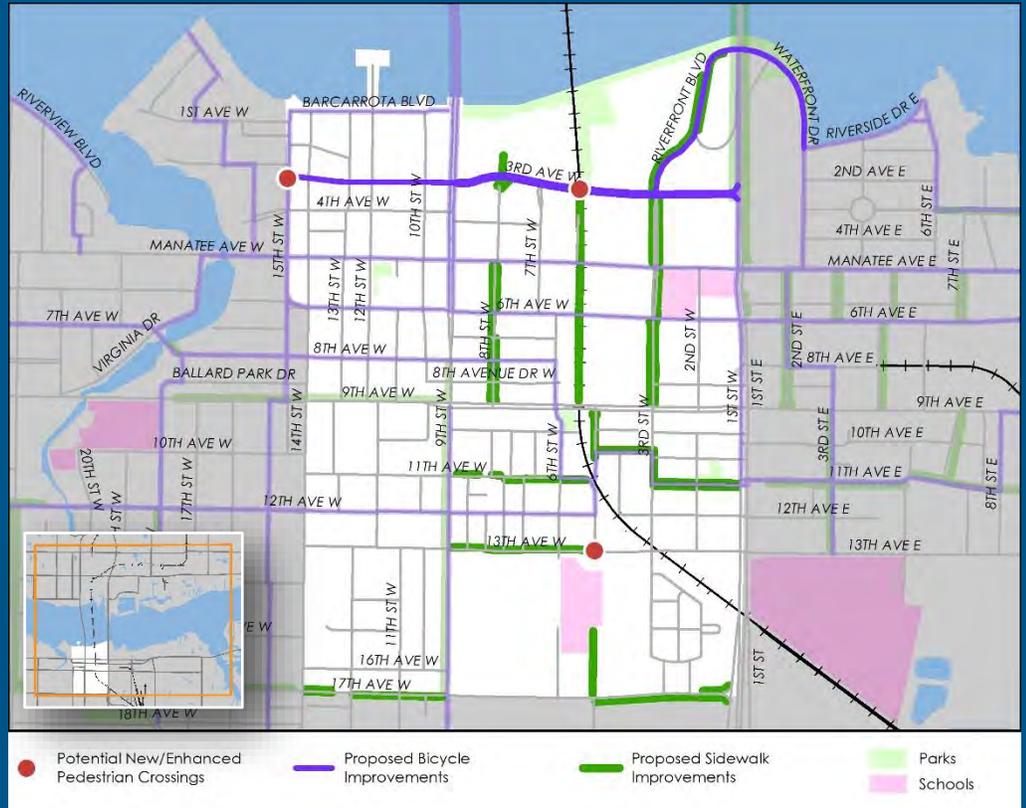
Population: 3,073

Summary of Improvements

Sidewalks: 17,870 feet

Bicycle Facilities: 9,680 feet

Enhanced Crossings: 3



Pedestrian

- Fill sidewalk gaps on 8th Street W:
 - North of 3rd Ave W to 3rd Avenue W (West)
 - 4th Avenue W to 3rd Avenue W (West & East)
 - Manatee Avenue W to 9th Avenue W (West)
 - Manatee Avenue W to 6th Avenue W (East)
 - 7th Avenue W to 9th Avenue W (East)
- Provide connection along CSX railroad between 3rd Avenue W and 9th Avenue W
- Fill sidewalk gaps on Riverfront Boulevard:
 - Waterfront Drive to US 41 Ramp (East)
 - Waterfront Drive to 3rd Avenue W (West)
- Fill sidewalk gaps on 3rd Street W:
 - 3rd Avenue W to 9th Avenue W (East)
 - 10th Avenue Drive W to 11th Avenue W (East)
 - 3rd Avenue W to Manatee Avenue W (West)
 - 6th Avenue W to 9th Avenue W (West)
- Fill sidewalk gaps on 5th Street W:
 - 9th Avenue W to 10th Avenue W (East)
 - 9th Avenue W to 10th Avenue Drive W (West)
- Fill sidewalk gaps on 10th Avenue Drive W:
 - 5th Street W to 3rd Street W (North)
- Fill sidewalk gaps on 11th Avenue W:
 - 9th Street W to 8th Street W (North)
 - 8th Street W to 7th Street W (North)
 - 7th Street Court W to 5th Street W (South)
 - 3rd Street W to 1st Street E (North & South)

- Fill sidewalk gaps on 13th Avenue W:
 - 9th Street W to 5th Street W (North)
- Provide a sidewalk along Rogers Garden Elementary traffic circle connecting the school to 17th Avenue W
- Fill sidewalk gaps on 17th Avenue W:
 - 2nd Street W to 1st Street W (North)
 - 14th Street W to 13th Street W (North & South)
 - 13th Street W to 9th Street W (South)
 - 5th Street W to 1st Street W (South)
- Provide new marked crossings at:
 - 13th Avenue W & 5th Street W
 - 3rd Avenue W & CSX Railroad
 - 3rd Avenue W & 15th Street W



Bicycle

- Shared Lane Markings along 3rd Avenue, between 15th Street W and 1st Street
- Shared Lane Markings along Riverfront Boulevard from 3rd Avenue to Riverside Drive E
- Bike lane on 2nd Street E between Riverside Drive and Manatee Avenue

Community Improvements Manatee

Community Profile

Boundaries:

East of 1st Street
South of Manatee River
West of 15th Street E
North of 17th Avenue W

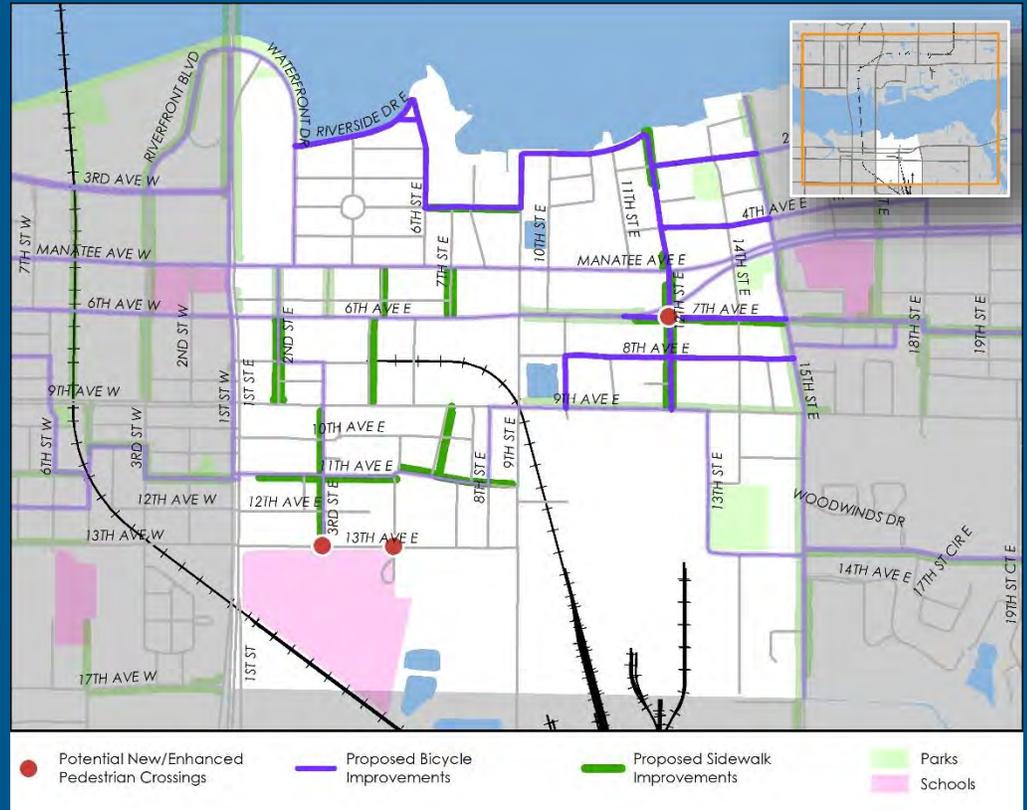
Population: 2,126

Summary of Improvements

Sidewalks: 14,050 feet

Bicycle Facilities: 13,670 feet

Enhanced Crossings: 3



Pedestrian

- Provide connection on 3rd Avenue between 6th Street E and 9th Street E
- Fill sidewalk gaps on 2nd Street E:
 - 6th Avenue E to 9th Avenue E (East)
 - 6th Avenue E to 9th Avenue E (West)
- Fill sidewalk gaps on 5th Street E:
 - Manatee Avenue E to 9th Avenue E (East)
- Fill sidewalk gaps on 7th Street E:
 - Manatee Avenue E to 6th Avenue E (East)
 - Manatee Avenue E to 6th Avenue E (West)
- Fill sidewalk gaps on 12th Street E:
 - Riverside Drive to 3rd Avenue E (East)
 - Manatee Avenue E to 9th Avenue E (East)
 - Riverside Drive to 3rd Avenue E (West)
 - 4th Avenue E to 9th Avenue E (West)
- Fill sidewalk gap on 7th Avenue E:
 - 12th Street E to 15th Street E (South)
- Fill sidewalk gap on 3rd Street E:
 - 9th Avenue E to 13th Avenue E (West)
- Fill sidewalk gaps on 11th Avenue E:
 - 6th Street E to 9th Street E (North)
 - 3rd Street E to 6th Street E (South)
- Fill sidewalk gap on 6th Street Court E:
 - 9th Avenue E to 11th Avenue E (East)

- Provide new marked crossings at:
 - 7th Avenue E & 12th Street E
 - 13th Avenue E & 3rd Street E
 - 13th Avenue E & 6th Street E

Bicycle

- Neighborhood Connectivity Route along Riverside Drive E, between 2nd Street E and 6th Street E
- Neighborhood Connectivity Route along 6th Street E between Riverside Drive and 3rd Avenue E
- Independent Pathway connection along 3rd Avenue E alignment between 6th Street E and 7th Street E
- Neighborhood Connectivity Route along 3rd Avenue E to 9th Street E, to Riverside Drive E, to 12th Street E, to 2nd Avenue E, to 15th Street E
- Neighborhood Connectivity Route along 4th Avenue E, from 12th Street E to 15th Street E
- Bike Lanes along 7th Avenue E, from 12th Street E to 15th Street E
- Neighborhood Connectivity Route along 12th Street E, from 9th Avenue E to 2nd Avenue E
- Neighborhood Connectivity Route along 10th Street E from 9th Avenue E to 8th Avenue E, then to 15th Street E

Community Improvements East Bradenton

Community Profile

Boundaries:

East of 15th Street E
South of Manatee River
West of Braden River
North of 17th Avenue W

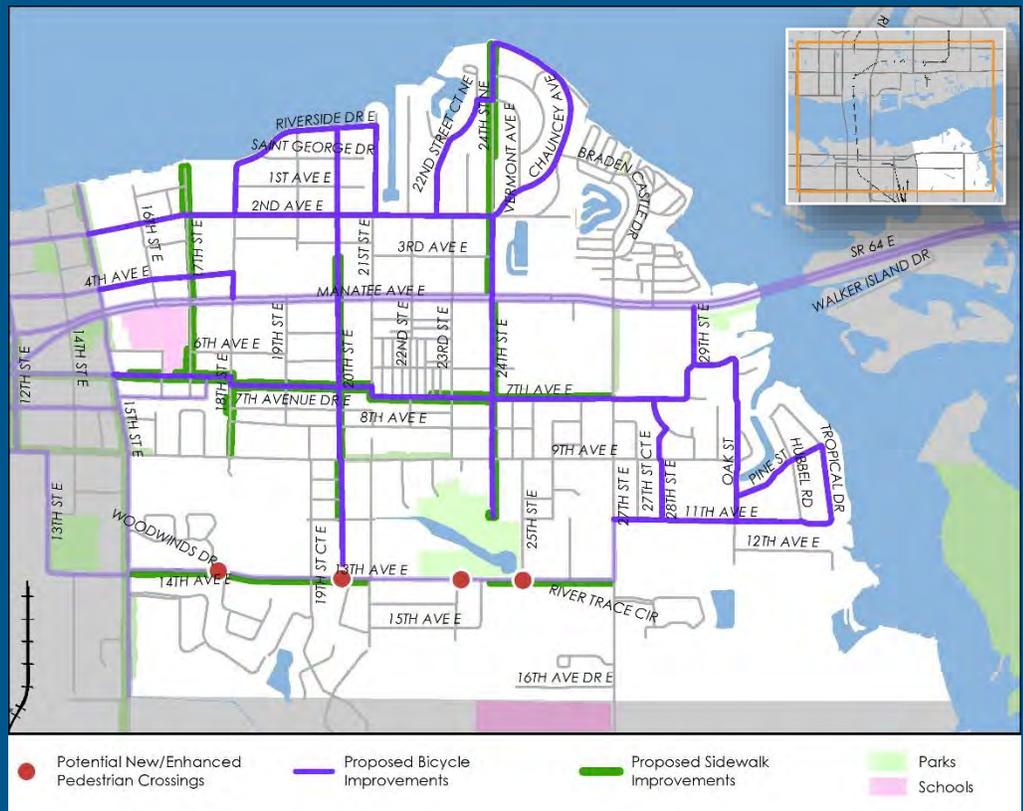
Population: 8,462

Summary of Improvements

Sidewalks: 25,790 feet

Bicycle Facilities: 36,910 feet

Enhanced Crossings: 4



Pedestrian

- Fill sidewalk gaps on 17th Street E:
 - Manatee River to 7th Avenue E (East)
 - Manatee River to 2nd Avenue E (West)
 - 6th Avenue E to 7th Avenue E (West)
- Fill sidewalk gaps on 18th Street W:
 - 7th Avenue E to 9th Avenue E (East)
 - 7th Avenue E to 7th Avenue Dr E (West)
- Fill sidewalk gaps on 20th Street E:
 - 3rd Avenue E to 9th Avenue E (East)
 - 3rd Avenue E to Manatee Avenue E (West)
 - 9th Avenue E to 11th Avenue E (West)
- Fill sidewalk gaps on 21st Street E:
 - 7th Avenue E to 7th Avenue E (West)
- Fill sidewalk gaps on 24th Street E:
 - Riverside Drive E to St. George Drive (East)
 - Manatee Avenue E to 11th Ave E (East)
 - Vermont Avenue E to Manatee Avenue E (West)
- Fill sidewalk gaps on 7th Avenue E:
 - 15th Street E to 16th Street E (North)
 - 16th Street E to 21st Street E (North)
 - 22nd Way E to 27th Street E (North)
 - 15th Street E to 21st Street E (South)
- Fill sidewalk gaps on 13th Avenue E:
 - 15th Street E to 21st Street E (South)
 - 24th Street E to 27th Street E (South)
 - 22nd Way E to 27th Street E (North)

- Provide new marked crossings at:
 - 13th Avenue E & 17th Street Court E
 - 13th Avenue E & 20th Street E
 - 13th Avenue E & 23rd Street E
 - 13th Avenue E & 25th Street E



Bicycle

- Neighborhood Connectivity Route along 2nd Avenue E, from 15th Street E to 24th Street E
- Neighborhood Connectivity Route along 4th Avenue E, from 15th Street E to 18th Street E, then to Manatee Avenue
- Neighborhood Connectivity Route along 7th Avenue E, from 15th Street E to 29th Street E, to Manatee Avenue
- Neighborhood Connectivity Route along 20th Street E, from 13th Avenue E to Riverside Drive E
- Neighborhood Connectivity Route along 24th Street E, from 13th Avenue Recreation Complex to 2nd Avenue E
- Neighborhood Connectivity Route along 18th Street, from 2nd Avenue E to Riverside Drive E, to 21st Street E, to 2nd Avenue E
- Neighborhood Connectivity Route along 22nd Street Court NE, from 2nd Avenue E, to Vermont Avenue E, to 24th Street, to Riverside Drive E, to Chauncey Avenue, to Vermont Avenue E
- Neighborhood Connectivity Route along 11th Avenue E, from 27th Street E to Oak Street, to 6th Avenue Drive E, to 29th Street E to 7th Avenue E, to 28th Street Circle E, to 28th Street E
- Neighborhood Connectivity Route along 11th Avenue E, from Oak Street to Tropical Drive, to Pine Street, to Oak Street

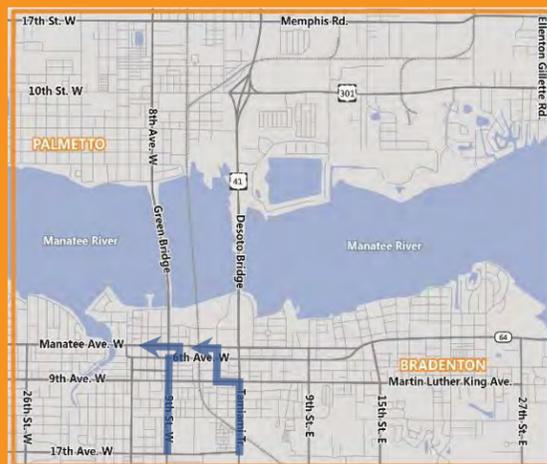
Project Purpose

Two corridors provide a connection between areas north and south of the Manatee River: US 41 Business and US 41. Only one east-west road, SR 64 through Bradenton, connects Interstate 75 to the beaches. The next nearest corridor connecting to the beaches is more than two miles south of SR 64, Cortez Road. The nearest corridor that interchanges with Interstate 75, 53rd Avenue, is more than three miles south of SR 64. Given the limited regional **connectivity of the area's** grid, a high level of demand has concentrated on these three corridors – US 41 Business, US 41, and SR 64. The intersections of these corridors represent critical locations in **the area's network** where targeted improvements can provide significant congestion relief. As such, the CMNAA study has identified a series of recommendations to enhance operations at these intersections.

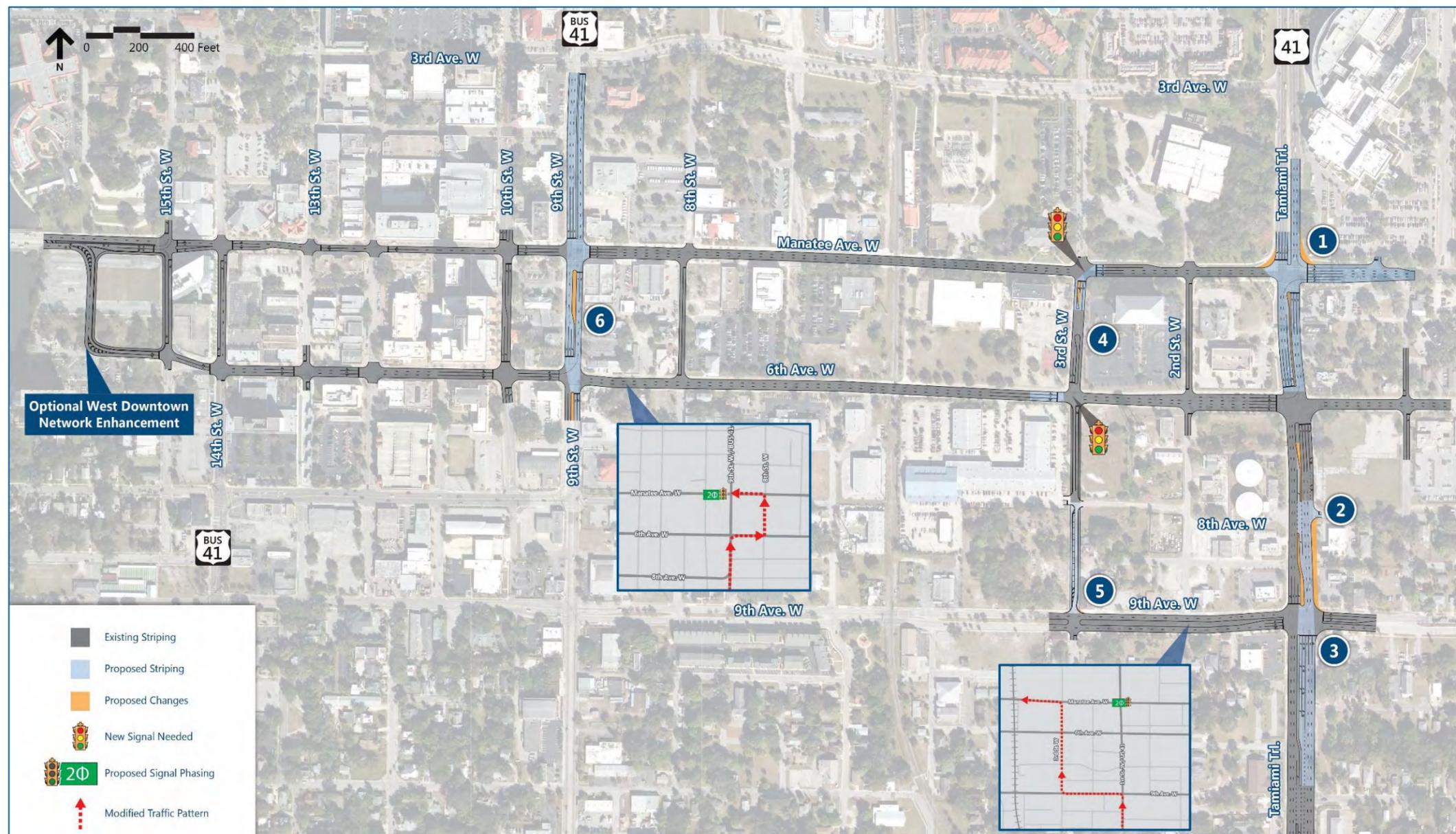
Implementing Agencies

Florida Department of Transportation
City of Bradenton
Manatee County
Sarasota/Manatee Metropolitan
Planning Organization

