



# Department of Transportation Project Updates

**Nicole Mills, PE**

**Interim Director of Transportation Development**

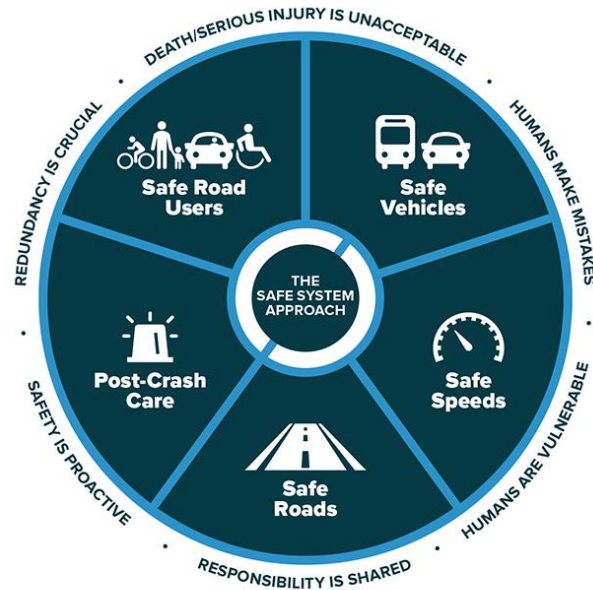
**Bessie Reina, CNU-A**

**District Planning Manager**

**Keith Robbins, Ph.D., PMP**

**District Safety Administrator**

# Why the Need for Safety Initiatives in Sarasota?



Source: FHWA.