Project Location



Overview



- | | | | |
|--|--|--|---|
| 1 | US 41/1st Street & Manatee Avenue | 4 | 3rd Street W & 6th Avenue and 3rd Street W & Manatee Avenue |
| <ul style="list-style-type: none"> Remove westbound channelized right turn and provide dual right turns Remove southbound channelized right turn and provide single right turn Remove northbound left turn at US 41 and Manatee Avenue Reroute left turn movement using 3rd Street W | <ul style="list-style-type: none"> Modify median to provide northbound and southbound left turn storage | <ul style="list-style-type: none"> Add new signal at 6th Avenue W and 3rd Street W Add new signal at Manatee Avenue and 3rd Street W | <ul style="list-style-type: none"> Modify 3rd Street W to one way (northbound) between 9th Avenue and 8th Avenue
Include on-street parking and new sidewalks |
| 2 | US 41/1st Street & 8th Avenue | 5 | 3rd Street W between 8th Avenue W and 9th Avenue W |
| <ul style="list-style-type: none"> Modify to provide dual northbound left turns with storage | <ul style="list-style-type: none"> Modify to provide dual northbound left turns with storage | <ul style="list-style-type: none"> Remove northbound left turns at US 41 Business and Manatee Avenue Reroute left turn movement using 8th Street W | |
| 3 | US 41/1st Street & 9th Avenue | 6 | US 41 Business/9th Street W & Manatee Avenue |
| | | | |

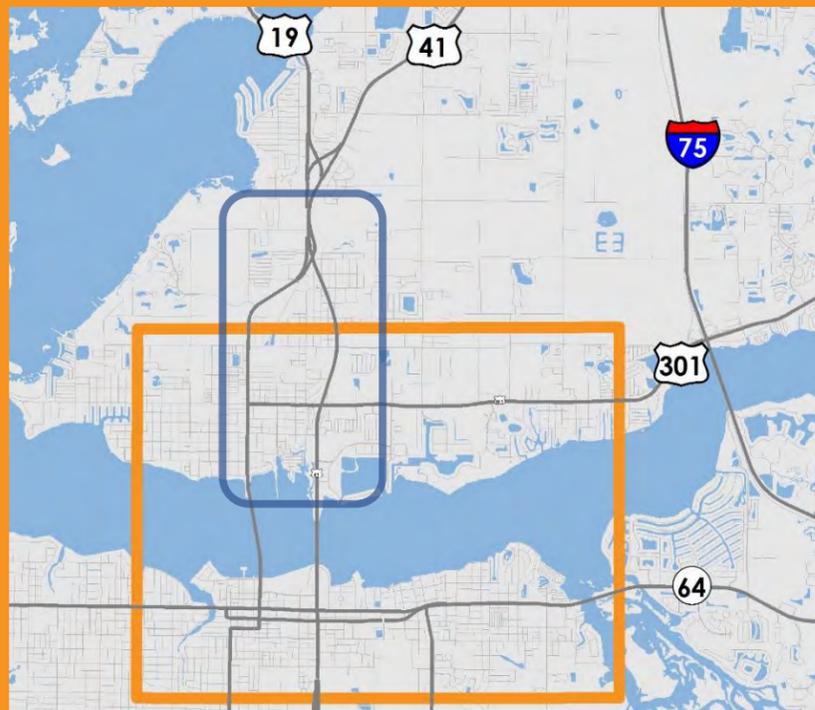
Project Purpose

A goal for the City of Palmetto is developing a safe and convenient trail and linear park system that connects community assets. The City has already begun developing this system, most notably with the recent completion of the Martin Luther King, Jr. Trail. Park and trail projects on the horizon include the Lincoln Park Pool, Washington Park (located just east of the US 41/US 19 interchange), and the **regional trail facility proposed under the state's SUNTrail program**. Considering the existing facilities and plans for future park and trail facilities, the CMNAA study team developed the following recommendations to create an **integrated park and trail network that serves the community's recreation and mobility needs**.

Implementing Agencies

Florida Department of Transportation
 City of Palmetto
 City of Bradenton
 Manatee County
 Sarasota/Manatee Metropolitan Planning Organization
 Palmetto Community Redevelopment Agency
 Lincoln Memorial Academy

Project Location

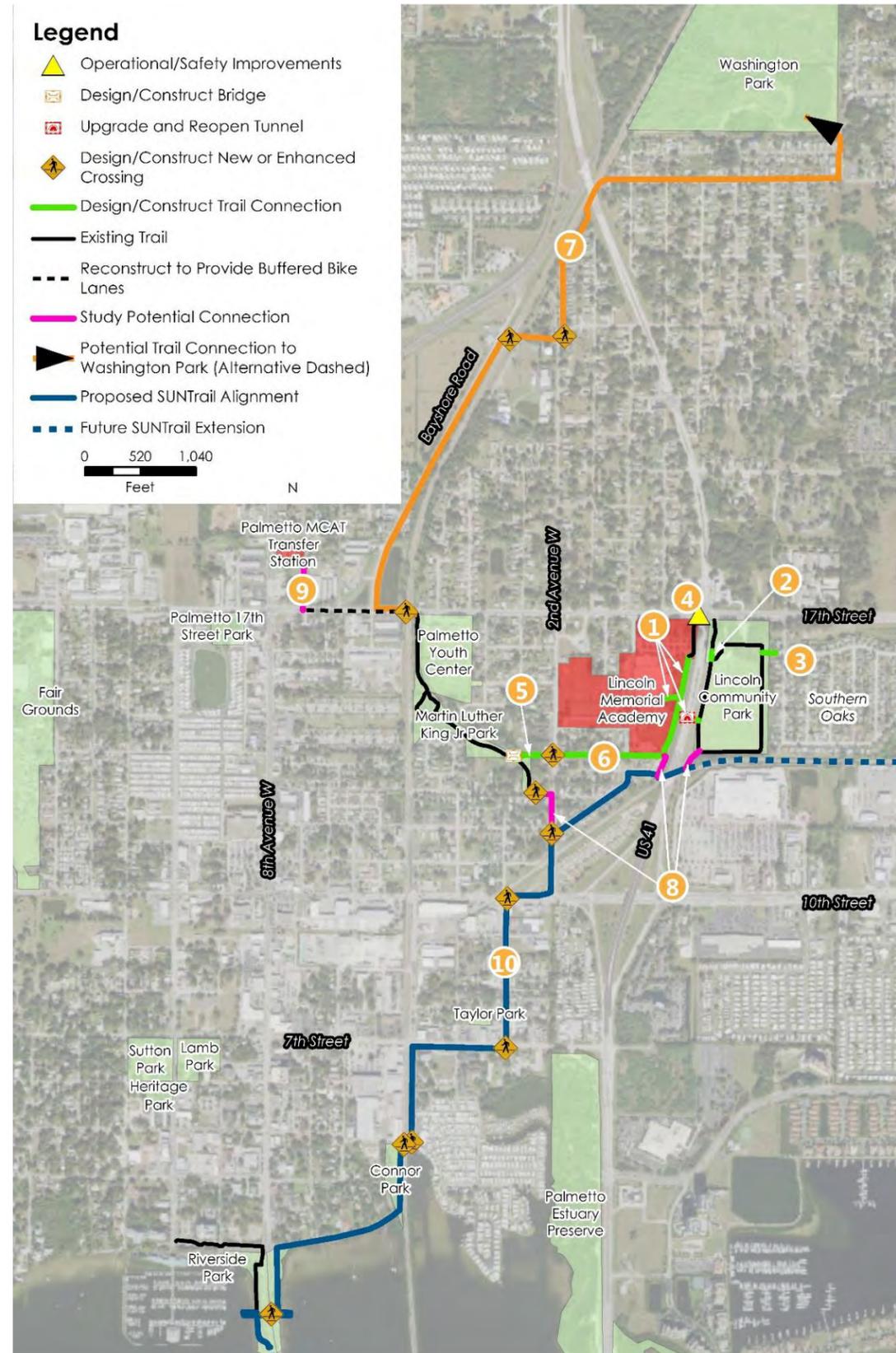


Overview

Legend

-  Operational/Safety Improvements
-  Design/Construct Bridge
-  Upgrade and Reopen Tunnel
-  Design/Construct New or Enhanced Crossing
-  Design/Construct Trail Connection
-  Existing Trail
-  Reconstruct to Provide Buffered Bike Lanes
-  Study Potential Connection
-  Potential Trail Connection to Washington Park (Alternative Dashed)
-  Proposed SUNTrail Alignment
-  Future SUNTrail Extension

0 520 1,040
Feet



Projects

- 1 **Trail Connecting Lincoln Memorial Academy to Lincoln Park and 17th Street**
- 2 **Trail Connecting Lincoln Park to 17th Street**
- 3 **Trail Connecting Lincoln Park to Southern Oaks**
- 4 **Operational/Safety Improvements at US 41 & 17th Street Intersection**
- 5 **Trail Connecting Martin Luther King, Jr. Trail to 2nd Avenue W**
- 6 **Extension of Trail in Item 5 to Lincoln Memorial Academy Tunnel**
- 7 **Trail Connecting Washington Park to Trail System**
- 8 **Trail Connections to SUNTrail**
- 9 **Trail Connecting Palmetto MCAT Transfer Station to Palmetto Youth Center**
- 10 **City/CRA/SUNTrail Connection to the Green Bridge**

Corridor Description

9th Avenue W / Martin Luther King Avenue from 14th Street W to 9th Street E in Bradenton is being re-envisioned to provide improved transportation service for all modes and all users. Major goals for the corridor include the promotion of economic activity, improved safety and mobility options, and better access to homes, businesses and community facilities in the study area.

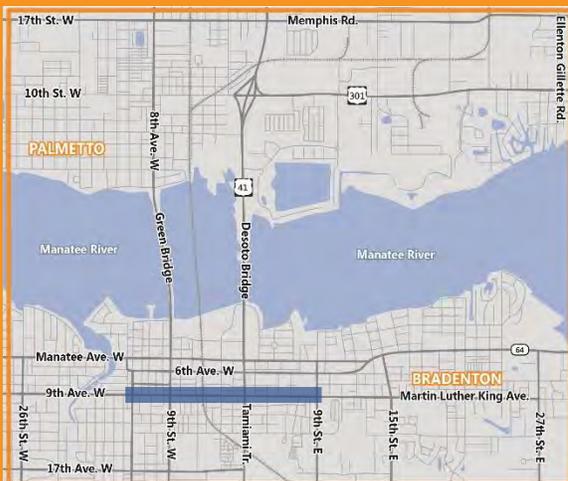
Implementing Agencies

- Florida Department of Transportation
- City of Bradenton
- Manatee County
- Sarasota/Manatee Metropolitan Planning Organization
- Manatee County Area Transit

Project Elements

- Pedestrian
- Bicycle
- Safety
- Transit
- Automobile

Corridor Location



Alternative Description

The study area for the proposed 9th Avenue/Martin Luther King Avenue (MLK) Complete Streets Corridor Study is located in the City of Bradenton, Florida. The approximate 1.3-mile study corridor is located between 14th Street West (US 41B) and 9th Street East. The intersection of 9th Avenue West and 14th Street West is on the state roadway system as it involves US 41B. The remainder of the corridor is off-system with the exception of the intersection at US 301/US41/1st Street East.

The existing roadway provides a variety of typical sections ranging between a two-lane undivided roadway immediately west of 14th Street West, to a two-lane divided (continuous center two-way left turn lane) between 14th Street West and 9th Street West, and a four-lane divided roadway from east of 9th Street West to immediately east of 9th Street East where the roadway tapers to a two-lane undivided roadway. There is no on-street parking on any segment of the study corridor. Sidewalks, while a minimum width in most areas, are provided on both sides of the roadway throughout the corridor. There is one exception with a gap in the sidewalk just east of the railroad crossing between 6th Street West and 5th Street West. There are no bicycle facilities located in the corridor.

The purpose of the corridor study will be to identify Complete Streets improvements that can be implemented on 9th Avenue/MLK including multi-modal features and enhanced public transportation/transit amenities.

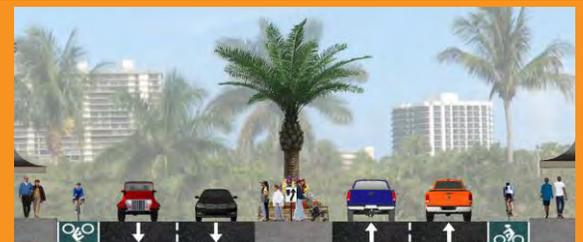
The goals of the project would include improved transportation service for all modes and all users, the promotion of economic activity in the corridor, improved safety and mobility options, and better access to homes, businesses and community facilities in the study area.

Example Typical Sections

Two-Lane Facility



Four-Lane Facility





Appendix B: Alternatives Development Record

- CMNAA Team Charrette 1 Minutes
- CMNAA Team Charrette 2 Minutes



CHARRETTE MINUTES

Meeting Date: May 15, 2017 **Time:** 8:00 AM – 5:00 PM

Project: Central Manatee Network Alternative Analysis FM# 434451-2-12-01

Subject: Charrette #1 – Alternatives Brainstorm

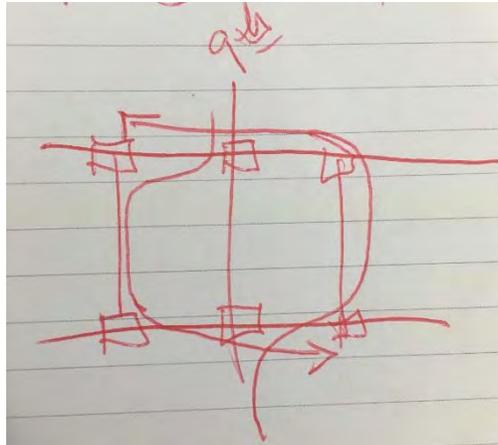
Meeting Location: VHB Orlando Office – 225 E Robinson St, Suite 300, Landmark Center Two, Orlando, FL 32801

- I. **ATTENDEES:**
(see attached sign-in sheet)
- II. **AGENDA:**
(see attached agenda)
- III. **INTRODUCTIONS**
Attendees went around the room introducing themselves, who they represent, their role on the project, and area of expertise.
- IV. **STUDY OVERVIEW AND STATUS**
The group went over the weekly status report, providing an update on where each item currently stands. (see attached weekly status report)
- V. **ALTERNATIVES REVIEW & EVALUATION**
 - a. **Roadway & Bridge**
 - **North/south capacity**
 - Congestion is heaviest in SB direction during AM of peak season on the Green Bridge. There is no identifiable cause, just lack of redundancy in a network that is already operating at capacity.
 - The group reviewed several preliminary alternative alignments for a new north/south (N/S) crossing over Manatee River. The results of the initial model output for the preliminary alternatives was shared with the group. The following discussions were held about the new N/S crossing:
 - The connections beyond the bridge alignments need to be considered. (no. of lanes, need for additional routes to major roadways, consider connection to Skyway, I-275 and US 301)
 - The further east the new N/S crossing, the less benefit to the Green and Desoto Bridges, in terms of reducing travel demand on the local network.
 - i. The 27th Avenue corridor shows low attraction of trips from the Green Bridge in the initial model run, however will remain for further testing with model adjustments.
 - ii. The golf course alternative was considered in the preliminary alternatives; however, the initial model output shows low attraction of trips from the Green Bridge and lends itself to significant cost and environmental



- concerns.
- The new N/S capacity could serve as a regional throughway, potentially elevated.
 - Alternatives require modifications to model to extend network connection (capacity enhancements) to appropriate and logical termini.
 - i. Run 9th and 15th street alternatives with 4-lane network improvements
 - 1. Elevated from 9th /13th at Tropicana and US 301
 - 2. Connect 9th and 15th Street Alternatives to US 41 south of where US 19 and US 41 connect. Four lane minimum of full alignment.
 - 3. LRTP’s definition of “constrained” does not mean it is off the table to widen the existing corridor designated as such.
 - ii. Corridors A-D will move forward to next model run
 - An elevated throughway in the Desoto Bridge corridor could eliminate the need for a “new” bridge crossing, however the elevated throughway could be considered as the “3rd bridge” over the general use Desoto Bridge. Having both the throughway in the Desoto corridor and an additional bridge crossing may be unwarranted.
 - For a regional throughway, there should be connection to US 301 to the south.
 - i. In the case of the Desoto Bridge corridor alternative, the existing interchange will need to be considered.
 - 1. Consider the potential for existing interchange to become an at grade intersection shifted west, and provide an interchange for the throughway.
 - ii. For the 9th/15th Street alternatives, the proximity to the existing interchange may cause weaving issues on US 301. Also, consider new development in the area.
 - When looking at elevated throughway concept, the study team should consider ways to continue providing connectivity for the hospital and the new medical campus.
 - i. Remain elevated over 3rd Street
 - Confirm and select logical termini during this phase to move forward to PD&E for ACE process or for COA determination.
 - Concerned about public sentiment
 - i. The purpose and need should be established before stepping out in front of the public.
 - Will the elevated throughway be 2 lanes or 4 lanes?
 - i. 4 lanes needed per initial model runs. A 2 lane can be considered if a 4 lane not allowed (ROW/other impacts or constraints) in screening process.
 - ii. Be prepared to answer questions of possibility for reversible lanes.
 - Desoto Bridge replacement
 - Consider alternatives with 6 lanes with and without the elevated throughway or new bridge crossing.
 - US 41 Business – desire for Complete Street
- **East/west capacity**
 - Short term improvements:
 - Four hotspot intersections identified as:

- i. Manatee Avenue at 9th Street W
- ii. 6th Avenue at 9th Street W
- iii. Manatee Avenue at S Tamiami Trail
- iv. 6th Avenue at S Tamiami Trail
- o Install push button for pedestrians
- o Consider moving SBL and NBL to drop heavy failing intersection to two phase signals
 - i. Displaced lefts: This scenario requires SBL and NBL to continue to the next block and left there. (See image below.)



- 1. The neighborhood street could be converted to one-way
- 2. The neighborhood street would convert to state system and would require updating to meet current standards.
- 3. There is a potential to provide cycle tack and signal at new intersections in displaced lefts scenario.
- 4. Only convert NB and SB lefts. Not east and west left turns
- ii. Michigan lefts
- iii. Continuous Flow Intersection (CFI)
- iv. Need to determine traffic pattern changes and model scenarios to determine benefit of these improvement strategies.
- v. These scenarios could cause adverse effect to safety and bike/ped movements



- Solutions should be considered for the US 301 merge on to US 41. This is currently a high rear end crash area.
- Look at options to improve connectivity in Palmetto:
 - o US 301 in palmetto
 - i. 6 lanes east of the N/S corridor to I-75
- US 301 / I-75 improvements under construction
- City of Palmetto expressed interest in signaling 7th Street and Tamiami Trail
 - o Unanimous decision that it does not have potential to become significant regional roadway
 - o Project will need to come up with some solution for City of Palmetto. Possible come out of RSA.
- One-way pair improvements (SR 64)
 - o Two-way streets help businesses but do not offer the same capacity
 - o No justification for converting to a two-way operation



- Would require alterations to MLK which would have impacts to an EJ community.
- Consider flipping one-way pair
 - i. how will they rejoin at either end?
- Cortez is being extend to the east with an overpass at I-75. FDOT is open to a potential future interchange at his location.

b. Safety



- The group reviewed KMZ's on screen of crash data in the study area.
- The following RSA corridor changes were made:
 - Carry the RSA all the way through the one-way pair
 - Drop the MLK study area as a majority of the crashes are at the N/S RSA corridor intersections and will already be studied
 - Add from US 301 interchange to Haben and include the US 301 interchange signals
- Outcome – identify safety improvements to suggest along with or in addition to the alternatives from this project
- This study will also identify multi-modal safety improvement needs with special attention to the EJ communities in the area. Those improvements include, but are not limited to, filling sidewalk gaps, bus stop locations, and lighting.
- The MPO identified locations for mini RSA's in coordination with smaller agencies. Those RSA's are not included within our study limits.

c. Bicycle and Pedestrian Facilities

- The group reviewed a spreadsheet on screen providing a detailed look at the considerations and parameters to determine the multi-modal levels of service within the study area.
 - It was recommended to adjust the truck traffic percentage (ADT) to 50%.
- The study team is considering the following topics in regards to bike/ped/trail facilities for the study area:
 - Avoid major roadways for potential bike/ped/trail facilities and are interested in the “one off routes” meaning one block off from the major roadways.
 - Utilize 7th and 8th Street in Bradenton and historic bridge over creek.
 - Provide raised medians (pedestrian refuge area) for major midblock crossing locations.
 - For the railroad crossing under US 41, this area is currently being used by locals as a crossing location/neighborhood connection. The study team is considering the potential to provide a safer/controlled crossing.
 - 4th Street from US 41 to the west across palmetto was identified as a desired complete street by the City of Palmetto.
 - 10th Street Complete Streets PD&E in Palmetto is underway
 - Bradenton ped crossing on 11th Ave. across railroad. Recommend improvements
 - “Bike Boulevard” opportunities with wayfinding route signs
 - Long term solutions include trail
 - Non-motorized RR crossing south of the water crossing.
 - Safe Routes to School – we will need to establish a threshold for what is considered safe “enough” for kids to ride to school
 - Recommendations will be made to adjust existing intersection radii/slip lanes
 - Getting ped/bikes over river

- Not high night time crashes for bike/ped
- Neighborhood greenways
 - i. low volume streets
 - ii. using traffic calming/speed cushions
 - iii. off-system improvements
 - 1. add to local comp plan
 - 2. local resistance because of maintenance responsibility
- MPO input
 - issues identified (low hanging fruit) state funds could be available ... would need to be programmed
 - MPO currently updating bike/ped master plan. Will look to CMNAA project to incorporate in update for this study area.
 - Funding – if on the local comp plans may be eligible for fed safety funding or cities may take on themselves
 - i. Maintenance is typically the biggest concern
- d. Public Transportation**
 - Current conditions:
 - 1.1 million riders in 2016
 - Total of 13 routes (10 travel through study area)
 - i. 2 Xpress routes
 - 1. Downtown to Sarasota
 - 2. Downtown to St. Pete
 - ii. Route #3 (Manatee Ave)
 - iii. No route over Desoto Bridge
 - Most headways at 1 hr (one route at 2 hrs)
 - Ridership is low for 2 hr headway route
 - Route 3 recently reduced to 30 minutes' headway (last November)
 - Recently extended hours of service
 - The study team is considering the following improvement strategies in regards to transit:
 - Low hanging fruit improvements:
 - i. Improve ADA at stops
 - ii. Bus turnouts or crosswalk improvements
 - Short term improvements:
 - i. Signal priority
 - ii. Queue jump
 - 1. May not be useful during peak hour
 - 2. No room to provide additional lane for bus
 - Mid to long term improvements:
 - i. Relook at core routes through downtown to improve headways
 - ii. Potential to reroute buses to new Desoto bridge or new crossing
 - iii. Provide loop route over both bridges
 - iv. Ferry or gondola lift service
 - v. Providing extra pavement on new bridge for transit wouldn't be justified with current ridership/headways
 - 1. Consider utilizing for HOV, management lanes, something else.
 - vi. Fixing traffic congestion at ends of bridges will ultimately provide benefit for transit as well.