## Safe System Approach



# On Florida's roadways...



2,462  
Crashes

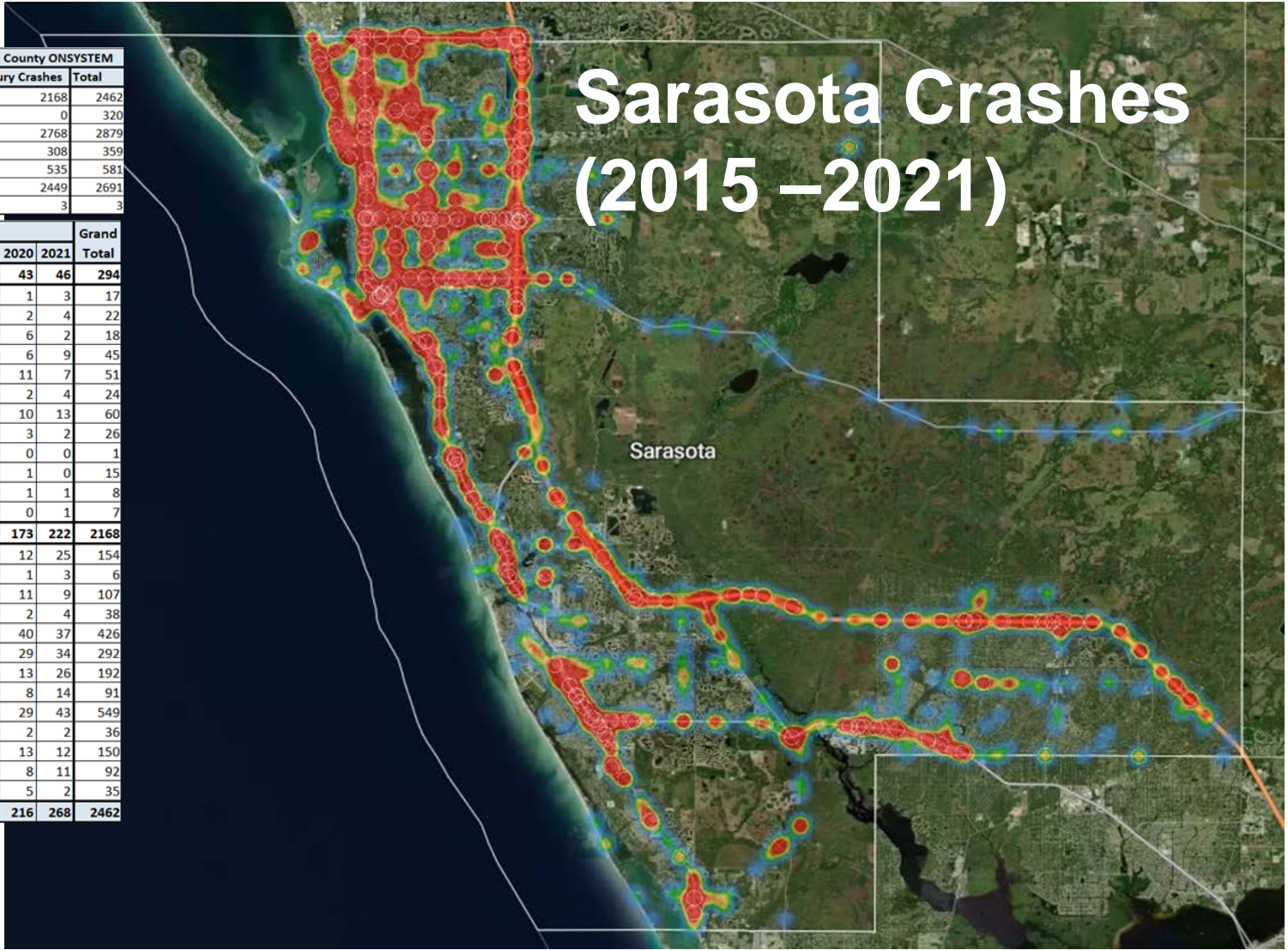
Fatal  
Crashes -  
294

Serious  
Injury  
Crashes -  
2,168

Fatal and Serious Injury (FSI) Crashes 2015-2021 - Sarasota County ONSYSTEM			
	Fatal Crashes	Serious Injury Crashes	Total
Crashes	294	2168	2462
Fatalities (within 30 Days)	320	0	320
Incapacitating Injuries	111	2768	2879
Non-Incapacitating Injuries	51	308	359
Possible Injuries	46	535	581
No Injuries	242	2449	2691
Non-Traffic Fatalities	0	3	3

Crash Severity	Year						Grand Total	
	2015	2016	2017	2018	2019	2020		2021
<b>Fatal (within 30 days)</b>	<b>45</b>	<b>52</b>	<b>33</b>	<b>35</b>	<b>40</b>	<b>43</b>	<b>46</b>	<b>294</b>
Angle	7	1	4	1	0	1	3	17
Bicycle	4	3	0	4	5	2	4	22
Head On	0	4	3	2	1	6	2	18
Left Turn	9	7	3	4	7	6	9	45
Off Road	5	13	6	5	4	11	7	51
Other	2	3	3	5	5	2	4	24
Pedestrian	11	7	8	4	7	10	13	60
Rear End	3	5	3	3	7	3	2	26
Right Turn	0	0	0	1	0	0	0	1
Rollover	1	6	0	3	4	1	0	15
Sideswipe	1	2	1	2	0	1	1	8
Unknown	2	1	2	1	0	0	1	7
<b>Incapacitating Injury</b>	<b>339</b>	<b>497</b>	<b>397</b>	<b>255</b>	<b>285</b>	<b>173</b>	<b>222</b>	<b>2168</b>
Angle	29	33	26	11	18	12	25	154
Animal	0	0	0	1	1	1	3	6
Bicycle	16	29	14	10	18	11	9	107
Head On	5	7	7	8	5	2	4	38
Left Turn	66	87	88	60	48	40	37	426
Off Road	48	63	39	40	39	29	34	292
Other	33	37	31	18	34	13	26	192
Pedestrian	14	15	21	12	7	8	14	91
Rear End	89	148	108	57	75	29	43	549
Right Turn	4	10	9	7	2	2	2	36
Rollover	25	37	33	13	17	13	12	150
Sideswipe	9	25	11	13	15	8	11	92
Unknown	1	6	10	5	6	5	2	35
<b>Grand Total</b>	<b>384</b>	<b>549</b>	<b>430</b>	<b>290</b>	<b>325</b>	<b>216</b>	<b>268</b>	<b>2462</b>