- Goal: Identify hotspots and how improvement ties to CMNAA
- MCAT coordination with study team
 - Receptive to initial ideas (queue jump and signal priority)
 - Always looking to improve safety moving forward
 - MCAT currently working on low hanging fruit projects with current available funds.
 - MCAT has provided a recent update of changes/improvements implemented over the last year.
 - Not interested in water transit.
 - MCAT's objective:
 - i. Get buses out of traffic
 - ii. Get rid of underutilized bus stops
 - iii. Improve headways
- Other thoughts:
 - Study team looking to innovation in other cities – Tampa
 - First mile/last mile analysis in coordination with bike/ped analysis to determine safety improvements
 - i. Sidewalks connecting to bus stops and neighborhoods
 - ii. Move the stop or add infrastructure to support stops
 - iii. Bike riders using MCAT / specific loading locations
 - iv. Park and Ride:
 - 1. Currently a park and ride in Palmetto north of 17th Street. Recently constructed and underutilized.
 - 2. Super Walmart at US 301 and US 41 is currently being utilized as a “pseudo” superstation; Bus transfers coordinated and freight truck stop.
 - 3. Consider parcel west of rail bridge north side is owned by City and available for use.
 - v. Transit hub:
 - 1. Major bus hub in Bradenton – recent conversion so successful, additional bus bays needed
 - 2. Look at potential for transit hub at vacant triangle property west of interchange
 - 3. Former city hall – county property – still considering what to do with property –
 - a. potentially use site for additional hubs
 - b. not best location for access / connection
 - c. Potential to be used as a multimodal hub
 - d. Potential for water taxi connection
 - vi. Providing a people mover over the river and between Bradenton and Palmetto would influence land use.

VI. PREPARATION FOR JUNE MPO PRESENTATIONS

- Show corridors (wide swaths) first then show all alignments being considered at this point within the corridors.
 - To the public – provide preliminary corridors, conditions, and findings. The further east the less beneficial to downtown.
- Show general need for connection to US 301 and US 41 / US 19 interchange area, wide enough to not define use of any particular facility.

- Show operating speeds exhibit in VISSIM model
- Exhibit for bike/ped/trail improvements
- Transit focus – improved headways, hub downtown stations, improved facilities, additional service/routes.
- Hold off on showing renderings until October meetings.

VII. CLOSING DISCUSSION

At closing, the group discussed July 20th as a date for the CMNAA Charrette #2.



Central Manatee Network Alternatives Analysis
CMNAA Charrette - Alternatives Brainstorming (FPID: 434451-2)
May 15, 2017
8:00 AM - 5:00 PM

NAME	AFFILIATION	INITIAL
Agrusa, Bob	HDR	BA
Ambikapathy, Babuji	VHB	BA
Cella, Kris	Cella Molnar	KE
Davis, Todd	VHB	
Graham, Jerry	Traf-O-Data	
Hurd, Patty	Kittelson	PH
Hutchinson, David	Sarasota / Manatee MPO	VS
Jain, Vikas	TY Lin	
Kubilins, Margaret	VHB	
Lacy, Brent	VHB	BL
Massey, Lawrence	FDOT - District 1	LM
McCleod, Peyton	Sprinkle	
Melendez, Nikki	VHB	EM
McGue, Colleen	Sarasota / Manatee MPO	
Moore, Greg	VHB	GM
Ostrodka, Curtis	VHB	
Pemmanaboina, Raj	VHB	RP
Petrtsch, Theo	Sprinkle	TP

CHARRETTE AGENDA

Central Manatee Network Alternatives (CMNAA) Study

May 15, 2017; 8:00 am to 5:00 pm

Location: VHB Offices – 225 East Robinson Street, Suite 300, Landmark Center Two, Orlando, FL 32801

I. Introductions

II. Study Overview and Status

- A. All Firms Report on Work Status and Charrette Pertinent Information

III. Charrette Structure & Instructions

IV. Existing Conditions

- A. Reliability Study
- B. Existing Conditions (VISSIM/Synchro Demonstration & Existing Peak Season LOS)
- C. Crash Data/Preliminary RSA Results
- D. Existing Bicycle/Pedestrian and Trail Facilities
- E. Existing Public Transportation
- F. Programmed Improvements

V. Travel Demand Forecasts

- A. Horizon and Interim Years
- B. New N-S Corridors/Bridge Crossings
- C. Peak-hour Estimates
- D. Base Horizon Year (2040) Analysis

VI. Alternatives Review & Evaluation

- A. Roadway & Bridge
 - 1. New N-S Corridor/Bridge Crossing Considerations
 - a. Preliminary Area of Influence Information (9th, 15th and 27th Street Corridors)
 - b. Conceptual Design Consideration (Vertical Clearance, Grades, Network, etc.)
 - 2. Desoto Bridge Replacement
 - 3. SR 64 Improvements/Modifications/One-Way Pair
 - 4. US 301/US 41 Interchange
 - 5. US 41B, US 301/US 41 Corridors
 - 6. 9th Avenue/MKL Corridor
 - 7. Cortez Road/44th Avenue Corridor
 - 8. 7th Street Corridor
 - 9. 10th Street Corridor
 - 10. Other
- B. Public Transportation
 - 1. Route Modifications
 - 2. New/Increased Services
 - 3. Connectivity
 - 4. Mobility Hub
- C. Bicycle and Pedestrian Facilities
 - 1. Bike Lanes

2. Sidewalk Additions/Enhancements

3. Local and Region Trails

V. Selection of Presentation Alternatives

A. Near-term

B. Mid-term

C. Long-range

VI. Production Assignments

VII. Closing Discussion

Lunch and an evening meal (if necessary) will be provided. If you have any special dietary requirements, please let us know in advance so proper arrangements can be made.

Parking is available in the garages located on the north side of the office building. Please bring your parking ticket into the office for validation.

Dress for the charrette is business casual.



CHARRETTE MINUTES

Meeting Date: July 20, 2017 **Time:** 9:00 AM – 4:30 PM

Project: Central Manatee Network Alternative Analysis FM# 434451-2-12-01

Subject: Charrette #2 – Alternatives Brainstorm

Meeting Location: VHB Orlando Office – 225 E Robinson St, Suite 300, Landmark Center Two, Orlando, FL 32801

Note: Key action items identified are shown in ***bold italics*** in the meeting report. All team members are expected to address these as part of their technical responsibilities.

I. ATTENDEES:

(see attached sign-in sheet)

II. AGENDA:

(see attached agenda)

III. Purpose & Structure

Brent presented the purpose for the charrette and structure planned for the day. Lawrence continued the introduction with input on the “product” the team should strategize to convey complex information to the locals. The team should develop an innovative approach to simplify the alternatives being presented to allow the public to see the benefit of our “product” and decide what they think is the best solutions for the area. The team should ***develop more creative techniques to relay information***, including possibly a module style website, like the TampaBayNext site.

IV. STUDY STATUS REPORTS

Brent went over the weekly status report, providing an update on the team’s progress over the previous week.

V. ALTERNATIVES REVIEW & EVALUATION

a. New N-S Corridor/Bridge Crossing Alternatives

Greg covered the O-D study findings and the estimated regional traffic patterns. Brent presented the new n/s corridor alternatives under consideration, along with the updated AADT and LOS projections. Open discussion topics included:



- For model validation, a ***select link analysis*** will be done to check the consistency of the model.
- A 5% flow of traffic is coming from the Parrish area, check node placement to ***confirm the O-D is not for the outlet mall***.
- The N/S capacity alternatives with an elevated throughway should provide relief to the E/W traffic movement (i.e. reduce delay) by removal of volume competing for “green time” at the at-grade intersections.

- The MPO questions if another bridge crossing is needed, in addition to the elevated throughway and Desoto bridge replacement. An elevated throughway and new bridge crossing will address the needs of the N-S demand based on current forecast information. However, a long-term concept (beyond the planning period) for an additional river crossing may be a consideration. Information such as the volume to capacity ratio during peak travel periods will show if another bridge may be needed.
- With a no-build future volume of 102k and 20k drawn in with the new elevated throughway, we find that still almost 65k are in downtown using at-grade. This raises the question of where those trips are going. It is important to note that the 65k is close to the current volume.
- **Showing the public current travel times and future no build travels times** against the alternatives will be a benefit.
- The group discussed when the alternatives should be presented to the MPO. It was decided that an **update presentation will be given in October**, to receive preliminary feedback. The **Public Meeting will be held in November** and the team will go back to the MPO to update on public feedback and request action to approve the alternatives.

b. Bridge Concepts and Design Considerations

Vikas Jain presented bridge concepts and design considerations for the new n/s corridors and river crossing alternatives. Open discussion topics included the following:

- It was recommended that the design speed be lowered to assist with park setting that is desired on the Palmetto end of the bridge.
- Be sure to **include bikes in the visual graphics** showing accommodation for them.
- For the **trail heading over the bridge, access to waterfront** is crucial.
- For Desoto corridor, explore **options to provide a 6 or 8 lane bridge with the opportunity for vehicles to get on and off the elevated throughway** over the bridge. Would this cause too much weaving?
- Elevated throughway visual graphics over the existing US 41 might help generate support for the alternative.
- A dedicated access ramp from the southbound direction has been discussed with the hospital during early coordination. This will need to be incorporated into the concept.
- The study team should **look at how the Maintenance of Traffic would work for the elevated throughway**. Must be ready to answer the question when presenting to the public/local agencies.



c. Roadway Safety Audits

Nick provided an update on the progress of the roadway safety audits and began presented an overview of findings for each corridor, supplemented by Kevin. Open discussion topics included the following:

- For 14th Street
 - A lane repurposing could be proposed in the existing 4 lane section.
 - Pedestrian refuge islands could be considered as a periodic treatment in the center turn lane to facilitate pedestrian

crossings.

- o Eleven-foot travel lanes would be sufficient for this corridor.
- o Similar experiences in downtown Bradenton initially had major pushback, but now the locals see the benefits.
- Thoughts for possibilities or ***potential solutions for pedestrians at US 301/10th Street interchange*** were given. This section of US 301/41, especially at ***the intersection with 7th Street demands very close scrutiny*** to assure that the recommendation to improve existing crash problems are safe and do not introduce new hazards.
- The City of Bradenton might be interested in a gateway feature possibility at the one-way split on East that would provide pedestrian accommodations. ***The Department will work with city staff to evaluate opportunities for a gateway feature that would enhance pedestrian and bike facilities.***

d. **Public Transportation**

Jeff Arms covered the public transportation presentation. The following topics were discussed:

- Potential route changes are dependent on vehicular capacity alternatives. ***Vehicular capacity changes should also be evaluated to determine the impacts to transit routes.***
- Possible implementation of on demand service for Title VI area in Palmetto.
- 7 alternatives to add two bays for transfer station in Bradenton
- Sidewalk gaps could be addressed to complete pedestrian routes to transit stops
- Queue jumps would not be beneficial since there is a low amount of buses
- For ADA enhancements, MCAT has done an excellent job in this area, however there are ***a few noncompliant stops***. These should be identified and ***coordinated with MCAT for improvements to meet standards.***
- Palmetto Park and Ride needs security enhancements.
- A focus will be put on Route 99, which is going to 20-minute headway.
- Consider streamlining Route 3 for service to hospital. To save time, seek ways to minimize how many times routes need to circulate in downtown Bradenton. Also, consider filling sidewalk gap from transit stop to hospital as a priority.
- The City of Bradenton may be interested in a downtown circulator. This can be incorporated in stops to bring employees closer to hospital. ***Coordinate with the city to consider the downtown circulator as local project*** to enhance access to transit at the first and last mile. This will be prioritized based on the support shown by the City.
- In Title VI areas (NE of Palmetto) consider providing on demand service during certain time of the day then switch over to private assist during evening hours. There is a potential to use a special account for under certain number of miles, picking up and dropping off at a transit stop.
- ***Recommendation for a regional bus or commuter transportation system to help regional traffic move through downtown.*** This would open the transfer station expansion to alternative funding (SIS).

e. **Bicycle and Pedestrian Facilities**

Margaret presented information regarding the bicycle and pedestrian facilities.



- Is there a LOS standard for bicycle and pedestrian facilities the Study Team should be designing for?
 - It comes down to what is acceptable and what the locals desire for specific corridors. The state recently changed the LOS target language to: DOT shall work with local governments to determine desired LOS.
- ***The study team will coordinate with Manatee County to determine why Tenth Street was chosen as the recommended trail route and not Seventh Street.***
- Trail discussion brings up signals with crossings over US 41B; possibly a pedestrian hybrid beacon (aka HAWK). Also, may include a turn concurrently with traffic signal to make more efficient. If able to construct, place the crossing as a high priority. The city has already shown desire for a pedestrian signal. ***Coordinate recommendations with ongoing Department study.***
- The study team will ***consider the possibility to continue the regional trail along the waterfront*** and down 15th Street to Manatee Ave.
- West of the Manatee Avenue bridge (Wares Creek), there may be public opposition of moving trail traffic into that area. Potentially initial opposition was for right-of-way acquisition. Since current concepts would utilize existing right-of-way, there may not be as much opposition. ***Show photo rendering of trail utilizing existing right of way and not behind anyone's house or on residential property.*** A possibility could be to come across the creek straight from Sixth. Another idea is to utilize the remaining property (County owned at Wares Creek Bridge) for trailhead. When looking at bike network and suggestions, consider appropriate spacing and reducing networks for prioritization. ***Coordinate with Tenth Avenue W in Palmetto (PD&E Study)*** to be consistent with what is going to happen on street and trail for bike and pedestrian accommodations.
- For a pedestrian crossing on US 41 and 14th, ***Lawrence will decide if warranting will be done as part of this study or recommended for further consideration.***
- Speed criteria for implementing crossing enhancements are no more than 35 MPH. St. Pete has applied an enhanced crossing on a 45 MPH facility, but implemented intensive ticketing initially to educate locals for enforcement with the use of RRFB's. US 41 wouldn't be able to drop speeds anytime soon.

f. **Downtown Bradenton Operational Alternatives**

Greg presented on the Downtown Bradenton Operational Alternatives. The following provides the talking points during the session:

- Elected officials will need to be given answers for the questions of how easy it is for residents to use. It should be ***signed and designed*** for ease of use.
- These are operational improvements that do not add any segment capacity. They do however, significantly reduce delay that is another form of improved level of service without roadway expansion.
- If we move the Third Street intersection from Sixth Street to Manatee any incident that happens in the link will shut down the entire downtown network. It also provides additional storage length for this intersection that will likely be needed. No significant cost necessary, but will need ***signal modification, signage, and pavement marking.*** No added roadway or substantial right of way. There are potential right of way impacts down Third Street, but very minor.
- This is a benefit because it will relieve congestion, break up one-way pair for safer



speeds, and other corridors become more used giving more traffic to those surrounding properties value. Reducing the cycle length is a benefit to work around free flow movements from a pedestrian and bike standpoint.

- In terms of transit, the alternative provides a more reliable transit system. We can utilize the islands created and make an ***all pedestrian phase in the Manatee/3rd Street W intersection and one-way pair “exchange” location***. Also, look at crossing each leg like a roundabout crossing.
- Look at Ninth Street turn off for northbound looking to head downtown, this treatment increases North and South capacity by 50%. We can call this “A new direction for downtown” and ***explain how the travel time from external node to external node is decreased to increase popularity of alternative***. The team will add traffic growth estimates for an interim year analysis and determine how long the alternatives will provide relief and how much benefit the jug handle really has if the one-way pair changes direction. ***The development and approval of the approach to estimate future traffic should be a priority task at this point.***

VI. Closing Discussions

- ***TCG presentation should include technical details, while MPO update presentation should be simple, clean, and as quick as possible*** (20 minutes was later determined to be the desired length).
- The following order should be followed:
 - ***Origin Destination***
 - ***New North/South Crossing Alternatives***
 - ***Roadway Safety Audits***
 - ***Transit***
 - ***Bicycle and Pedestrian***
 - ***Downtown Bradenton Operational Alternative***
- Discuss MPO presentation format during next TCG for input.
- ***Determine if presentations to Bradenton City Council and Palmetto City Commission in October are necessary*** for updates (The determination has been made to schedule these meetings/presentations).
- The outcome for the new n/s crossing corridor is to select three alternatives to move forward to the next phase. Additions of level of cost, major impacts, and a matrix will improve presentation. ***Prepare and forward draft matrix to the Department and coordinate with Bryan Williams on the matrix criteria.***
- Downtown solutions can be called short term and lower cost.
- The elevated throughway will be an EJ impact. They are all impactful in some form.
- ***Schedule presentation to Laura Herrscher and District 1 Secretary*** prior to all update presentations (These presentations have since been scheduled).



Central Manatee Network Alternatives Analysis

CMNAA Project Team Charrette #2 (FPID: 434451-2)

July 20, 2017

9:00 AM – 4:30 PM

NAME	AFFILIATION	INITIAL
Ambikapathy, Babuji	VHB	
Arms, Jeff	HDR	JBA
Cella, Kris	Cella Molnar	KC
Chesna, Deborah	FDOT – District 1	DC
Hurd, Patty	Kittelson	PH
Hutchinson, David	Sarasota / Manatee MPO	DH
Jain, Vikas	TY Lin	MAJ
Kubilins, Margaret	VHB	MJ
Lacy, Brent	VHB	BL
Macmurphy, Dan	Traf-o-data	DM
Massey, Lawrence	FDOT – District 1	LM
McCleod, Peyton	Sprinkle	
Melendez, Nikki	VHB	EM
McGue, Colleen	Sarasota / Manatee MPO	
Moore, Greg	VHB	GM
Newman, Howard	HDR	
Pemmanaboina, Raj	VHB	PR
Petritsch, Theo	Sprinkle	



Central Manatee Network Alternatives Analysis

CMNAA Project Team Charrette #2 (FPID: 434451-2)

July 20, 2017

9:00 AM – 4:30 PM

NAME	AFFILIATION	INITIAL
Shiva Raman, Vishaka	FDOT – District 1	
Siromaskul, Smith	HDR	Via GoTo Meeting
Spatola, Nick	Faller Davis	
Vishwanatha, Vinod	VHB	
Wagner, Brianna	Cella Molnar	
Williams, Bryan	FDOT In House (RK&K)	
Arcego, XAVIER	TYLEN	



CMNAA CHARRETTE #2

for FAST-TRACKING PROJECT ALTERNATIVES

AGENDA



Date & Time: July 20, 2017 (Thursday) 9:00 am – 4:30 pm
VHB Orlando – Landmark Center Two
225 E. Robinson Street, Suite 300
Orlando, Florida 32801

Project: Central Manatee Network Alternative Analysis (CMNAA)
Project Financial No.: 434451-2-12-01

I. Charrette Purpose & Structure (5 mins)

II. Study Status Reports (30 mins)

- A. Update on Project Status

III. Alternatives Review & Evaluation (2-2 ½ hrs)

- A. New N-S Corridor/Bridge Crossing Alternatives
 - 1. Corridor and Alternative Descriptions
 - 2. Generalized LOS Analysis
 - 3. Initial AOI Impact Analysis
- B. Bridge Concepts and Design Considerations
- C. Roadway Safety Audits
 - 1. Description of Corridors
 - 2. Presentation of Findings
- D. Public Transportation
 - 1. Route Modifications
 - 2. New/Increased Services
 - 3. Mobility Hub
- E. Bicycle and Pedestrian Facilities
 - 1. Bicycle System
 - 2. Sidewalk Additions/Enhancements
 - 3. Local and Regional Trails
- F. Downtown Bradenton Operational Alternatives
 - 1. Concept Descriptions
 - 2. Evaluation Results (Existing & Future)
 - 3. Implementation Strategy

Project Team to Break for Lunch (working lunch as needed)

IV. Integration of Alternative Concepts (60 mins)

- A. Approach

V. Selection of Presentation Alternatives (60-90 mins)

- A. Near-term
- B. Mid-term
- C. Long-term

- D. Review of Evaluation Measures for 3rd Bridge Crossing Options
- E. Draft Evaluation Matrix Review/Development

VI. October Presentation Design (30-45 mins)

VII. Charrette Summary (15 mins)

Notes:

- Lunch will be provided. If you have any special dietary requirements, please let us know in advance so proper arrangements can be made.
- Parking is available in the garages located on the north side of the office building. Please bring your parking ticket into the office for validation.
- Dress for the charrette is business casual.

This meeting will be live via GoToMeeting:

CMNAA Charrette #2

Thu, Jul 20, 2017 9:00 AM - 4:30 PM EDT

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/698514549>

You can also dial in using your phone.

United States: +1 (571) 317-3122

Access Code: 698-514-549

First GoToMeeting? Try a test

session: <https://care.citrixonline.com/g2m/getready>



Appendix C: Public Survey Results



SURVEY SUMMARY

CENTRAL MANATEE NETWORK ALTERNATIVES ANALYSIS

PHASES II AND III

FPID NO. 434451-I-12-01 | March 2019



Survey Summary

Two surveys were developed for the project to obtain input on the public's opinion about a variety of transportation modes in the study area including short-term operational improvements, bicycle and pedestrian facilities, transit, and long-term additional vehicular capacity. The first survey was distributed at community and public meetings and advertised on all local government websites. The second survey was provided on the project website and advertised on all local government websites. The results of that survey are summarized below:

The majority of the surveyed respondents live within the project area and their primary source of transportation is by automobile. The respondents ranked the following study related concerns, from most important to least important, in the following order: Traffic congestion, bicycle conditions, public transportation, sidewalks, and recreational trails. The majority of the respondents supported the short-term operational improvements in downtown Bradenton to re-route certain left turn movements on US 301/1st Street and on US 41 Business/9th Street to improve operating conditions and reduce congestion on the roadway network. Many of the respondents also provided input on bicycle and pedestrian, transit, and safety concerns that were not specific to the study scope. The additional concerns listed by respondents, can be found in appendix A. In response to the potential new Manatee River crossing alternatives the majority of respondents said they would prefer to add travel lanes to Desoto Bridge and to widen 1st Street where needed, to address the additional capacity needed. In conclusion, the survey respondents ranked the following 3 corridors as the top choices, in the following order: (1) Alternative A, (2) Golf Course Alternative, and (3) Alternative D. All survey data can be also be found in Appendix A.

APPENDIX A

Question 1

CMNAA - Alternatives Public Meeting Feedback Survey

What zip code do you...

Answer Choices	Responses	
Live in?	99.54%	437
Work in?	19.13%	84
Attend or take your child to school in?	8.20%	36
Answered		439
Skipped		7

Respondents	Response Date	Live in?	Tags	Work in?	Tags	Attend or take your child to school in?	Tags
1	Feb 11 2019 02:45 PM	33573					
2	Feb 11 2019 02:43 PM	33543					
3	Feb 11 2019 02:41 PM	33573					
4	Feb 11 2019 02:37 PM	33573					
5	Feb 11 2019 02:32 PM	34243					
6	Feb 11 2019 02:30 PM	34232					
7	Feb 11 2019 02:20 PM	34243					
8	Feb 11 2019 02:18 PM	34241					
9	Feb 11 2019 02:18 PM	34221					
10	Feb 11 2019 02:15 PM	33774					
11	Feb 11 2019 02:11 PM	34221					
12	Feb 11 2019 02:08 PM	34221					
13	Feb 11 2019 02:05 PM	34221					
14	Feb 11 2019 02:04 PM	34221					
15	Feb 11 2019 02:00 PM	34208				Southeast	
16	Feb 11 2019 01:57 PM	34221	34203			34208	
17	Feb 11 2019 12:39 PM	34238					
18	Feb 11 2019 12:37 PM	34208					
19	Feb 11 2019 12:36 PM	34208					
20	Feb 11 2019 12:35 PM	34208					
21	Feb 11 2019 12:33 PM	34221	34205				
22	Feb 11 2019 12:32 PM	34208					
23	Feb 11 2019 12:30 PM	34212					
24	Feb 11 2019 12:29 PM	34207					
25	Feb 11 2019 12:28 PM	34207					
26	Feb 11 2019 12:26 PM	34205					
27	Feb 11 2019 12:24 PM	34221					
28	Feb 11 2019 12:23 PM	34208					
29	Feb 11 2019 12:22 PM	34208					
30	Feb 11 2019 12:19 PM	34208					
31	Feb 11 2019 12:17 PM	34203					
32	Feb 11 2019 12:16 PM	34221					
33	Feb 11 2019 12:14 PM	34208					
34	Feb 11 2019 12:12 PM	34208					
35	Feb 11 2019 12:10 PM	34219					
36	Feb 11 2019 12:09 PM	34219					
37	Feb 11 2019 12:08 PM	34270					
38	Feb 11 2019 12:06 PM	34221					
39	Feb 11 2019 12:04 PM	34208					
40	Feb 11 2019 11:49 AM	34207					
41	Feb 11 2019 11:45 AM	34243					
42	Feb 11 2019 11:43 AM	34221					

43	Feb 11 2019 11:42 AM	34221					
44	Feb 11 2019 11:41 AM	34221					
45	Feb 11 2019 11:39 AM	34221					
46	Feb 11 2019 11:38 AM	34221					
47	Feb 11 2019 11:36 AM	34221					
48	Feb 11 2019 11:35 AM	34241					
49	Feb 11 2019 11:32 AM	34221					
50	Feb 11 2019 11:30 AM	34221					
51	Feb 11 2019 11:28 AM	34233					
52	Feb 11 2019 11:26 AM	34233					
53	Feb 11 2019 11:19 AM	34207					
54	Feb 11 2019 11:17 AM	34221					
55	Feb 11 2019 11:15 AM	34209					
56	Feb 11 2019 11:13 AM	34221					
57	Feb 11 2019 11:10 AM	34221					
58	Feb 11 2019 11:09 AM	34205					
59	Feb 11 2019 11:07 AM	34205					
60	Feb 11 2019 11:06 AM	34238					
61	Feb 11 2019 11:04 AM	34238					
62	Feb 11 2019 11:02 AM	34241					
63	Feb 11 2019 11:01 AM	34221					
64	Feb 11 2019 10:59 AM	34221					
65	Feb 11 2019 10:51 AM	34221					
66	Feb 11 2019 10:48 AM	34221					
67	Feb 11 2019 10:45 AM	34232					
68	Feb 11 2019 10:38 AM	34221					
69	Feb 11 2019 10:35 AM	34221					
70	Feb 11 2019 10:22 AM	34205					
71	Feb 11 2019 10:18 AM	34204					
72	Feb 11 2019 09:59 AM	34221					
73	Feb 11 2019 09:52 AM	34236					
74	Feb 11 2019 09:48 AM	34221					
75	Feb 07 2019 04:02 PM	34207					
76	Feb 07 2019 04:00 PM	34207					
77	Feb 07 2019 03:59 PM	34221	34208				
78	Feb 07 2019 03:57 PM	34219					
79	Feb 07 2019 03:56 PM	34209					
80	Feb 07 2019 03:55 PM	34208					
81	Feb 07 2019 03:53 PM	33598					
82	Feb 07 2019 03:52 PM	33598					
83	Feb 07 2019 03:51 PM	33958					
84	Feb 07 2019 03:50 PM	33598					
85	Feb 07 2019 03:49 PM	36222					
86	Feb 07 2019 03:48 PM	34207					
87	Feb 07 2019 03:47 PM	34221					
88	Feb 07 2019 03:46 PM	34207					
89	Feb 07 2019 03:46 PM	34212					
90	Feb 07 2019 03:44 PM	34212					
91	Feb 07 2019 03:40 PM	33573					
92	Feb 07 2019 03:38 PM	33825					
93	Feb 07 2019 03:35 PM	33825					
94	Feb 07 2019 03:34 PM	34209					
95	Feb 07 2019 03:33 PM	34208					
96	Feb 07 2019 03:32 PM	34208					

97	Feb 07 2019 03:31 PM	34239				
98	Feb 07 2019 03:29 PM	34208				
99	Feb 07 2019 03:29 PM	33710				
100	Feb 07 2019 03:28 PM	34207				
101	Feb 07 2019 03:25 PM	34207				
102	Feb 07 2019 03:24 PM	34221				
103	Feb 07 2019 03:21 PM	34209				
104	Feb 07 2019 03:21 PM	34209				
105	Feb 07 2019 03:20 PM	61109				
106	Feb 07 2019 03:19 PM	34209				
107	Feb 07 2019 03:07 PM	34208				
108	Feb 07 2019 03:05 PM	34212				
109	Feb 07 2019 03:03 PM	34221				
110	Feb 07 2019 03:02 PM	33511				
111	Feb 07 2019 02:59 PM	34208				
112	Feb 07 2019 02:57 PM	34241				
113	Feb 07 2019 02:56 PM	34241				
114	Feb 07 2019 02:54 PM	34219				
115	Feb 07 2019 02:53 PM	34221				
116	Feb 07 2019 02:52 PM	34209				
117	Feb 07 2019 02:49 PM	34231				
118	Feb 07 2019 02:46 PM	34231				
119	Feb 07 2019 02:45 PM	34231				
120	Feb 07 2019 02:44 PM	34203				
121	Feb 07 2019 02:43 PM	34222				
122	Feb 07 2019 02:41 PM	34207				
123	Feb 07 2019 02:39 PM	34102				
124	Feb 07 2019 02:34 PM	34203				
125	Feb 07 2019 02:33 PM	34203				
126	Feb 07 2019 02:31 PM	34210				
127	Feb 07 2019 02:29 PM	33563				
128	Feb 07 2019 02:27 PM	34322				
129	Feb 07 2019 11:36 AM	33774				
130	Feb 07 2019 11:35 AM	33778				
131	Feb 07 2019 11:33 AM	34238				
132	Feb 07 2019 11:29 AM	34221				
133	Feb 07 2019 11:28 AM	34221				
134	Feb 07 2019 11:26 AM	33573				
135	Feb 07 2019 11:25 AM	34208				
136	Feb 07 2019 11:08 AM	34207				
137	Feb 07 2019 11:07 AM	34287				
138	Feb 07 2019 11:06 AM	34207				
139	Feb 07 2019 11:05 AM	06259				
140	Feb 07 2019 11:04 AM	34207				
141	Feb 07 2019 11:03 AM	34212				
142	Feb 07 2019 11:02 AM	34203				
143	Feb 07 2019 11:01 AM	33573				
144	Feb 07 2019 11:00 AM	34203				
145	Feb 07 2019 11:00 AM	34203				
146	Feb 07 2019 10:59 AM	34208				
147	Feb 07 2019 10:58 AM	34212				
148	Feb 07 2019 10:57 AM	34207				
149	Feb 07 2019 10:56 AM	34219				
150	Feb 07 2019 10:54 AM	34221	34221		MSA Palmetto	

151	Feb 07 2019 10:47 AM	34221		34221		MSA Palmetto	
152	Feb 07 2019 10:44 AM	34219					
153	Feb 07 2019 10:43 AM	34208					
154	Feb 07 2019 10:42 AM	34208					
155	Feb 07 2019 10:41 AM	34212					
156	Feb 07 2019 10:40 AM	34219					
157	Feb 07 2019 10:37 AM	06259					
158	Feb 07 2019 10:36 AM	34287					
159	Feb 07 2019 10:35 AM	34221					
160	Feb 07 2019 10:34 AM	34221					
161	Feb 07 2019 10:33 AM	34221					
162	Feb 07 2019 10:32 AM	34232					
163	Feb 07 2019 10:31 AM	34208					
164	Feb 07 2019 10:23 AM	34242					
165	Feb 07 2019 10:22 AM	34203					
166	Feb 07 2019 10:20 AM	34201					
167	Feb 07 2019 10:18 AM	34212					
168	Feb 07 2019 10:17 AM	34207					
169	Feb 07 2019 10:15 AM	94610					
170	Feb 07 2019 10:14 AM	34287					
171	Feb 07 2019 10:11 AM	34207					
172	Feb 07 2019 10:08 AM	33573					
173	Feb 07 2019 10:06 AM	34212					
174	Feb 07 2019 10:04 AM	06471					
175	Feb 07 2019 10:02 AM	34203					
176	Feb 07 2019 10:02 AM	34221					
177	Feb 07 2019 10:01 AM	34293					
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187	Feb 06 2019 03:19 PM	34221					
188	Feb 06 2019 03:03 PM	34221					
189	Feb 06 2019 02:50 PM	34221					
190	Feb 06 2019 02:47 PM	34208					
191	Feb 06 2019 02:44 PM	34208					
192	Feb 06 2019 02:33 PM	34221					
193	Feb 06 2019 02:28 PM	34221					
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195	Feb 06 2019 02:19 PM	34228					
196	Feb 06 2019 02:17 PM	34208					
197	Feb 06 2019 02:15 PM	34221					
198	Feb 06 2019 02:14 PM	34221					
199	Feb 06 2019 02:13 PM	34207					
200	Feb 06 2019 02:12 PM	34221					
201	Feb 06 2019 02:09 PM	34219					
202	Feb 06 2019 12:23 PM	34222					
203	Feb 06 2019 12:16 PM	34221					
204	Feb 06 2019 11:46 AM	34207					

205	Feb 06 2019 11:24 AM	34240				
206	Feb 06 2019 10:02 AM	34219				
207	Feb 06 2019 10:00 AM	34209				
208	Feb 06 2019 09:53 AM	34207				
209	Feb 06 2019 09:52 AM	3221				
210	Feb 06 2019 09:42 AM	34207				
211	Feb 06 2019 09:40 AM	34207				
212	Feb 06 2019 09:39 AM	34222				
213	Feb 06 2019 09:34 AM	33573				
214	Feb 06 2019 09:31 AM	34243				
215	Feb 06 2019 09:29 AM	3221				
216	Feb 06 2019 09:04 AM	3221				
217	Feb 06 2019 08:58 AM	3422				
218	Feb 05 2019 01:48 PM	34210				
219	Feb 05 2019 11:47 AM	3221				
220	Feb 05 2019 11:37 AM	34208				
221	Feb 05 2019 11:35 AM	34208				
222	Feb 05 2019 11:33 AM	3221				
223	Feb 05 2019 11:27 AM	34219				
224	Feb 05 2019 11:25 AM	3221				
225	Feb 05 2019 11:23 AM	3221				
226	Feb 05 2019 11:20 AM	3221				
227	Feb 05 2019 11:15 AM	3221				
228	Feb 05 2019 11:13 AM	3221				
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230	Feb 04 2019 01:04 PM	34221				
231	Feb 04 2019 12:57 PM	34221				
232	Feb 04 2019 12:55 PM	34221	34221			
233	Feb 04 2019 12:52 PM	34221				
234	Feb 04 2019 12:48 PM	34221	34221		34221	
235	Feb 04 2019 12:46 PM	34221				
236	Feb 04 2019 12:43 PM	34221				
237	Feb 04 2019 12:38 PM	34209				
238	Feb 04 2019 12:32 PM	34209	34221			
239	Feb 04 2019 12:29 PM	34221				
240	Feb 04 2019 12:20 PM	34221				
241	Feb 04 2019 12:18 PM	34276	34203			
242	Feb 04 2019 12:16 PM	34203	34221			
243	Feb 04 2019 12:11 PM	34276	34203			
244	Feb 04 2019 12:08 PM	34203	34221			
245	Feb 04 2019 12:06 PM	34203				
246	Feb 04 2019 11:59 AM	34221				
247	Feb 04 2019 11:57 AM	34221				
248	Feb 04 2019 11:55 AM	34221				
249	Feb 04 2019 11:53 AM	34221	34221			
250	Feb 04 2019 11:53 AM	34221	34221			
251	Feb 04 2019 11:52 AM	34221				
252	Feb 04 2019 11:42 AM	34221	34221			
253	Feb 04 2019 11:38 AM	34221				
254	Feb 04 2019 11:36 AM	34221				
255	Feb 04 2019 11:32 AM	34221				
256	Feb 04 2019 11:25 AM	34287				
257	Feb 04 2019 11:20 AM	34205				
258	Feb 04 2019 11:14 AM	34221	34208		34221	

259	Jan 28 2018 11:12 PM	34208		34208		NA	
260	Jan 19 2018 01:54 PM	34208					
261	Jan 19 2018 01:53 PM	34208					
262	Jan 18 2018 07:46 AM	34208					
263	Jan 02 2018 05:58 PM	34221					
264	Dec 27 2017 12:27 PM	34221					
265	Dec 27 2017 11:06 AM	34221		34221			
266	Dec 27 2017 11:04 AM	34221					
267	Dec 27 2017 11:00 AM	34221		34221			
268	Dec 27 2017 10:58 AM	34221					
269	Dec 27 2017 10:56 AM	34208		retired			
270	Dec 27 2017 10:54 AM	34219					
271	Dec 27 2017 10:53 AM	34221					
272	Dec 27 2017 10:52 AM	34221		34211		34209	
273	Dec 27 2017 10:48 AM	34221		34243			
274	Dec 27 2017 10:46 AM	34221		34221			
275	Dec 27 2017 10:44 AM	34212		34212			
276	Dec 27 2017 10:42 AM	34221		Retired			
277	Dec 27 2017 10:42 AM	34205		34205			
278	Dec 27 2017 10:41 AM	34208		34205			
279	Dec 27 2017 10:38 AM	34222		34205		34203	
280	Dec 27 2017 10:34 AM	34208					
281	Dec 27 2017 10:34 AM	34205		34205			
282	Dec 27 2017 10:33 AM	34221					
283	Dec 27 2017 10:30 AM	34221					
284	Dec 27 2017 10:27 AM	Palmetto		Retired		No	
285	Dec 27 2017 10:25 AM	34221		34205		34221	
286	Dec 27 2017 10:25 AM	34221					
287	Dec 27 2017 10:24 AM	34221					
288	Dec 27 2017 10:24 AM	34205					
289	Dec 27 2017 10:22 AM	34221		34221			
290	Dec 27 2017 10:22 AM	34221					
291	Dec 27 2017 10:21 AM	34208		34207		34205	
292	Dec 27 2017 10:20 AM	34219		34243			
293	Dec 27 2017 10:18 AM	34221					
294	Dec 27 2017 10:17 AM	34208					
295	Dec 27 2017 10:16 AM	34208					
296	Dec 27 2017 10:14 AM	34208		34202			
297	Dec 27 2017 10:13 AM	34210		34205		34209	
298	Dec 27 2017 10:12 AM	34208					
299	Dec 27 2017 10:11 AM	34208					
300	Dec 27 2017 10:09 AM	34208					
301	Dec 27 2017 10:08 AM	34208				34221	
302	Dec 27 2017 10:07 AM	34221		34221			
303	Dec 27 2017 10:06 AM	34208					
304	Dec 27 2017 10:00 AM	34208					
305	Dec 27 2017 09:58 AM	34205					
306	Dec 27 2017 09:57 AM	34208		all			
307	Dec 27 2017 09:55 AM	34221					
308	Dec 27 2017 09:55 AM	34208					
309	Dec 27 2017 09:54 AM	34208					
310	Dec 27 2017 09:53 AM	34208					
311	Dec 27 2017 09:52 AM	34221					
312	Dec 27 2017 09:52 AM	34205					

313	Dec 27 2017 09:50 AM	34205				
314	Dec 27 2017 09:49 AM	34221		34221		
315	Dec 27 2017 09:49 AM	34208		34208		
316	Dec 27 2017 09:47 AM	34208				
317	Dec 27 2017 09:46 AM	34209				
318	Dec 27 2017 09:46 AM	34208		34210		34202
319	Dec 27 2017 09:43 AM	34221				
320	Dec 27 2017 09:42 AM	34208				
321	Dec 27 2017 09:40 AM	34208		34202 + all N River + East County zips as I drive the county daily		
322	Dec 27 2017 09:18 AM	34221				
323	Dec 27 2017 09:16 AM	34221				
324	Dec 27 2017 09:14 AM	34208		34221		
325	Dec 27 2017 08:52 AM	34221				
326	Dec 27 2017 08:51 AM	34208				
327	Dec 27 2017 08:50 AM	34208		34208		
328	Dec 27 2017 08:46 AM	34208				
329	Dec 27 2017 08:32 AM	34208				
330	Dec 26 2017 04:58 PM	34208		34205		
331	Dec 26 2017 04:43 PM	34208				
332	Dec 26 2017 04:36 PM	34208				
333	Dec 26 2017 04:33 PM	34208		34208		
334	Dec 26 2017 04:32 PM	34208				
335	Dec 26 2017 04:31 PM	34208				
336	Dec 26 2017 04:30 PM	34222				
337	Dec 26 2017 04:27 PM	34205				
338	Dec 26 2017 04:25 PM	34221		34205		34221
339	Dec 26 2017 04:16 PM	34221				
340	Dec 26 2017 04:14 PM	34212		34221		
341	Dec 26 2017 04:13 PM	34210				
342	Dec 26 2017 04:08 PM	34208		NA		NA
343	Dec 26 2017 03:32 PM	34208				
344	Dec 26 2017 03:31 PM	34208				
345	Dec 26 2017 03:30 PM	34208				
346	Dec 26 2017 03:28 PM	34208		34208		34210
347	Dec 26 2017 03:24 PM	34203		34208		34203
348	Dec 26 2017 03:15 PM	34222				
349	Dec 26 2017 03:13 PM	34208		34205		
350	Dec 26 2017 03:12 PM	34208		34208		
351	Dec 26 2017 03:09 PM	34209				
352	Dec 26 2017 03:05 PM	34208				
353	Dec 26 2017 03:04 PM	34208				
354	Dec 26 2017 03:02 PM	34208		34208		34208
355	Dec 26 2017 03:00 PM	34208				
356	Dec 26 2017 03:00 PM	34208				
357	Dec 26 2017 02:57 PM	34219		34243		
358	Dec 26 2017 02:57 PM	34208				
359	Dec 26 2017 02:55 PM	34208				
360	Dec 26 2017 02:45 PM	34208				34205
361	Dec 26 2017 02:43 PM	34208				
362	Dec 26 2017 02:42 PM	34208				
363	Dec 26 2017 02:41 PM	34208				
364	Dec 26 2017 02:39 PM	34221				
365	Dec 26 2017 02:38 PM	34208				
366	Dec 26 2017 02:37 PM	34208				

367	Dec 26 2017 02:35 PM	34221				
368	Dec 26 2017 02:34 PM	34221		34221		
369	Dec 26 2017 02:31 PM	34208		retired		no kids in school
370	Dec 26 2017 02:29 PM	34209				
371	Dec 26 2017 02:25 PM	34208				
372	Dec 26 2017 02:24 PM	34208		n/a		n/a
373	Dec 26 2017 02:18 PM	34221				
374	Dec 26 2017 02:15 PM	34208				
375	Dec 26 2017 02:05 PM	34208		34205		34208
376	Dec 26 2017 02:02 PM	34205				
377	Dec 26 2017 01:59 PM	34205				
378	Dec 26 2017 01:58 PM	34221				
379	Dec 26 2017 01:56 PM	34208				
380	Dec 26 2017 01:54 PM	34208		34208		34208
381	Dec 26 2017 01:14 PM	34208		34208		34208
382	Dec 26 2017 01:05 PM	34208				
383	Dec 26 2017 12:42 PM	34208				
384	Dec 26 2017 12:41 PM	34221				
385	Dec 26 2017 12:40 PM			34208		
386	Dec 26 2017 12:39 PM			34208		
387	Dec 26 2017 12:37 PM	34208				
388	Dec 26 2017 12:36 PM	34208		34205		
389	Dec 26 2017 12:35 PM	34208				
390	Dec 26 2017 12:32 PM	34208		34208		
391	Dec 26 2017 12:26 PM	34208		34208		
392	Dec 26 2017 12:24 PM	34205				34205
393	Dec 26 2017 12:22 PM	34208				
394	Dec 26 2017 12:20 PM	34208				
395	Dec 26 2017 12:18 PM	34208				
396	Dec 26 2017 12:16 PM	34221		34221		
397	Dec 26 2017 12:13 PM	34221				
398	Dec 26 2017 12:12 PM	34208				
399	Dec 26 2017 12:10 PM	34221				
400	Dec 26 2017 12:10 PM	34208				
401	Dec 26 2017 12:08 PM	34208		retired		
402	Dec 26 2017 12:05 PM	34221		34208		
403	Dec 26 2017 12:03 PM	34201		34205		
404	Dec 26 2017 12:02 PM	34208				
405	Dec 26 2017 11:59 AM	34208				
406	Dec 26 2017 11:55 AM	34250		34205		
407	Dec 26 2017 11:51 AM	34208				
408	Dec 26 2017 11:50 AM	34208				
409	Dec 26 2017 11:48 AM	34208				
410	Dec 26 2017 11:44 AM	34208				
411	Dec 26 2017 11:43 AM	34208				
412	Dec 26 2017 11:42 AM	34221				
413	Dec 26 2017 11:41 AM	34208				
414	Dec 26 2017 11:39 AM	34208				
415	Dec 26 2017 11:37 AM	34208				
416	Dec 26 2017 11:35 AM	34207		34208-10		
417	Dec 26 2017 11:30 AM	34208		34208		
418	Dec 26 2017 11:19 AM	34205				
419	Dec 26 2017 11:17 AM	34205				
420	Dec 26 2017 11:03 AM	34205				

421	Dec 26 2017 10:58 AM	34205		34205			
422	Dec 26 2017 10:55 AM	34212					
423	Dec 26 2017 10:54 AM	34208		34208		34208	
424	Dec 26 2017 10:49 AM	34205					
425	Dec 26 2017 09:03 AM	34208		34208		NA	
426	Dec 26 2017 08:29 AM	34208					
427	Dec 26 2017 07:47 AM	34208					
428	Dec 26 2017 07:47 AM	34208					
429	Dec 26 2017 06:58 AM	34208		34236		n/a	
430	Dec 26 2017 06:48 AM	34208		34208		n/a	
431	Dec 23 2017 01:28 PM	34208					
432	Dec 23 2017 01:11 AM	34208		n/a		n/a	
433	Dec 22 2017 01:58 PM	34208		Na		Na	
434	Dec 21 2017 10:34 AM	34208		Retired		N/A	
435	Dec 20 2017 08:41 PM	32837		32837		32809	
436	Dec 20 2017 12:29 PM	34208					
437	Dec 19 2017 08:03 PM	34208					
438	Dec 19 2017 07:46 PM	34208		Retired			
439	Dec 10 2017 11:36 AM	34208		Retired		n/a	

Question 2

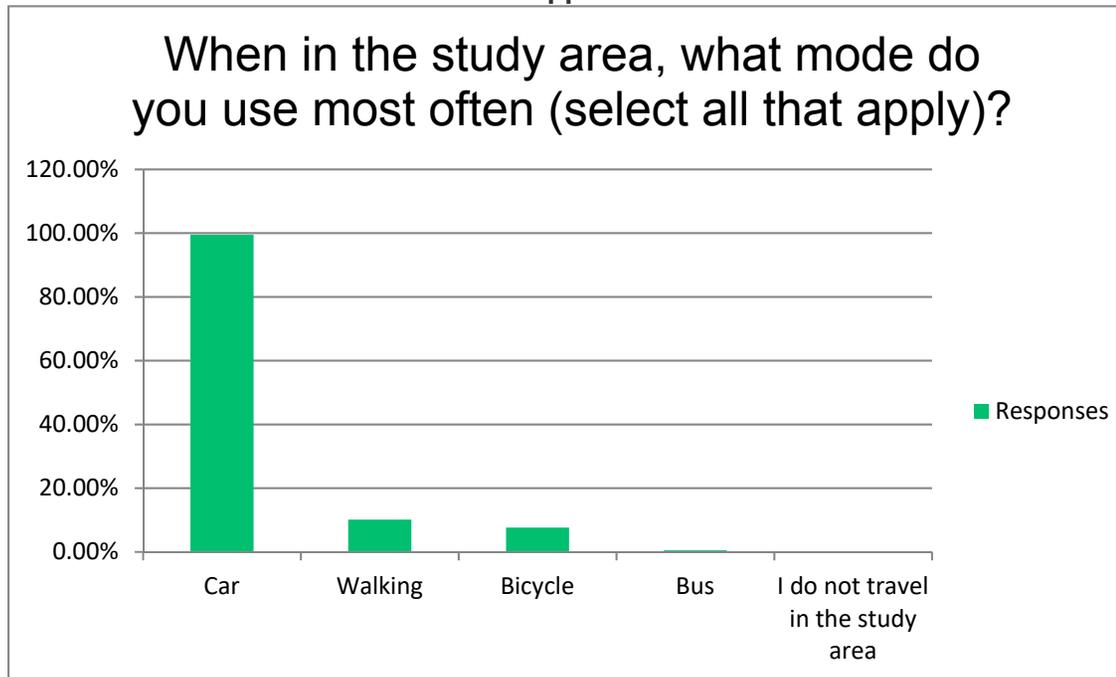
CMNAA - Alternatives Public Meeting Feedback Survey

When in the study area, what mode do you use most often (select all that apply)?

Answer Choices	Responses	
Car	99.54%	432
Walking	10.14%	44
Bicycle	7.60%	33
Bus	0.46%	2
I do not travel in the study area	0.00%	0

Answered 434

Skipped 12



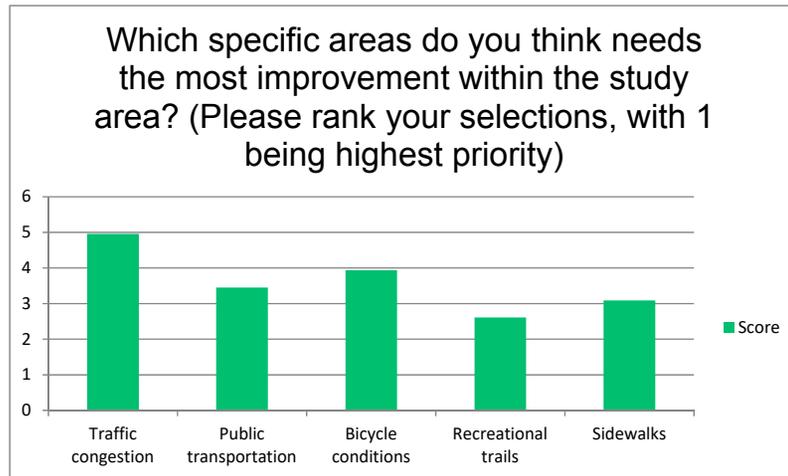
Question 3

CMNAA - Alternatives Public Meeting Feedback Survey

Which specific areas do you think needs the most improvement within the study area? (Please rank your selections, with 1 being highest priority)

	1		2		3		4		5		Total	Score
Traffic congestion	98.03%	399	0.98%	4	0.25%	1	0.25%	1	0.49%	2	407	4.96
Public transportation	16.13%	10	43.55%	27	16.13%	10	17.74%	11	6.45%	4	62	3.45
Bicycle conditions	1.29%	4	93.85%	290	3.24%	10	0.97%	3	0.65%	2	309	3.94
Recreational trails	6.25%	4	21.88%	14	28.13%	18	14.06%	9	29.69%	19	64	2.61
Sidewalks	2.18%	7	9.35%	30	84.74%	272	3.12%	10	0.62%	2	321	3.09

Answered 424
Skipped 22

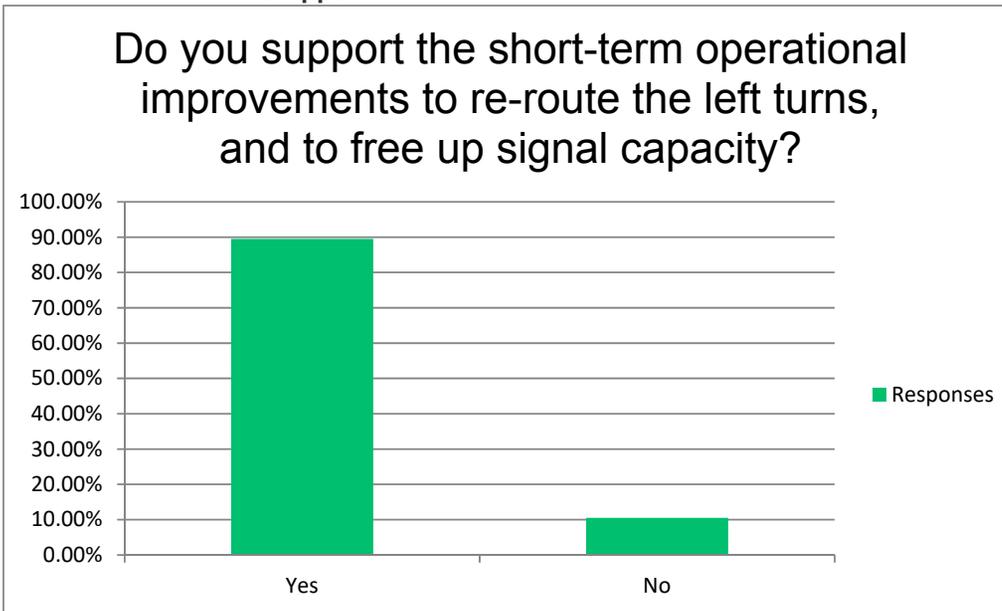


Question 4

CMNAA - Alternatives Public Meeting Feedback Survey

Do you support the short-term operational improvements to re-route the left turns, and to free up signal capacity?

Answer Choices	Responses	
Yes	89.51%	367
No	10.49%	43
Answered		410
Skipped		36



Question 5

CMNAA - Alternatives Public Meeting Feedback Survey

Are there any additional bicycle and pedestrian concerns you know of in the study area that were not addressed?

Answer Choices	Responses	
No	27.86%	112
Yes (Please specify)	72.14%	290

Answered
Skipped

402
44



Respondents	Response Date	Yes (Please specify)	Tags
1	Feb 11 2019 02:30 PM	Riviera Dunes & Haben Blvd.	
2	Feb 11 2019 02:18 PM	Riviera Dunes & Haben Blvd.	
3	Feb 11 2019 02:18 PM	Riviera Dunes & Haben Blvd.	
4	Feb 11 2019 02:11 PM	Riviera Dunes & Haben Blvd.	
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6	Feb 11 2019 02:05 PM	Riviera Dunes & Haben Blvd.	
7	Feb 11 2019 02:04 PM	Riviera Dunes & Haben Blvd.	
8	Feb 11 2019 02:00 PM	Riviera Dunes & Haben Blvd.	
9	Feb 11 2019 01:57 PM	Palmetto Trace entrance on 1st street	
10	Feb 11 2019 12:39 PM	Riviera Dunes & Haben Blvd.	
11	Feb 11 2019 12:37 PM	Riviera Dunes & Haben Blvd.	
12	Feb 11 2019 12:36 PM	Riviera Dunes & Haben Blvd.	
13	Feb 11 2019 12:35 PM	Riviera Dunes & Haben Blvd.	
14	Feb 11 2019 12:33 PM	Riviera Dunes & Haben Blvd.	
15	Feb 11 2019 12:32 PM	Riviera Dunes & Haben Blvd.	
16	Feb 11 2019 12:30 PM	Riviera Dunes & Haben Blvd.	

17	Feb 11 2019 12:29 PM	Riviera Dunes & Haben Blvd.	
18	Feb 11 2019 12:28 PM	Riviera Dunes & Haben Blvd.	
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251	Jan 02 2018 05:58 PM	Area around convention center and from Riviera Dunes connecting to other trails.	
252	Dec 27 2017 11:04 AM	need a short term plan to accommodate pedestrians and bikes.	
253	Dec 27 2017 10:58 AM	complete the bicycle trail in palmetto from existing park to green bridge	
254	Dec 27 2017 10:46 AM	multi-modal north river trails out to emerson point	
255	Dec 27 2017 10:42 AM	Bike lanes entire way on Manatee	
256	Dec 27 2017 10:41 AM	more bicycle lane	
257	Dec 27 2017 10:34 AM	Please extend the riverwalk and punch through 3rd Ave east so that you can go west to downtown without getting on Manatee Ave. This would require a punch through two single family homes, but its a critical local street connection that is missing.	
258	Dec 27 2017 10:30 AM	Some kind of a barrier to keep WB and SS drivers from using the same area.	
259	Dec 27 2017 10:22 AM	Crossing 301 near/around convention center - connecting to nature center	
260	Dec 27 2017 10:18 AM	Does 16 bicycle trail have to go along roadway - why be a flex trail	
261	Dec 27 2017 10:07 AM	I would like to see the unincorporated Palmetto get more sidewalks	
262	Dec 27 2017 09:55 AM	Sharing lane - unsafe for bikes	
263	Dec 27 2017 09:55 AM	Bicycle path that connects north to south	
264	Dec 27 2017 09:49 AM	Need more recreational bicycle facilities, path + lanes	
265	Dec 27 2017 09:46 AM	glad to see bike-ped maps. Need bicycle bridge over Ware's Creek N of Manatee	
266	Dec 27 2017 08:32 AM	We need better drain for water. Bicycle and Pedestrian, side walks is poor.	
267	Dec 26 2017 04:58 PM	Sidewalk and lights	
268	Dec 26 2017 04:43 PM	Sidewalk and lights	
269	Dec 26 2017 04:36 PM	sidewalks	
270	Dec 26 2017 04:08 PM	Crosswalks on Manatee Ave	
271	Dec 26 2017 03:30 PM	In the Washington Park area more bicycle path	
272	Dec 26 2017 03:28 PM	poor infrastructure in existing communities	
273	Dec 26 2017 03:09 PM	Bike and peds safety	
274	Dec 26 2017 02:42 PM	no comment added	
275	Dec 26 2017 02:31 PM	Some roads have the bike lanes in between regular car traffic!	
276	Dec 26 2017 02:25 PM	East-West bicycle routes through both Bradenton and Palmetto are lacking. There needs to be one good, safe, buffered bike lane in each direction on both sides of the river. With the proliferation of e-bikes happening now, Manatee County needs to prepare now.	

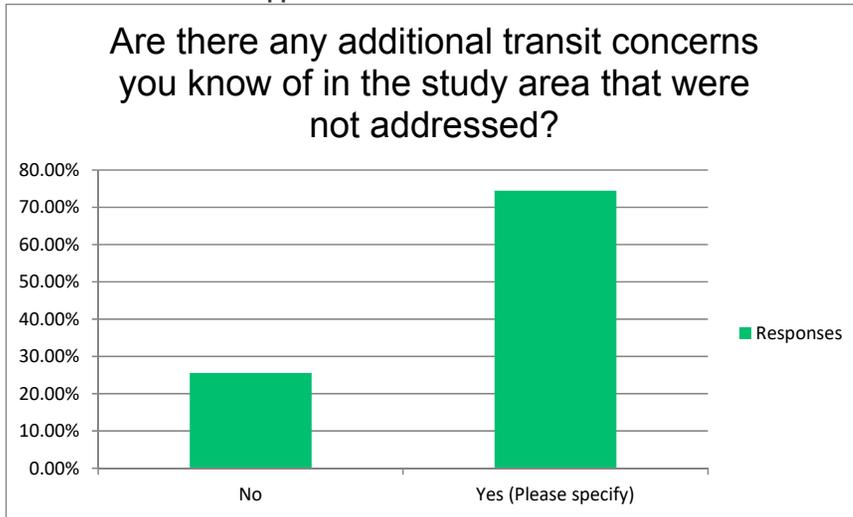
277	Dec 26 2017 02:24 PM	Poorly located bike areas on some roadways.	
278	Dec 26 2017 02:15 PM	Bike lanes and sidewalks would need better protection w/barriers	
279	Dec 26 2017 02:05 PM	sidewalks and lights SR 70	
280	Dec 26 2017 01:59 PM	need more sidewalks	
281	Dec 26 2017 01:56 PM	need to see movie	
282	Dec 26 2017 12:42 PM	no comment added	
283	Dec 26 2017 11:55 AM	Crossing manatee avenue at courthouse pedestrian wait going north and south very long	
284	Dec 26 2017 11:03 AM	First Street does not offer any convenience pathways for bicyclists	
285	Dec 26 2017 10:58 AM	Riverwalk Extension	
286	Dec 26 2017 10:54 AM	wheelchair traveling	
287	Dec 26 2017 07:47 AM	A need for a commuter train...NOT another bridge	
288	Dec 26 2017 06:58 AM	Some are located in between lanes of traffic!	
289	Dec 23 2017 01:11 AM	giving the person crossing the street enough time to get across before the signal changes, not everyone can walk fast of run	
290	Dec 21 2017 10:34 AM	Bikes and cars sharing adjacent, undivided lanes not safe for bikers	

Question 6

CMNAA - Alternatives Public Meeting Feedback Survey

Are there any additional transit concerns you know of in the study area that were not addressed?

Answer Choices	Responses	
No	25.56%	103
Yes (Please specify)	74.44%	300
Answered		403
Skipped		43



Respondents	Response Date	Yes (Please specify)	Tags
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9	Feb 11 2019 01:57 PM	see above	
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170	Feb 07 2019 10:01 AM	Riviera Dunes & Haben Blvd.	
171	Feb 07 2019 09:58 AM	Riviera Dunes & Haben Blvd.	
172	Feb 07 2019 09:56 AM	Close The Haben cut thru. It is a congestion issue and student safety issue.	
173	Feb 07 2019 09:42 AM	Riviera Dunes & Haben Blvd.	
174	Feb 07 2019 09:38 AM	Riviera Dunes & Haben Blvd.	
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252	Dec 27 2017 11:06 AM	US 41/301 interchange may be addressed with elevated road.	
253	Dec 27 2017 10:48 AM	grid lock during season at numerous downtown locations	
254	Dec 27 2017 10:41 AM	changing one ways to two ways	
255	Dec 27 2017 10:34 AM	all we need is 20 min frequency on route 99	
256	Dec 27 2017 10:30 AM	Bus routes	
257	Dec 27 2017 10:21 AM	Pedestrians in general	
258	Dec 27 2017 10:18 AM	ferry service for pedestrians and bicycles between 2 marinas.	
259	Dec 27 2017 10:12 AM	FL's mass transit = disaster	
260	Dec 27 2017 10:07 AM	make sure the unincorporated areas of Palmetto get better transit service	
261	Dec 27 2017 08:46 AM	Effect of future changes in transportation technology on traffic volume	
262	Dec 27 2017 08:32 AM	1st Street East and 9th Street East	
263	Dec 26 2017 04:58 PM	we need bus service	
264	Dec 26 2017 04:43 PM	we need bus service	
265	Dec 26 2017 04:36 PM	no comment added	
266	Dec 26 2017 04:30 PM	Exits, speed limits and street crossing	
267	Dec 26 2017 04:27 PM	Rebuild the new Desoto Bridge	
268	Dec 26 2017 04:16 PM	most transportation needs regional consideration	
269	Dec 26 2017 04:08 PM	Unacceptable bridge over or near Braden Castle historic area and Braden River bird rookery	
270	Dec 26 2017 03:30 PM	more buses	
271	Dec 26 2017 03:28 PM	speeding around school zones	
272	Dec 26 2017 03:09 PM	Do not over look areas for business improvement	
273	Dec 26 2017 03:00 PM	Corrections with St. Pete and Tampa via bus or train	

274	Dec 26 2017 02:42 PM	no comment added	
275	Dec 26 2017 02:25 PM	Manatee County needs to plan for increased bicycle traffic. Also, oversized intersections are very dangerous for bicyclists and pedestrians. Manatee County needs to plan to Complete Streets and Vision Zero standards.	
276	Dec 26 2017 02:18 PM	Traffic signal timing sucks US 301 from Bradenton to Sarasota routinely give 8 out of 10 red lights in both direction	
277	Dec 26 2017 02:15 PM	Sunday services more frequent schedule	
278	Dec 26 2017 02:05 PM	lights and sidewalks	
279	Dec 26 2017 02:02 PM	longer time during the day	
280	Dec 26 2017 01:56 PM	need to hear first	
281	Dec 26 2017 12:40 PM	Businesses being impacted	
282	Dec 26 2017 12:39 PM	The impact on Commerce in the area	
283	Dec 26 2017 12:22 PM	Along Manatee Ave create cutoffs for public bus stops off the main road	
284	Dec 26 2017 12:18 PM	Adopt European rules of don't enter an intersection if exit not clear.	
285	Dec 26 2017 12:14 PM	no comment added	
286	Dec 26 2017 12:02 PM	North - South congestion	
287	Dec 26 2017 11:59 AM	Why do drivers not know the Law? (Manatee Ave and 27th) Turn into the closet land to you! left and right turns.	
288	Dec 26 2017 11:55 AM	Historical buildings in downtown Bradenton and Palmetto along n-s and e-w corridors	
289	Dec 26 2017 11:35 AM	Wheelchair being more able to ride regular station buses.	
290	Dec 26 2017 11:30 AM	We were not given any info tonight. We were told that no questions	
291	Dec 26 2017 11:03 AM	The location of the redevelopment plan and it's effects on the local area	
292	Dec 26 2017 10:58 AM	How about a pilot project for micro-transit	
293	Dec 26 2017 10:54 AM	wheelchair concerns that provides more regular transport to wheelchair.	
294	Dec 26 2017 09:03 AM	Bird sanctuary disruption	
295	Dec 26 2017 07:47 AM	Work to discourage adding more cars to the road via better public transit options.	
296	Dec 26 2017 06:58 AM	Not unless you get stuck behind a bus while it's loading or unloading passengers, Ugh!	
297	Dec 26 2017 06:48 AM	Public buses clog right lanes when stopping to load/unload passengers.	
298	Dec 23 2017 01:11 AM	have service on Sundays, at least in mornings, people like to attend church; make weekday service later and more frequent for workers	
299	Dec 20 2017 08:41 PM	Please don't put a bridge through the middle of Braden Castle Park.	
300	Dec 19 2017 08:03 PM	We are addressing the transit needs for those who do not have cars.	

Question 7

CMNAA - Alternatives Public Meeting Feedback Survey

Are there any additional safety concerns you know of in the study area that were not addressed?

Answer Choices	Responses	
No	25.00%	99
Yes (Please specify)	75.00%	297
Answered		396
Skipped		50



Respondents	Response Date	Yes (Please specify)	Tags
1	Feb 11 2019 02:30	7th Street connector to Haben Blvd.	
2	Feb 11 2019 02:18	7th Street connector to Haben Blvd.	
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8	Feb 11 2019 02:00	7th Street connector to Haben Blvd.	
9	Feb 11 2019 01:57	see above	
10	Feb 11 2019 12:39	7th Street connector to Haben Blvd.	
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70	Feb 07 2019 03:59	7th street connector to Haben Blvd.	
71	Feb 07 2019 03:57	7th street connector to Haben Blvd.	
72	Feb 07 2019 03:56	7th street connector to Haben Blvd.	
73	Feb 07 2019 03:55	7th street connector to Haben Blvd.	
74	Feb 07 2019 03:53	7th street connector to Haben Blvd.	
75	Feb 07 2019 03:52	7th street connector to Haben Blvd.	
76	Feb 07 2019 03:51	7th street connector to Haben Blvd.	
77	Feb 07 2019 03:50	7th street connector to Haben Blvd.	
78	Feb 07 2019 03:49	7th street connector to Haben Blvd.	
79	Feb 07 2019 03:48	7th street connector to Haben Blvd.	
80	Feb 07 2019 03:47	7th street connector to Haben Blvd.	
81	Feb 07 2019 03:46	7th street connector to Haben Blvd.	
82	Feb 07 2019 03:46	7th street connector to Haben Blvd.	
83	Feb 07 2019 03:44	7th street connector to Haben Blvd.	
84	Feb 07 2019 03:40	7th street connector to Haben Blvd.	
85	Feb 07 2019 03:38	7th street connector to Haben Blvd.	
86	Feb 07 2019 03:35	7th street connector to Haben Blvd.	
87	Feb 07 2019 03:34	7th street connector to Haben Blvd.	
88	Feb 07 2019 03:33	7th street connector to Haben Blvd.	
89	Feb 07 2019 03:32	7th street connector to Haben Blvd.	
90	Feb 07 2019 03:31	7th street connector to Haben Blvd.	
91	Feb 07 2019 03:29	7th street connector to Haben Blvd.	
92	Feb 07 2019 03:29	7th street connector to Haben Blvd.	
93	Feb 07 2019 03:28	7th street connector to Haben Blvd.	

94	Feb 07 2019 03:25	7th street connector to Haben Blvd.	
95	Feb 07 2019 03:24	7th street connector to Haben Blvd.	
96	Feb 07 2019 03:21	7th street connector to Haben Blvd.	
97	Feb 07 2019 03:21	7th street connector to Haben Blvd.	
98	Feb 07 2019 03:20	7th street connector to Haben Blvd.	
99	Feb 07 2019 03:19	7th street connector to Haben Blvd.	
100	Feb 07 2019 03:07	7th street connector to Haben Blvd.	
101	Feb 07 2019 03:05	7th street connector to Haben Blvd.	
102	Feb 07 2019 03:03	7th street connector to Haben Blvd.	
103	Feb 07 2019 03:02	7th street connector to Haben Blvd.	
104	Feb 07 2019 02:59	7th street connector to Haben Blvd.	
105	Feb 07 2019 02:57	7th street connector to Haben Blvd.	
106	Feb 07 2019 02:56	7th street connector to Haben Blvd.	
107	Feb 07 2019 02:54	7th street connector to Haben Blvd.	
108	Feb 07 2019 02:53	7th street connector to Haben Blvd.	
109	Feb 07 2019 02:52	7th street connector to Haben Blvd.	
110	Feb 07 2019 02:49	7th street connector to Haben Blvd.	
111	Feb 07 2019 02:46	7th street connector to Haben Blvd.	
112	Feb 07 2019 02:45	7th street connector to Haben Blvd.	
113	Feb 07 2019 02:44	7th street connector to Haben Blvd.	
114	Feb 07 2019 02:43	7th street connector to Haben Blvd.	
115	Feb 07 2019 02:41	7th street connector to Haben Blvd.	
116	Feb 07 2019 02:39	7th street connector to Haben Blvd.	
117	Feb 07 2019 02:34	7th street connector to Haben Blvd.	
118	Feb 07 2019 02:33	7th street connector to Haben Blvd.	
119	Feb 07 2019 02:31	7th street connector to Haben Blvd.	
120	Feb 07 2019 02:29	7th street connector to Haben Blvd.	
121	Feb 07 2019 02:27	7th street connector to Haben Blvd.	
122	Feb 07 2019 11:36	7th street connector to Haben Blvd.	
123	Feb 07 2019 11:35	7th street connector to Haben Blvd.	
124	Feb 07 2019 11:33	7th street connector to Haben Blvd.	
125	Feb 07 2019 11:29	7th street connector to Haben Blvd.	
126	Feb 07 2019 11:28	7th street connector to Haben Blvd.	
127	Feb 07 2019 11:26	7th street connector to Haben Blvd.	
128	Feb 07 2019 11:25	7th street connector to Haben Blvd.	
129	Feb 07 2019 11:08	7th street connector to Haben Blvd.	
130	Feb 07 2019 11:07	7th street connector to Haben Blvd.	
131	Feb 07 2019 11:06	7th street connector to Haben Blvd.	
132	Feb 07 2019 11:05	7th street connector to Haben Blvd.	
133	Feb 07 2019 11:04	7th street connector to Haben Blvd.	

134	Feb 07 2019 11:03	7th street connector to Haben Blvd.	
135	Feb 07 2019 11:02	7th street connector to Haben Blvd.	
136	Feb 07 2019 11:01	7th street connector to Haben Blvd.	
137	Feb 07 2019 11:00	7th street connector to Haben Blvd.	
138	Feb 07 2019 11:00	7th street connector to Haben Blvd.	
139	Feb 07 2019 10:59	7th street connector to Haben Blvd.	
140	Feb 07 2019 10:58	7th street connector to Haben Blvd.	
141	Feb 07 2019 10:57	7th street connector to Haben Blvd.	
142	Feb 07 2019 10:56	7th street connector to Haben Blvd.	
143	Feb 07 2019 10:54	7th street connector to Haben Blvd.	
144	Feb 07 2019 10:47	7th street connector to Haben Blvd.	
145	Feb 07 2019 10:44	7th street connector to Haben Blvd.	
146	Feb 07 2019 10:43	7th street connector to Haben Blvd.	
147	Feb 07 2019 10:42	7th street connector to Haben Blvd.	
148	Feb 07 2019 10:41	7th street connector to Haben Blvd.	
149	Feb 07 2019 10:40	7th street connector to Haben Blvd.	
150	Feb 07 2019 10:37	7th street connector to Haben Blvd.	
151	Feb 07 2019 10:36	7th street connector to Haben Blvd.	
152	Feb 07 2019 10:35	7th street connector to Haben Blvd.	
153	Feb 07 2019 10:34	7th street connector to Haben Blvd.	
154	Feb 07 2019 10:33	7th street connector to Haben Blvd.	
155	Feb 07 2019 10:32	7th street connector to Haben Blvd.	
156	Feb 07 2019 10:31	7th street connector to Haben Blvd.	
157	Feb 07 2019 10:23	7th street connector to Haben Blvd.	
158	Feb 07 2019 10:22	7th street connector to Haben Blvd.	
159	Feb 07 2019 10:20	7th street connector to Haben Blvd.	
160	Feb 07 2019 10:18	7th street connector to Haben Blvd.	
161	Feb 07 2019 10:17	7th street connector to Haben Blvd.	
162	Feb 07 2019 10:15	7th street connector to Haben Blvd.	
163	Feb 07 2019 10:14	7th street connector to Haben Blvd.	
164	Feb 07 2019 10:11	7th street connector to Haben Blvd.	
165	Feb 07 2019 10:08	7th street connector to Haben Blvd.	
166	Feb 07 2019 10:06	7th street connector to Haben Blvd.	
167	Feb 07 2019 10:04	7th street connector to Haben Blvd.	
168	Feb 07 2019 10:02	7th street connector to Haben Blvd.	
169	Feb 07 2019 10:02	7th street connector to Haben Blvd.	
170	Feb 07 2019 10:01	7th street connector to Haben Blvd.	
171	Feb 07 2019 09:58	7th street connector to Haben Blvd.	
172	Feb 07 2019 09:56	see above.	
173	Feb 07 2019 09:42	7th street connector to Haben Blvd.	

174	Feb 07 2019 09:38	7th street connector to Haben Blvd.	
175	Feb 07 2019 09:37	7th street connector to Haben Blvd.	
176	Feb 07 2019 09:36	7th street connector to Haben Blvd.	
177	Feb 07 2019 09:35	7th street connector to Haben Blvd.	
178	Feb 07 2019 09:33	7th street connector to Haben Blvd.	
179	Feb 07 2019 09:29	7th street connector to Haben Blvd.	
180	Feb 06 2019 03:19	7th street connector to Haben Blvd.	
181	Feb 06 2019 03:03	7th street connector to Haben Blvd.	
182	Feb 06 2019 02:50	7th street connector to Haben Blvd.	
183	Feb 06 2019 02:47	7th street connector to Haben Blvd.	
184	Feb 06 2019 02:44	7th street connector to Haben Blvd.	
185	Feb 06 2019 02:33	7th street connector to Haben Blvd.	
186	Feb 06 2019 02:28	7th street connector to Haben Blvd.	
187	Feb 06 2019 02:26	7th street connector to Haben Blvd.	
188	Feb 06 2019 02:19	7th street connector to Haben Blvd.	
189	Feb 06 2019 02:17	7th street connector to Haben Blvd.	
190	Feb 06 2019 02:15	7th street connector to Haben Blvd.	
191	Feb 06 2019 02:14	7th street connector to Haben Blvd.	
192	Feb 06 2019 02:13	7th street connector to Haben Blvd.	
193	Feb 06 2019 02:12	7th street connector to Haben Blvd.	
194	Feb 06 2019 02:09	7th street connector to Haben Blvd.	
195	Feb 06 2019 12:23	7th street connector to Haben Blvd.	
196	Feb 06 2019 12:16	7th street connector to Haben Blvd.	
197	Feb 06 2019 11:46	7th street connector to Haben Blvd.	
198	Feb 06 2019 11:24	7th street connector to Haben Blvd.	
199	Feb 06 2019 10:02	7th street connector to Haben Blvd.	
200	Feb 06 2019 10:00	7th street connector to Haben Blvd.	
201	Feb 06 2019 09:53	7th street connector to Haben Blvd.	
202	Feb 06 2019 09:52	7th street connector to Haben Blvd.	
203	Feb 06 2019 09:42	7th street connector to Haben Blvd.	
204	Feb 06 2019 09:40	7th street connector to Haben Blvd.	
205	Feb 06 2019 09:39	7th street connector to Haben Blvd.	
206	Feb 06 2019 09:34	7th street connector to Haben Blvd.	
207	Feb 06 2019 09:31	7th street connector to Haben Blvd.	
208	Feb 06 2019 09:29	7th street connector to Haben Blvd.	
209	Feb 06 2019 09:04	7th street connector to Haben Blvd.	
210	Feb 06 2019 08:58	7th street connector to Haben Blvd.	
211	Feb 05 2019 01:48	7th street connector to Haben Blvd.	
212	Feb 05 2019 11:47	7th street connector to Haben Blvd.	
213	Feb 05 2019 11:37	7th street connector to Haben Blvd.	

214	Feb 05 2019 11:35	7th street connector to Haben Blvd.	
215	Feb 05 2019 11:33	7th street connector to Haben Blvd.	
216	Feb 05 2019 11:27	7th street connector to Haben Blvd.	
217	Feb 05 2019 11:25	7th street connector to Haben Blvd.	
218	Feb 05 2019 11:23	7th street connector to Haben Blvd.	
219	Feb 05 2019 11:20	7th street connector to Haben Blvd.	
220	Feb 05 2019 11:15	7th street connector to Haben Blvd.	
221	Feb 05 2019 11:13	7th street connector to Haben Blvd.	
222	Feb 04 2019 01:13	7th Street connector to Haben Blvd.	
223	Feb 04 2019 01:04	7th Street connector to Haben Blvd.	
224	Feb 04 2019 12:57	7th Street connector to Haben Blvd.	
225	Feb 04 2019 12:55	7th Street connector to Haben Blvd.	
226	Feb 04 2019 12:52	7th Street connector to Haben Blvd.	
227	Feb 04 2019 12:48	7th Street connector to Haben Blvd.	
228	Feb 04 2019 12:46	7th Street connector to Haben Blvd.	
229	Feb 04 2019 12:43	7th Street connector to Haben Blvd.	
230	Feb 04 2019 12:38	7th Street connector to Haben Blvd.	
231	Feb 04 2019 12:32	7th Street connector to Haben Blvd.	
232	Feb 04 2019 12:29	7th Street connector to Haben Blvd.	
233	Feb 04 2019 12:20	7th Street connector to Haben Blvd.	
234	Feb 04 2019 12:18	7th Street connector to Haben Blvd.	
235	Feb 04 2019 12:16	7th Street connector to Haben Blvd.	
236	Feb 04 2019 12:11	7th Street connector to Haben Blvd.	
237	Feb 04 2019 12:08	7th Street connector to Haben Blvd.	
238	Feb 04 2019 12:06	7th Street connector to Haben Blvd.	
239	Feb 04 2019 11:59	7th Street connector to Haben Blvd.	
240	Feb 04 2019 11:57	7th Street connector to Haben Blvd.	
241	Feb 04 2019 11:55	7th Street connector to Haben Blvd.	
242	Feb 04 2019 11:53	7th Street connector to Haben Blvd.	
243	Feb 04 2019 11:53	7th Street connector to Haben Blvd.	
244	Feb 04 2019 11:52	7th Street connector to Haben Blvd.	
245	Feb 04 2019 11:42	7th Street connector to Haben Blvd.	
246	Feb 04 2019 11:38	7th Street connector to Haben Blvd.	
247	Feb 04 2019 11:36	7th Street connector to Haben Blvd.	
248	Feb 04 2019 11:32	7th Street connector to Haben Blvd.	
249	Feb 04 2019 11:25	7th Street connector to Haben Blvd.	
250	Feb 04 2019 11:20	7th Street connector to Haben Blvd.	
251	Feb 04 2019 11:14	7th Street connector to Haben Blvd.	
252	Jan 02 2018 05:58	Crossing 301 at 7th Street biking or walking	
253	Dec 27 2017 10:54	lane changes + those that become a merge or right turn only. Road signs earlier so that you can find your turn.	

254	Dec 27 2017 10:42	*unreadable* not visible during rush hour	
255	Dec 27 2017 10:34	reduce lanes, don't increase them!	
256	Dec 27 2017 10:33	Children movement during construction	
257	Dec 27 2017 10:24	What happens to existing businesses and churches in area ROW	
258	Dec 27 2017 10:21	Pedestrians in genera	
259	Dec 27 2017 10:20	Taking right-of-way will adversely affect businesses.	
260	Dec 27 2017 10:18	Left turn from N 301 on to 7th Street in Palmetto- someone is going to get killed - traffic coming south are just going too fast.	
261	Dec 27 2017 10:11	safety for ecosystem	
262	Dec 27 2017 10:07	more lighting on US 19 + 41 north	
263	Dec 27 2017 09:52	Re-route the over pass	
264	Dec 27 2017 08:52	more lighting	
265	Dec 27 2017 08:50	Historical values of Braden Castle, the origin of Bradenton as well as the first critical wildlife sanctuary of Manatee County	
266	Dec 26 2017 04:58	sidewalks and lights	
267	Dec 26 2017 04:43	sidewalk and lights	
268	Dec 26 2017 04:36	sidewalks and light	
269	Dec 26 2017 04:30	Exit to Businesses, churches, widening of streets and properties	
270	Dec 26 2017 04:27	Put me on 1st St project team	
271	Dec 26 2017 04:08	No safe bicycle lanes on Manatee Ave	
272	Dec 26 2017 03:32	no comment added	
273	Dec 26 2017 03:28	increased speeding due to current new road installation (44th Ave)	
274	Dec 26 2017 03:04	I am concerned about the sensitive ecosystem of the Manatee River	
275	Dec 26 2017 03:02	Poor planning on community	
276	Dec 26 2017 03:00	traffic lights	
277	Dec 26 2017 02:42	no comment added	
278	Dec 26 2017 02:41	People who block intersection after their light turns red - may require more camera issued tickets and fines	
279	Dec 26 2017 02:39	41-23	
280	Dec 26 2017 02:25	We need smaller intersections and lower speed limits on surface roads. Elevated roads that do not serve bicyclists and pedestrians can have higher speeds.	
281	Dec 26 2017 02:15	Protection of historical Braden Castle and the elderly poor residents and our homes. Shorter red light time and longer yellow -redlight runners - safety. Bus routes need to run Sundays and later in evening for workers and more frequent than once an hour.	
282	Dec 26 2017 02:05	sidewalks needed	
283	Dec 26 2017 02:02	lighting	
284	Dec 26 2017 01:56	need to hear first	
285	Dec 26 2017 12:18	clear and adequate signal critical with sufficient reaction time with signal placement	
286	Dec 26 2017 12:16	We don't want the flyover at 1st St W Bradenton	
287	Dec 26 2017 12:14	no comment added	
288	Dec 26 2017 11:59	Drivers do not use their turn signals. Ticket, Ticket, Ticket	
289	Dec 26 2017 11:55	Pedestrian crossings on SR 62	

290	Dec 26 2017 11:35	wheelchair safety	
291	Dec 26 2017 11:30	We were not given the opportunity to see or discuss this. Preserving the 9 black churches near 1st Street, Bradenton	
292	Dec 26 2017 11:17	Traffic light shortage between 1st St and 9th MLK, and 9th St	
293	Dec 26 2017 11:03	Traffic light shortage between 1st St and 9th MLK, and 9th St and MLK	
294	Dec 26 2017 10:58	bike conditions on Manatee Ave are very bad	
295	Dec 26 2017 10:54	wheelchair safety	
296	Dec 26 2017 09:03	Environmental	
297	Dec 23 2017 01:11	the length of time at red lights, the main reason why most people run them is because they take so long to change (not a advocate for running red)	

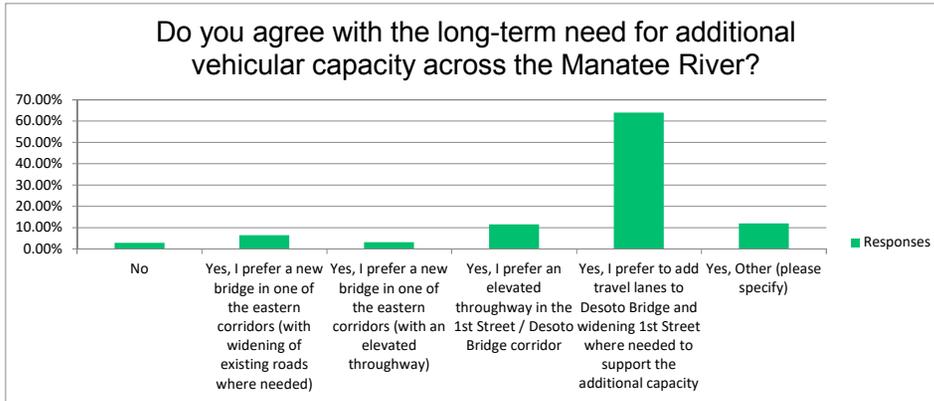
Question 8

CMNAA - Alternatives Public Meeting Feedback Survey

Do you agree with the long-term need for additional vehicular capacity across the Manatee River?

Answer Choices	Responses	
No	2.88%	12
Yes, I prefer a new bridge in one of the eastern corridors (with widening of existing roads where needed)	6.49%	27
Yes, I prefer a new bridge in one of the eastern corridors (with an elevated throughway)	3.13%	13
Yes, I prefer an elevated throughway in the 1st Street / Desoto Bridge corridor	11.54%	48
Yes, I prefer to add travel lanes to Desoto Bridge and widening 1st Street where needed to support the additional capacity	63.94%	266
Yes, Other (please specify)	12.02%	50

Answered 416
Skipped 30



Respondents	Response Date	Yes, Other (please specify)	Tags
	1 Dec 27 2017 11:00 AM	ET or widened in eastern corridors	
	2 Dec 27 2017 10:44 AM	widening and elevated throughway to 1st	
	3 Dec 27 2017 10:34 AM	travel lanes to Desoto Bridge	
	4 Dec 27 2017 10:34 AM	add lanes to I-75	
	5 Dec 27 2017 10:25 AM	no selection made	
	6 Dec 27 2017 10:22 AM	no selection made	
	7 Dec 27 2017 10:20 AM	use western corridor	
	8 Dec 27 2017 10:17 AM	add an elevated throughway to the 1st	
	9 Dec 27 2017 10:16 AM	add an elevated throughway to the 1st	
	10 Dec 27 2017 10:14 AM	add an elevated throughway to the 1st	
	11 Dec 27 2017 10:09 AM	add an elevated throughway to the 1st	
	12 Dec 27 2017 10:08 AM	add an elevated throughway to the 1st	
	13 Dec 27 2017 10:07 AM	widened)	
	14 Dec 27 2017 09:52 AM	no selection made	
	15 Dec 27 2017 09:52 AM	corridors.	
	16 Dec 27 2017 09:50 AM	no selection made	
	17 Dec 27 2017 09:42 AM	did not specify	
	18 Dec 27 2017 09:40 AM	Prefers All	
	19 Dec 27 2017 09:18 AM	did not specify	
	20 Dec 27 2017 08:50 AM	w/widening, add travel lanes to Desoto Bridge	
	21 Dec 26 2017 04:58 PM	add an elevated throughway to the 1st	
	22 Dec 26 2017 04:43 PM	no selection made	
	23 Dec 26 2017 04:36 PM	widening and new bridge in eastern corridors	
	24 Dec 26 2017 04:33 PM	add an elevated throughway to the 1st	

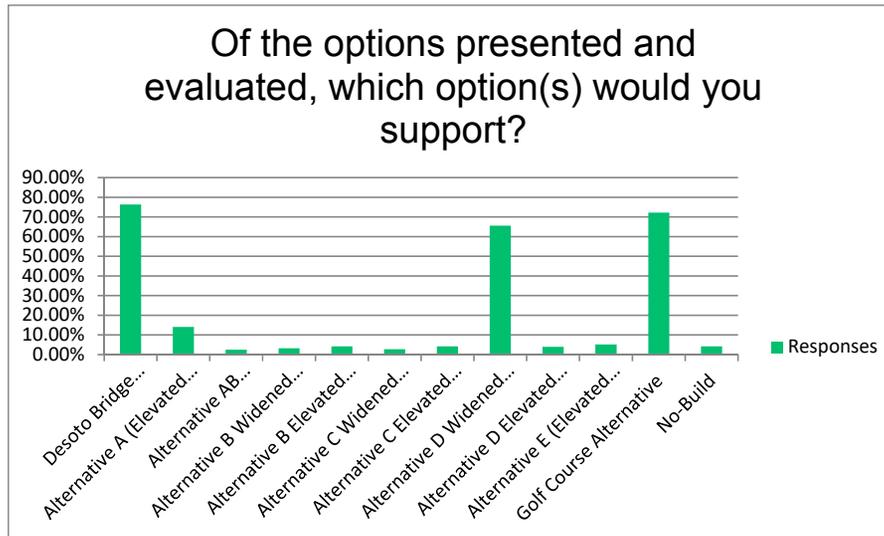
25	Dec 26 2017 04:31 PM	add an elevated throughway to the 1st	
26	Dec 26 2017 04:30 PM	elevated throughway and add an elevated	
27	Dec 26 2017 04:25 PM	widening and elevated throughway	
28	Dec 26 2017 03:31 PM	add an elevated throughway to the 1st	
29	Dec 26 2017 03:12 PM	add an elevated throughway to the 1st	
30	Dec 26 2017 03:05 PM	add an elevated throughway to the 1st	
31	Dec 26 2017 02:57 PM	Yes, none of the above	
32	Dec 26 2017 02:42 PM	no selection made	
33	Dec 26 2017 02:38 PM	widening and travel lanes to Desoto Bridge	
34	Dec 26 2017 02:37 PM	need more information about all	
35	Dec 26 2017 02:35 PM	add an elevated throughway to the 1st	
36	Dec 26 2017 02:34 PM	add an elevated throughway to the 1st	
37	Dec 26 2017 02:02 PM	and elevated thoroughway to the 1st	
38	Dec 26 2017 01:05 PM	add an elevated throughway to the 1st	
39	Dec 26 2017 12:42 PM	add an elevated throughway to the 1st	
40	Dec 26 2017 12:35 PM	add an elevated throughway to the 1st	
41	Dec 26 2017 12:24 PM	widening and elevated throughway	
42	Dec 26 2017 12:18 PM	add an elevated throughway to the 1st	
43	Dec 26 2017 12:10 PM	add an elevated throughway to the 1st	
44	Dec 26 2017 12:03 PM	Yes, but did not select	
45	Dec 26 2017 12:02 PM	add an elevated throughway to the 1st	
46	Dec 26 2017 11:59 AM	Desoto Bridge and add an elevated	
47	Dec 26 2017 11:39 AM	elevated throughway to the 1st Street/Desoto	
48	Dec 26 2017 11:35 AM	and travel lanes to Desoto Bridge	
49	Dec 26 2017 10:54 AM	travel lanes to Desoto Bridge	
50	Dec 20 2017 08:41 PM	I don't know what all these answers mean.	

Question 9

CMNAA - Alternatives Public Meeting Feedback Survey

Of the options presented and evaluated, which option(s) would you support?

Answer Choices	Responses	
Desoto Bridge Replacement (6-lanes with at-grade widening)	76.35%	310
Alternative A (Elevated Throughway in the Desoto Corridor)	14.04%	57
Alternative AB (Elevated Throughway on 9th Street that crosses over to US 41 north of Manatee River)	2.46%	10
Alternative B Widened (Bridge connecting 9th Street to 16th Street, requires widening)	3.20%	13
Alternative B Elevated (Elevated Throughway on 9th Street that crosses over to 16th Street north of Manatee River)	4.19%	17
Alternative C Widened (Bridge connecting 15th Street to 16th Street, requires widening)	2.71%	11
Alternative C Elevated (Elevated Throughway on 15th Street that crosses over to 16th Street north of Manatee River)	4.19%	17
Alternative D Widened (Bridge connecting 27th Street to Ellenton Gillette Road north of Manatee River, requires widening)	65.52%	266
Alternative D Elevated (Elevated Throughway on 27th Street that crosses over to Ellenton Gillette Road north of Manatee River)	3.94%	16
Alternative E (Elevated Throughway south of Manatee River and widened north of Manatee River)	5.17%	21
Golf Course Alternative	72.17%	293
No-Build	4.19%	17
	Answered	406
	Skipped	40



Question 10

CMNAA - Alternatives Public Meeting Feedback Survey

Please include your name and email address if you'd like to receive updates on future public meetings for this project:

Answer Choices	Responses	
Name:	97.02%	358
Company:	0.00%	0
Address:	0.00%	0
Address 2:	0.00%	0
City/Town:	0.00%	0
State/Province:	0.00%	0
ZIP/Postal Code:	0.00%	0
Country:	0.00%	0
an email address, you may include your mailing address):	63.41%	234
Additional Comments:	14.36%	53
	Answered	369
	Skipped	77

Respondents	Response Date	Name:	Tags	Email Address (if you do not have an email address, you may include your mailing address):	Additional Comments:
1	Feb 11 2019 02:45 PM	Sonia Martinez		sarevallo@aol.com	
2	Feb 11 2019 02:43 PM	Luis Martinez		Lmartinez032@yahoo.com	
3	Feb 11 2019 02:41 PM	Isabella Martinez		Isamartinez2gmail.com	
4	Feb 11 2019 02:37 PM	Martin Martinez		15206 Long Cypress Dr. Ruskin FL	
5	Feb 11 2019 02:32 PM	Wendy Gardner		Wendygardner@msn.com	
6	Feb 11 2019 02:30 PM	Breland Pocius		1557 Oak view Drive Sarasota FL	
7	Feb 11 2019 02:20 PM	Leonard		847 70th drive E. Sarasota FL	
8	Feb 11 2019 02:18 PM	Bill Wallace		4683 Willow Wood Circle Sarasota FL	
9	Feb 11 2019 02:18 PM	Bill Wallace		4683 Willow Wood Circle Sarasota FL	
10	Feb 11 2019 02:15 PM	Judy Cutchin		12156 Meadow Brook Lane	
11	Feb 11 2019 02:11 PM	Sharon Khadaran		506 29th Ave West Bradenton FL	
12	Feb 11 2019 02:08 PM	Gregory Collins		627 20th Lane E Palmetto FL	(813)454-2291
13	Feb 11 2019 02:05 PM	fleecia Collins & Haacy Collins		rileyfleecia@gmail.com	(941)243-8735
14	Feb 11 2019 02:04 PM	fleecia Collins & Haacy Collins		rileyfleecia@gmail.com	
15	Feb 11 2019 02:00 PM	Shelia Bing		7705 17th st ct E.	rbing@tampabay.rr.com
16	Feb 11 2019 01:57 PM	Shelia Bing		7705 17th st ct E.	rbing@tampabay.rr.com
17	Feb 11 2019 12:39 PM	Joan Koehler		11162 Sandhill Preserve Dr. Sarasota, FL	
18	Feb 11 2019 12:37 PM	Bria Mckenzie		Kingsdaughter33@gmail.com	
19	Feb 11 2019 12:36 PM	Donna Wright		3508 28th st. East Bradenton FL	
20	Feb 11 2019 12:35 PM	Henry & Olive Eldon		3508 28th st. East Bradenton FL	
21	Feb 11 2019 12:33 PM	Lorenza Falcon		205 21st Ave W Bradenton	
22	Feb 11 2019 12:32 PM	Arlene Johnson		arlenejohnson51@yahoo.com	
23	Feb 11 2019 12:30 PM	Michael Fisher			
24	Feb 11 2019 12:29 PM	Tanika Williams		Nicole7williams@gmail.com	
25	Feb 11 2019 12:28 PM	Lisa Iglesias		Prayersofasinglemother@yahoo.com	
26	Feb 11 2019 12:26 PM	Pat Sanders		Jsanderson2940@TampaBay.RR.com	
27	Feb 11 2019 12:24 PM	Jamaal George		627 20th Lane E Palmetto FL	
28	Feb 11 2019 12:23 PM	Herma McDonald			
29	Feb 11 2019 12:22 PM	Martha C.		EJWMQHUHisyour@yahoo.com	(941)580-8191
30	Feb 11 2019 12:19 PM	Janet White		SonettNicole725@gmail.com	
31	Feb 11 2019 12:17 PM	Una Hines		715 56th Ave. Dr. E. Bradenton FL	
32	Feb 11 2019 12:16 PM	Stawania Heaven		2306 11th Ave E Palmetto, FL 34221	Mrsheaven34@yahoo.com
33	Feb 11 2019 12:14 PM	Stephanie Swilley		SSwilley88@gmail.com	
34	Feb 11 2019 12:12 PM	Cathy Williams		928 31st Ave E.	
35	Feb 11 2019 12:10 PM	Robert Hodge		Lhodge18@gmail.com	
36	Feb 11 2019 12:09 PM	Lynda Hodge		Lhodge18@gmail.com	
37	Feb 11 2019 12:08 PM	Raymond Bing		Abwg@Tampabay.rr.com	
38	Feb 11 2019 12:06 PM	Joyce Horton		Jhorton3505@aol.com	
39	Feb 11 2019 12:04 PM	A. Smith		Asmith@gmail.com	
40	Feb 11 2019 11:49 AM	Elie Jonassoint		801 Melody Lane Bradenton FL 34207	(609)408-9755
41	Feb 11 2019 11:45 AM	Barbara Robertson		923 70th Drive East Sarasota FL	
42	Feb 11 2019 11:43 AM	Robert		606 Riviera Dunes Way #603	
43	Feb 11 2019 11:42 AM	Jose			
44	Feb 11 2019 11:41 AM	Phyllis Thomas		Tinkerphye@yahoo.com	
45	Feb 11 2019 11:39 AM	Saul Fineman		Sfineman@me.com	
46	Feb 11 2019 11:38 AM	Laura Fineman		Lrae@mc.com	

47	Feb 11 2019 11:36 AM	Tammi Wirth		6919 64th Ave E. Palmetto FL	
48	Feb 11 2019 11:35 AM	G. Wallace		4683 Willow Wood Circle Sarasota FL	
49	Feb 11 2019 11:32 AM	Michael Loscalzo		610 Riviera Dunes Way #504 Palmetto FL	Harley2422@msn.com
50	Feb 11 2019 11:30 AM	Donna Loscalzo		610 Riviera Dunes Way Palmetto FL	DLLoscalzo@gmail.com
51	Feb 11 2019 11:28 AM	Mauvis E.		4080 Southern Manor Court Sarasota FL	
52	Feb 11 2019 11:26 AM	Edite E.		4080 Southern Manor Court Sarasota FL	
53	Feb 11 2019 11:19 AM	Daney Jobesynsry		1104 49th Ave Drive W. Bradenton	
54	Feb 11 2019 11:17 AM	Richie Maurosehadt		Maurosehadt@yahoo.com	
55	Feb 11 2019 11:15 AM	Yionda Lenard		3501 67th St West Bradenton	
56	Feb 11 2019 11:13 AM	Debra Maurosehadt		abemaurosehadt@gmail.com	
57	Feb 11 2019 11:10 AM	C.			
58	Feb 11 2019 11:09 AM	Barbara Harris		201 22nd St west Bradenton	
59	Feb 11 2019 11:07 AM	Michael Hams		201 22nd St west Bradenton	
60	Feb 11 2019 11:06 AM	Katie Lidell		7371 Regina Royale Sarasota FL	
61	Feb 11 2019 11:04 AM	Jim Liddell		7371 Regina Royale Sarasota FL	
62	Feb 11 2019 11:02 AM	Susan Bartell		6725 Country Road Myakka	
63	Feb 11 2019 11:01 AM	Chris Kruzan		615 Riviera Dunes Way #305 Palmetto FI	Chriskruzan@hotmail.com
64	Feb 11 2019 10:59 AM			2764 71sv et w Bradenton	
65	Feb 11 2019 10:51 AM	Walter		2764 1st Ct W Bradenton	
66	Feb 11 2019 10:48 AM	Susan Kruzan		615 Riviera Dunes Way #305 Palmetto FI	Skruzan@gmail.com
67	Feb 11 2019 10:45 AM	Kale Dustin		1557 Oak view Drive Sarasota FL	
68	Feb 11 2019 10:38 AM	Robert Nuss		615 Riviera Dunes Way #501 Palmetto FI	Nussfamily@comcast.net
69	Feb 11 2019 10:35 AM	Jean A. Nuss		nussfamily@comcast.net	
70	Feb 11 2019 10:22 AM	Melissa		VickiandJuan2128@gmail.com	
71	Feb 11 2019 10:18 AM	Edward L. Thomas		ed@editorial.com	
72	Feb 11 2019 09:59 AM	Sherry Williams		slw615303@gmail.com	
73	Feb 11 2019 09:52 AM	Osta Russell		9535 Osprey Ave Sarasota FL	
74	Feb 11 2019 09:48 AM			615 Riviera Dunes Way #303 Palmetto FI	
75	Feb 07 2019 04:02 PM	Cesar Sandoval			
76	Feb 07 2019 04:00 PM	Stephanie Garcia			
77	Feb 07 2019 03:59 PM	A. A.			
78	Feb 07 2019 03:57 PM	Malcom Norwood			
79	Feb 07 2019 03:56 PM	James Milhaven		Jamespiii@yahoo.com	
80	Feb 07 2019 03:55 PM	Mariana Agular			
81	Feb 07 2019 03:53 PM	Marylee Webley			
82	Feb 07 2019 03:52 PM	Kevin Webley			
83	Feb 07 2019 03:51 PM	Charles Davis			
84	Feb 07 2019 03:50 PM	Amber Davis			
85	Feb 07 2019 03:48 PM	Sharon Salyor			
86	Feb 07 2019 03:47 PM	Tom			
87	Feb 07 2019 03:46 PM	Mike			
88	Feb 07 2019 03:46 PM	Rafael Calle			
89	Feb 07 2019 03:44 PM	Michael T. Jordan			
90	Feb 07 2019 03:40 PM	Jean Johnson		jjk647@gmail.com	
91	Feb 07 2019 03:38 PM	Lionel Vascuez		Leo208708@gmail.com	
92	Feb 07 2019 03:35 PM	Joanna Contreras			
93	Feb 07 2019 03:34 PM	James Ballett			
94	Feb 07 2019 03:33 PM	Barb Reineck		b.reineck@comcast.net	
95	Feb 07 2019 03:32 PM	Ray Reineck		R.reineck@comcast.net	
96	Feb 07 2019 03:31 PM	John Krakowski			
97	Feb 07 2019 03:29 PM	Rebecca Agulara			
98	Feb 07 2019 03:29 PM	Thomas Wraight			
99	Feb 07 2019 03:28 PM	Alejandro Arradondo		Alexarredxxx@yahoo.com	
100	Feb 07 2019 03:25 PM	Caridad Ofamil			
101	Feb 07 2019 03:24 PM	William			
102	Feb 07 2019 03:21 PM	Pat Scoggins			
103	Feb 07 2019 03:21 PM	Judy Scoggins			
104	Feb 07 2019 03:20 PM	Russ			
105	Feb 07 2019 03:19 PM	Miltone Crowe			
106	Feb 07 2019 03:07 PM	Alan Betoncourt			
107	Feb 07 2019 03:05 PM	Xiomara Galle			
108	Feb 07 2019 03:03 PM	Ivan R.			
109	Feb 07 2019 03:02 PM	Jorjie P.			
110	Feb 07 2019 02:59 PM	Alfanzo Elgurlar			
111	Feb 07 2019 02:57 PM	Elaine Rhoda			
112	Feb 07 2019 02:56 PM	Ken Rhoda			

113	Feb 07 2019 02:54 PM	Mary Norwood			
114	Feb 07 2019 02:52 PM	Michael Kulikowski			
115	Feb 07 2019 02:49 PM	April LaRose			
116	Feb 07 2019 02:46 PM	Mack Platt			
117	Feb 07 2019 02:45 PM	Craig Pitcher			
118	Feb 07 2019 02:44 PM	David Bowers			
119	Feb 07 2019 02:43 PM	Saudy			
120	Feb 07 2019 02:41 PM	Sandra Clark	sandra.clark79@yahoo.com		
121	Feb 07 2019 02:39 PM	Tom T. Alca			
122	Feb 07 2019 02:34 PM	Gerber Perez			
123	Feb 07 2019 02:33 PM	Ivan J.			
124	Feb 07 2019 02:31 PM	Bartly Carr			
125	Feb 07 2019 02:29 PM	Carlos Gonzales			
126	Feb 07 2019 02:27 PM	Pantelis Lazarakd			
127	Feb 07 2019 11:35 AM	Craig Johnson			
128	Feb 07 2019 11:33 AM	Conal			
129	Feb 07 2019 11:29 AM	James Hanifsh			
130	Feb 07 2019 11:28 AM	Sharon Kinsman			
131	Feb 07 2019 11:26 AM	Thelma Brown			
132	Feb 07 2019 11:25 AM	Uriel Bettron			
133	Feb 07 2019 11:08 AM	Amber Hagen			
134	Feb 07 2019 11:07 AM	Zona F.			
135	Feb 07 2019 11:06 AM	Keith Fenn			
136	Feb 07 2019 11:05 AM	Oddy Lambardi			
137	Feb 07 2019 11:04 AM	David Bowers			
138	Feb 07 2019 11:03 AM	Mary Cihlar			
139	Feb 07 2019 11:02 AM	Carla Frazier			
140	Feb 07 2019 11:01 AM	Mac Brown			
141	Feb 07 2019 11:00 AM	Nancy Lopez			
142	Feb 07 2019 11:00 AM	M.			
143	Feb 07 2019 10:59 AM	Tommy Coshy			
144	Feb 07 2019 10:58 AM	Michele C. Carey			
145	Feb 07 2019 10:57 AM	Tina Bowers			
146	Feb 07 2019 10:56 AM	Cathy Dean	11493 52nd Ct. E.	cathydean52@gmail.com	
147	Feb 07 2019 10:54 AM	Jill Reeves	jillymac2315@gmail.com		
148	Feb 07 2019 10:47 AM	Shawn Reeves	reevespest1979@gmail.com		
149	Feb 07 2019 10:44 AM	Caitun Green	Cgreen.73110@gmail.com		
150	Feb 07 2019 10:43 AM	Sandra Barajas			
151	Feb 07 2019 10:42 AM	Rosa Vega			
152	Feb 07 2019 10:41 AM	Marisa Carey			
153	Feb 07 2019 10:40 AM	Richard Green	rgreendh5@gmail.com		
154	Feb 07 2019 10:37 AM	Donald G.			
155	Feb 07 2019 10:36 AM	Keith Brihing			
156	Feb 07 2019 10:35 AM	Aaron Ahari			
157	Feb 07 2019 10:34 AM	Jayson Turjanslu	gotdaat@hotmail.com		
158	Feb 07 2019 10:33 AM	Jayson Turjanslu			
159	Feb 07 2019 10:32 AM	Wayne			
160	Feb 07 2019 10:31 AM	Irene A. Heegler			
161	Feb 07 2019 10:23 AM	T. Caso			
162	Feb 07 2019 10:22 AM	John Tryggeseth	6211- 15th Street Lot 34 Bradenton FL		
163	Feb 07 2019 10:20 AM	James Ferguson			
164	Feb 07 2019 10:18 AM	Angel Palace			
165	Feb 07 2019 10:17 AM	Maria Garcia			
166	Feb 07 2019 10:14 AM	Manuel Delos-Trims			
167	Feb 07 2019 10:11 AM	Oscar Sandoval			
168	Feb 07 2019 10:08 AM	Gwen G. Ferguson			
169	Feb 07 2019 10:06 AM	Harriet P.			
170	Feb 07 2019 10:04 AM	Marleen			
171	Feb 07 2019 10:02 AM	Jennifer Bailey			
172	Feb 07 2019 10:02 AM	Ramon Trejo			
173	Feb 07 2019 10:01 AM	Larry Colts			
174	Feb 07 2019 09:58 AM	Luis Fernando			
175	Feb 07 2019 09:56 AM	Dennis and Patricia Pignato	Padenn@optonline.net		
176	Feb 07 2019 09:42 AM	Dave Kemp	1064 North Tamiami Trail		
177	Feb 07 2019 09:38 AM	Pjyllis Thomas	Tinkerphyl@yahoo.com		
178	Feb 07 2019 09:37 AM	Ronald A. Tappe	Rtappe@verizon.net		

179	Feb 07 2019 09:36 AM	Caron Tappe & Carl Tappe		Rtappe@verizon.net	
180	Feb 07 2019 09:35 AM	Forrest Blancharo		ForrestandLinda@gmail.com	
181	Feb 07 2019 09:33 AM	Emmeral Latiner			
182	Feb 07 2019 09:29 AM	John Wesley Green		4213 9th ST East	
183	Feb 06 2019 03:19 PM	Carrie Ann Sheen			
184	Feb 06 2019 03:03 PM	Rich Buch			
185	Feb 06 2019 02:50 PM	Georgia Williams		317 11th Street Drive W. #B Palmetto FL.	
186	Feb 06 2019 02:44 PM	Leola McAdams		1002-27th St.Ct. E. Bradenton FL	
187	Feb 06 2019 02:33 PM	Delli Allari			
188	Feb 06 2019 02:28 PM	Henry Jones		Manateeboy1@yahoo.com	
189	Feb 06 2019 02:26 PM	Sharon Y. Anderson		PO Box 184 Palmetto, FL 34220	
190	Feb 06 2019 02:19 PM	Campbell			
191	Feb 06 2019 02:17 PM	Michael Fowler Jr.		300 34th Ave Dr. E Bradenton FL	
192	Feb 06 2019 02:15 PM	Dale Hayes			
193	Feb 06 2019 02:14 PM	C.			
194	Feb 06 2019 02:13 PM	Marty Riley			
195	Feb 06 2019 02:12 PM	Jaral Bowling			
196	Feb 06 2019 02:09 PM	Elise A. Green			
197	Feb 06 2019 12:23 PM	Richard Farley			
198	Feb 06 2019 12:16 PM	Neri Clark		ClarkN34@gmail.com	
199	Feb 06 2019 11:46 AM	Arredondo		Alexarredxxx@yahoo.com	
200	Feb 06 2019 11:24 AM	John Millen			
201	Feb 06 2019 10:02 AM	Karen Wheeler			
202	Feb 06 2019 10:00 AM	Linda B.			
203	Feb 06 2019 09:53 AM	Oscar Garcia			
204	Feb 06 2019 09:52 AM	Elavor S.			
205	Feb 06 2019 09:42 AM	Sam Muniz			
206	Feb 06 2019 09:40 AM	Chelsea Wendel			
207	Feb 06 2019 09:39 AM	Paul Stasurak			
208	Feb 06 2019 09:34 AM	George P. Komiga Sr.			
209	Feb 06 2019 09:31 AM	Joshua Coombs		Texas94170@gamail.com	
210	Feb 06 2019 09:29 AM	Arnold Mato			
211	Feb 06 2019 09:04 AM	Nolle Sealey		casnes1968@yahoo.com	
212	Feb 06 2019 08:58 AM	J. collins		5464 36th CT E #105	
213	Feb 05 2019 01:48 PM	Madeline Pearson		67patches25@gmail.com	
214	Feb 05 2019 11:47 AM	Moman			
215	Feb 05 2019 11:37 AM	Janiell Johnson			
216	Feb 05 2019 11:35 AM	Emily Fowler		EmilyFowlerinc@gmail.com	
217	Feb 05 2019 11:33 AM	Essick D. Johnson Jr.		JJaniell@yahoo.com	
218	Feb 05 2019 11:27 AM	Mell H.			
219	Feb 05 2019 11:25 AM	Linda Gibel		2416 50th street, Ct, E Palmetto	
220	Feb 05 2019 11:23 AM	Ed Gibel		2416 50th street, Ct, E Palmetto	
221	Feb 05 2019 11:20 AM	Ann H.		3003 12th Street Palmetto, FL	
222	Feb 05 2019 11:15 AM	Sheron Bundy		10526 Inglenook Ter.	
223	Feb 05 2019 11:13 AM	Dennis Bundy		10526 Inglenook Ter.	
224	Feb 04 2019 01:13 PM	Rebecca Rasmussen		5625 River Sound Terrace Bradenton, FL	
225	Feb 04 2019 01:04 PM	Dickey Stuckert		330 Peace Manor, Palmetto, FL	
226	Feb 04 2019 12:57 PM	Kathleen Johnson			
227	Feb 04 2019 12:55 PM	Charlotte Haislip		ckhaislip@yahoo.com	
228	Feb 04 2019 12:52 PM	Wanda Blach		sunlovinlady@gmail.com	
229	Feb 04 2019 12:48 PM	Nicole Deitrick		akneadfulthing@aol.com	
230	Feb 04 2019 12:46 PM	Matthew Braatz		cde2002@aol.com	
231	Feb 04 2019 12:43 PM	Sandra Braatz		sandi@braatz.org	
232	Feb 04 2019 12:38 PM	Keith Blakeney		Kfish321@hotmail.com	
233	Feb 04 2019 12:32 PM	Kim Blakeney		Kblakeney@jennetteproperties.com	
234	Feb 04 2019 12:29 PM	Ellen Pope		rdunes802@gmail.com	
235	Feb 04 2019 12:20 PM	James Pope		JEP34221@gmail.com	
236	Feb 04 2019 12:18 PM	Bailey Spasouski		Bailey.Marie45@gmail.com	
237	Feb 04 2019 12:16 PM	Alejandro Ponce			Landscaper
238	Feb 04 2019 12:11 PM	Robert spasoski		Bailey.Marie45@gmail.com	
239	Feb 04 2019 12:08 PM	Dennis Vorse		skywaydlv@gmail.com	
240	Feb 04 2019 12:06 PM	Mallory Vorse		breakthetatic@aol.com	
241	Feb 04 2019 11:59 AM	Wyatt Law			
242	Feb 04 2019 11:57 AM	Myles Law			
243	Feb 04 2019 11:55 AM	Brooke Law			
244	Feb 04 2019 11:53 AM	Elizabeth Law		Elaw64@aol.com	

245	Feb 04 2019 11:53 AM	James Law		LawJamesLaw100@aol.com	
246	Feb 04 2019 11:52 AM	Daniel Law		Elaw64@aol.com	
247	Feb 04 2019 11:42 AM	Colleen M'Caughan		cmmcaughan@gamil.com	
248	Feb 04 2019 11:38 AM	Marge Matis			
249	Feb 04 2019 11:36 AM	Linda Bancharad			
250	Feb 04 2019 11:32 AM	Barry Schneider			
251	Feb 04 2019 11:25 AM	Mimi Bickling			
252	Feb 04 2019 11:20 AM	Shirley Stafford			
253	Feb 04 2019 11:14 AM	Ervin Richardson			
254	Jan 28 2018 11:12 PM	Mary Noppenberger		noppenm@gmail.com	It seems best to put the new bridge where the existing bridge is and not destroying historical and environmental areas
255	Jan 19 2018 01:54 PM	Deb Herrold		rherrold@live.com	
256	Jan 19 2018 01:53 PM	Deb Herrold		rherrold@live.com	
257	Jan 18 2018 07:46 AM	Patricia Corriea		corriea_p@yahoo.com	
258	Jan 02 2018 05:58 PM	Steve Brown		brownsdb5@aol.com	226802666368 -#(/*+),### +-N*
259	Dec 27 2017 12:27 PM	Troy Warren		trwii05@gmail.com	
260	Dec 27 2017 11:06 AM				I like the elevated option over existing bridge. consideration should be given to a US 41/301 exit on elevated highway
261	Dec 27 2017 11:04 AM	Jim and Elizabeth Law		lawlaw100@aol.com	would not support more than 4 lanes over the Desoto Bridge
262	Dec 27 2017 11:00 AM	Fred Sperry		fred.sperry@earthlink.net	very concerned about Desoto corridor alternatives and request representatives discuss with residents of Riveria Dunes including homes, hammocks, bel mare, laguna, and marina.
263	Dec 27 2017 10:58 AM	John Walsh		john.j.walsh.jr@gmail.com	
264	Dec 27 2017 10:56 AM	Corky + Caroline Whidden		sweetecw@verizon.net	
265	Dec 27 2017 10:53 AM	Lynne Kramer		kramerllc@aol.com	
266	Dec 27 2017 10:52 AM	Kim Holbrook		holbrook2202@gmail.com	traffic in this rural area has become so congested during Nov - to April it is unbelievable. The county continues to approve development and can not move traffic. Metropolitan cities move traffic better then here. Sometimes you have to sacrifice pedestrian safety and public transportation for the better good of the community.
267	Dec 27 2017 10:48 AM	Michael Ingram		michaelwingram1@yahoo.com	Do not like east options due to interface with historical sites in the area. Prefer elevated 1st Street/Desoto Bridge option
268	Dec 27 2017 10:46 AM	Diane Ingram		dianeingram1@yahoo.com	Don't care for any of the options which would negatively impact our historic resources. Manatee County has a fine history of education + preservation. Those negative impacts could damage too many years of hard work and investment.
269	Dec 27 2017 10:44 AM	Robert Peckinpaugh		rob@peckinpaugh.net	
270	Dec 27 2017 10:42 AM	Jeanette Kelly		Jenny Kell@aol.com	Should build a 3rd bridge for the "unclear" corridor and connecting to 75.
271	Dec 27 2017 10:35 AM	Jacob Ferda		iferda88@gmail.com	
272	Dec 27 2017 10:34 AM	Citizen Jane		mschcate@me.com	
273	Dec 27 2017 10:30 AM			ptianne@verizon.net	
274	Dec 27 2017 10:27 AM	David Wood		davidwood333@gmail.com	1. Alt A 2. Alt E 3. Golf 4. Desoto Replace. I strongly oppose B, AB, & C.
275	Dec 27 2017 10:25 AM	Eric Reaves		ministerreaves07@gmail.com	
276	Dec 27 2017 10:25 AM	Drew Denick		drew.denick@gmail.com	If you synchronized the light on both sides of the river, you would help the congestion. It appears to be a fight between palmetto & bradenton
277	Dec 27 2017 10:24 AM	Pat Dodson		palmettopatty@outlook.com	Desperately need relief over green bridge.
278	Dec 27 2017 10:24 AM	Norma M. Dunwoody		1417 2nd St W, Bradenton, FL 34205	
279	Dec 27 2017 10:22 AM	Steve Brown		browns0b5@aol.com	strongly oppose B&C due to effect on riviera dunes property and sanctuary cove.
280	Dec 27 2017 10:20 AM	James McCloud		prepforelections@gmail.com	
281	Dec 27 2017 10:18 AM	Douglas Cadente		Doug@Cadente.com	Excellent presentation. Like replacing Desoto Bridge with two, 3 lane bridges and elevated bridge between 2-3 lanes, bridges. Restipe ASAP, be very precise with hight turning not correct right now.
282	Dec 27 2017 10:17 AM	Frank Lambert		102 15th St E, Bradenton, FL 34208	
283	Dec 27 2017 10:16 AM	Jerr Lambert		102 15th St E, Bradenton, FL 34208	
284	Dec 27 2017 10:14 AM	Kim Borsheim		klborsheim@gmail.com	
285	Dec 27 2017 10:12 AM	Alan Mattern		almattern@yahoo.com	
286	Dec 27 2017 10:11 AM	Cindy M. Avery		26 Poinciana Circle, Bradenton, FL 34208	
287	Dec 27 2017 10:09 AM	John Hechinger		cyrandpwp@aol.com	
288	Dec 27 2017 10:08 AM	Evelyn Borsheim		evelyn.borsheim@gmail.com	

289	Dec 27 2017 10:07 AM	Antoinette	tamiko1967@live.com	1st Street is not an option. Don't have us wasting our time coming out to meetings and you already approved for this project. Please keep in your hearts the community around 1st Street that you would affect + effect. We know that something has to be done about the traffic but 1st Street is NOT AN OPTION. I highly recommend that the project will be done out east on 27th Street E Bradenton.
290	Dec 27 2017 10:06 AM	John Scott	jwse@ufl.edu	
291	Dec 27 2017 10:00 AM	Norma Scott	normajscott1208@gmail.com	
292	Dec 27 2017 09:58 AM	Sylvia Broadway		
293	Dec 27 2017 09:57 AM	Scott McBride	celectricservices@aol.com	The golf course alternative down the Braden River would be devastating to wildlife as well as property values along the Braden River. Rest assured I would be the first to file a lawsuit concerning any plan that would include this option as well as work tirelessly with any protection agencies concerning habitat loss.
294	Dec 27 2017 09:55 AM	John Martin	johnr.martin49@aol.com	
295	Dec 27 2017 09:55 AM	Dale Lovejoy	dalelovejoy@bellsouth.net	Something needs to be done, do not build in my backyard will be everywhere. We need the best course with the least impact on the public.
296	Dec 27 2017 09:54 AM	Joanes Labin		
297	Dec 27 2017 09:53 AM	Deb Herrold	rherrold@live.com	
298	Dec 27 2017 09:52 AM	Angelain Hoggins	logai27@tampabay.rr.com	
299	Dec 27 2017 09:49 AM	Jose L. Dominquez	615 Riviera Dunes Way APT# 207 Palmetto, FL 34221	Alternative AB would be a disaster to the values of real estate in one of the highest valued areas of palmetto. Alternative G, A, E or R would be the better alternatives.
300	Dec 27 2017 09:49 AM	Deonne Dunnett	1gmdeonne@gmail.com	
301	Dec 27 2017 09:46 AM	Marsha Wikle	mw121150@gmail.com	
302	Dec 27 2017 09:46 AM	Danielle Lambert	danipeyton51@gmail.com	I feel the smartest ideas are adding to existing bridges. Building a bridge (Alt D + Golf Alt) is going to disturb birds, fish, and wildlife.
303	Dec 27 2017 09:43 AM	Dawn Heydle	dawnmh66@me.com	
304	Dec 27 2017 09:42 AM	Michele Lersch	michelebersch@gmail.com	Do not want bridge over 27th E. Loads of birds, wildlife that would be disturbed.
305	Dec 27 2017 09:40 AM	Kimberly Borsheim	kborsheim@gmail.com	Would support the most effective solution that is also most cost-effective. The Golf Course Alternative makes no sense - it must be the least cost-effective option proposed and clearly causes for more environmental impact than the others.
306	Dec 27 2017 09:18 AM	Tony Aquilina	taquilina@gmail.com	
307	Dec 27 2017 09:16 AM	Jan Couch	couch9748@prodigy.net	
308	Dec 27 2017 09:14 AM	Charlie Lersch	charliel@itworks.com	The golf course option would be a disaster for not only my property but all the wildlife living on pine island and surrounding area.
309	Dec 27 2017 08:46 AM	Gail Newton	gail.newton@yahoo.com	
310	Dec 27 2017 08:32 AM			There is a flood problem on 9th Ave, 10th Ave and 15th Street East
311	Dec 26 2017 04:58 PM	Bennie Reed	1301 14th St E, Bradenton, FL	
312	Dec 26 2017 04:43 PM	Rosa Reed	1301 14th St E, Bradenton, FL 34208	
313	Dec 26 2017 04:36 PM	Vera M. Brown	908 14th st E, Bradenton, FL 34208	
314	Dec 26 2017 04:33 PM	Bob McClure	beachkabob@gmail.com	
315	Dec 26 2017 04:27 PM	Jovon A. Carter Sr.	jcarter258@gmail.com	
316	Dec 26 2017 04:25 PM			Question 4 comment - not convinced it will help - move McKechnie Field. Limit school choice
317	Dec 26 2017 04:14 PM	Penny Johnson	pjohnston@palmettofl.org	
318	Dec 26 2017 04:13 PM	Sonya Agurs	rubinelle23@yahoo.com	
319	Dec 26 2017 04:08 PM	George Noppenberger	noppenm@gmail.com	please do not destroy the natural beauty, historic significance and wildlife sanctuary of the Braden river
320	Dec 26 2017 03:31 PM	James Joseph	jjospeh161@gmail.com	
321	Dec 26 2017 03:28 PM	Taura Denis	mrsdenis@icloud.com	
322	Dec 26 2017 03:15 PM	Kathy Hatcher	3220 14th St E, Ellenton, FL 34222	
323	Dec 26 2017 03:13 PM	Harold Byrd	hebyrdjr@aol.com	
324	Dec 26 2017 03:04 PM	Alan Avery	numberone1papa@yahoo.com	
325	Dec 26 2017 03:00 PM	Marla Alexander	possum_holler@yahoo.com	
326	Dec 26 2017 03:00 PM		ira.ann.snook@gmail.com	
327	Dec 26 2017 02:41 PM	Pat Grau	pgrau.ggi@gmail.com	
328	Dec 26 2017 02:37 PM	Napoleon Mills	nmills1622@aol.com	
329	Dec 26 2017 02:35 PM	Keith Marsh	kpmarsh@earthlink.com	
330	Dec 26 2017 02:34 PM	John Bessey	jbessey@besseyrealtygroup.com	

					If the study determined that a significant percentage of cars traveling over the DeSoto Bridge are simply trying to thru Bradenton to get to 301, it makes sense to build express lanes for those cars and reduce local congestion. It would make it much better for shoppers to get to where they want to go on Tamiami Trail.
331	Dec 26 2017 02:31 PM	Pat Boyle		patboyle53@live.com	
332	Dec 26 2017 02:25 PM	Bob Trencheny		tbobx@aol.com	
333	Dec 26 2017 02:24 PM	Nanceen Briggs		nanceenbriggs@icloud.com	I can't see how building a third bridge all the way out on 27th st will help lighten traffic on the DeSoto bridge.
334	Dec 26 2017 02:18 PM	Ralph Umana		tardonon@gmail.com	
335	Dec 26 2017 02:15 PM	Irene Ryan		isophiafred2@gmail.com	
336	Dec 26 2017 02:05 PM	Deborah Carey		deborahcareyreed@aol.com	
337	Dec 26 2017 02:02 PM	Cheryl Freeman		cherylfreeman772@gmail.com	
338	Dec 26 2017 01:54 PM	Rev. James M. Roberts Jr.		525 MLK Ave, East Bradenton, FL 34208	
339	Dec 26 2017 01:06 PM	Carolyn McCarter		PO Box 1504, Bradenton, FL 34206	
340	Dec 26 2017 12:41 PM	Jeffrey A. Coleman		eljefe66@tampabay.rr.com	
341	Dec 26 2017 12:39 PM	Lonnie Brookins		lgbrookins@gmail.com	
342	Dec 26 2017 12:37 PM	Bill Grimsley		bgrim3@aol.com	
343	Dec 26 2017 12:35 PM	Judith Aglen		10 Pace Deleon St, Bradenton	This is very confusing for most people. You will not get an accurate picture form this form.
344	Dec 26 2017 12:32 PM				Question 4 comment - not sure. I need information that was not provided on 12/12. This was terrible divisive move. The film room held only 30+ people. People left because they had to stand too long to see your film.
345	Dec 26 2017 12:26 PM				Do not touch Braden Castle Area
346	Dec 26 2017 12:22 PM	Linda Graumann		lindagraumann@gmail.com	
347	Dec 26 2017 12:20 PM	Stephen Kozaf		stephen.kozak@verizon.net	
348	Dec 26 2017 12:18 PM	Keith Bowhuis		scuba_48@hotmail.com	
349	Dec 26 2017 12:12 PM	Pat Corrica		corrica_p@yahoo.com	
350	Dec 26 2017 12:08 PM	Cindy McKee		mckee2261752@gmail.com	Question 8 comment - no red or blue to the east. Wood slork breeding historic.
351	Dec 26 2017 12:05 PM	Kirk Johnson		kirk.johnson67@gmail.com	
352	Dec 26 2017 12:03 PM	Cynthia Terry		terrycindy@yahoo.com	
353	Dec 26 2017 11:59 AM	Rose Vandenhuseke		rosemv37@gmail.com	
354	Dec 26 2017 11:55 AM				No to question 4 - comment - hard enough to make a left turn onto 6th Ave from 1st St
355	Dec 26 2017 11:51 AM	Doug Williams		dougwilliamsll@hotmail.com	
356	Dec 26 2017 11:48 AM	Nancy Bair		nanjimbo3@gmail.com	
357	Dec 26 2017 11:44 AM				seasonal Nov - April
358	Dec 26 2017 11:41 AM	Ann Zeler			anns.computer1942@gmail.com
359	Dec 26 2017 09:03 AM	Cindy McKee		mckee2261752@gmail.com	
360	Dec 26 2017 07:47 AM	Goodin		goodin1990@gmail.com	
361	Dec 26 2017 06:58 AM	Steve Graumann		crabman02@yahoo.com	I don't know how you can get around intersection traffic lights, but there are far too many of them which just adds to the congestion. I work on the New Pass bridge and it takes me 45 - 50 minutes to drive to work in order to arrive at 2pm. I leave work at 10 pm and arrive home at 10:30! An extra 20 minutes because of congested roads is unacceptable.
362	Dec 26 2017 06:48 AM	Linda Graumann		l.graumann@yahoo.com	I don't believe retailers along the DeSota Bridge corridor in Bradenton realize how many people AVOID 1st St because of all the congestion. I moved to this area two years ago and shop along that route as little as necessary for that reason. Once the "thru-traffic" is eliminated, I believe many people will consider frequenting these stores again.
363	Dec 23 2017 01:28 PM	donald g kreuzburg		dkreuzburg@gmail.com	
364	Dec 23 2017 01:11 AM	IRENE RYAN		ISophiaFred2@gmail.com	I was at the 1st meeting and spoke to many reps you had there; since I filled out the forms that evening I now see and understand from a different prospective. The use of the Trop RR might be an additional option later, but overall the existing bridges need renewing, why waste money twice; renew and upgrade at the same time.
365	Dec 22 2017 01:58 PM	Carey Higgins		carey.higgins@att.net	
366	Dec 21 2017 10:34 AM	Nancy Martin		dodiedoodie@aol.com	Building bridge at 27th St.would destroy Braden Castle Historic District and threaten bird sanctuary
367	Dec 20 2017 12:29 PM	Patricia Corriea		corriea_p@yahoo.com	would like the least impact to historical and environmental areas.
368	Dec 19 2017 07:46 PM	Bruce Griffith		dofinally@aol.com	
369	Dec 10 2017 11:36 AM	Holden Barre		hbarre@tampabay.rr.com	