State Roads only



# Sarasota Crashes (2015 – 2021)

44  
Crashes

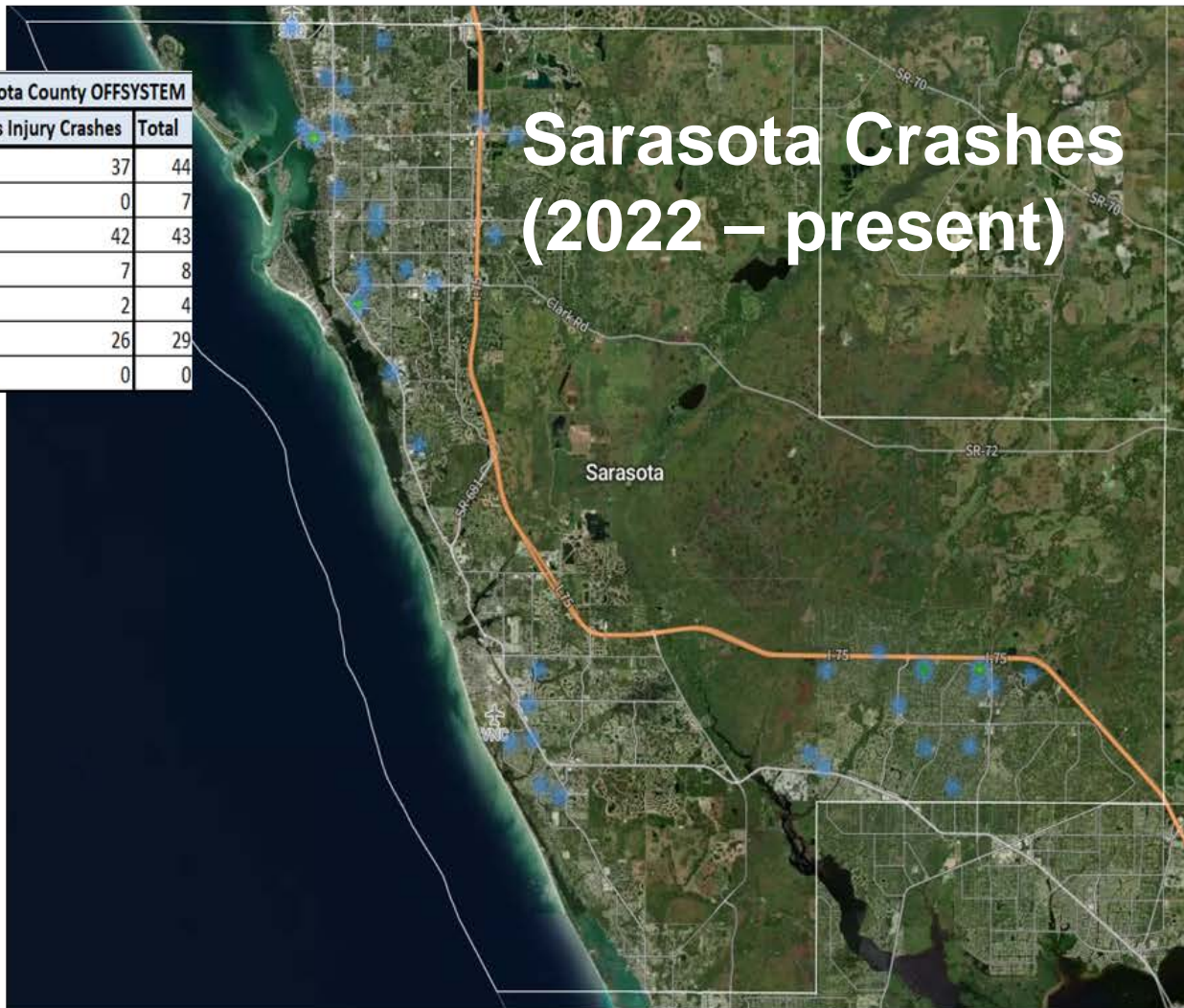
Fatal  
Crashes -  
7

Serious  
Injury  
Crashes –  
37

	Fatal Crashes	Serious Injury Crashes	Total
Crashes	7	37	44
Fatalities (within 30 Days)	7	0	7
Incapacitating Injuries	1	42	43
Non-Incapacitating Injuries	1	7	8
Possible Injuries	2	2	4
No Injuries	3	26	29
Non-Traffic Fatalities	0	0	0

Crash Severity	Year		Grand Total
	2022	2023	
<b>Fatal (within 30 days)</b>	<b>6</b>	<b>1</b>	<b>7</b>
Angle	1	0	1
Left Turn	1	0	1
Off Road	1	1	2
Other	1	0	1
Pedestrian	2	0	2
<b>Incapacitating Injury</b>	<b>30</b>	<b>7</b>	<b>37</b>
Angle	5	1	6
Bicycle	7	0	7
Left Turn	2	0	2
Off Road	8	1	9
Other	4	1	5
Pedestrian	3	4	7
Rollover	1	0	1
<b>Grand Total</b>	<b>36</b>	<b>8</b>	<b>44</b>

State Roads only



## Sarasota Crashes (2022 – present)

# Crash Data – All Roads (Jan 1 – Feb 28, 2023)

## Sarasota County

**2,281**  
Crashes

**16**  
Fatalities

**939**  
Serious Injuries

Bicycle  
Crashes

**88**

Bicycle  
Fatalities

**4**

Pedestrian  
Crashes

**69**

Pedestrian  
Fatalities

**1**

Source: Florida Highway Safety and Motor Vehicles

# Pedestrian Safety Initiatives

## US 301 Stretch North

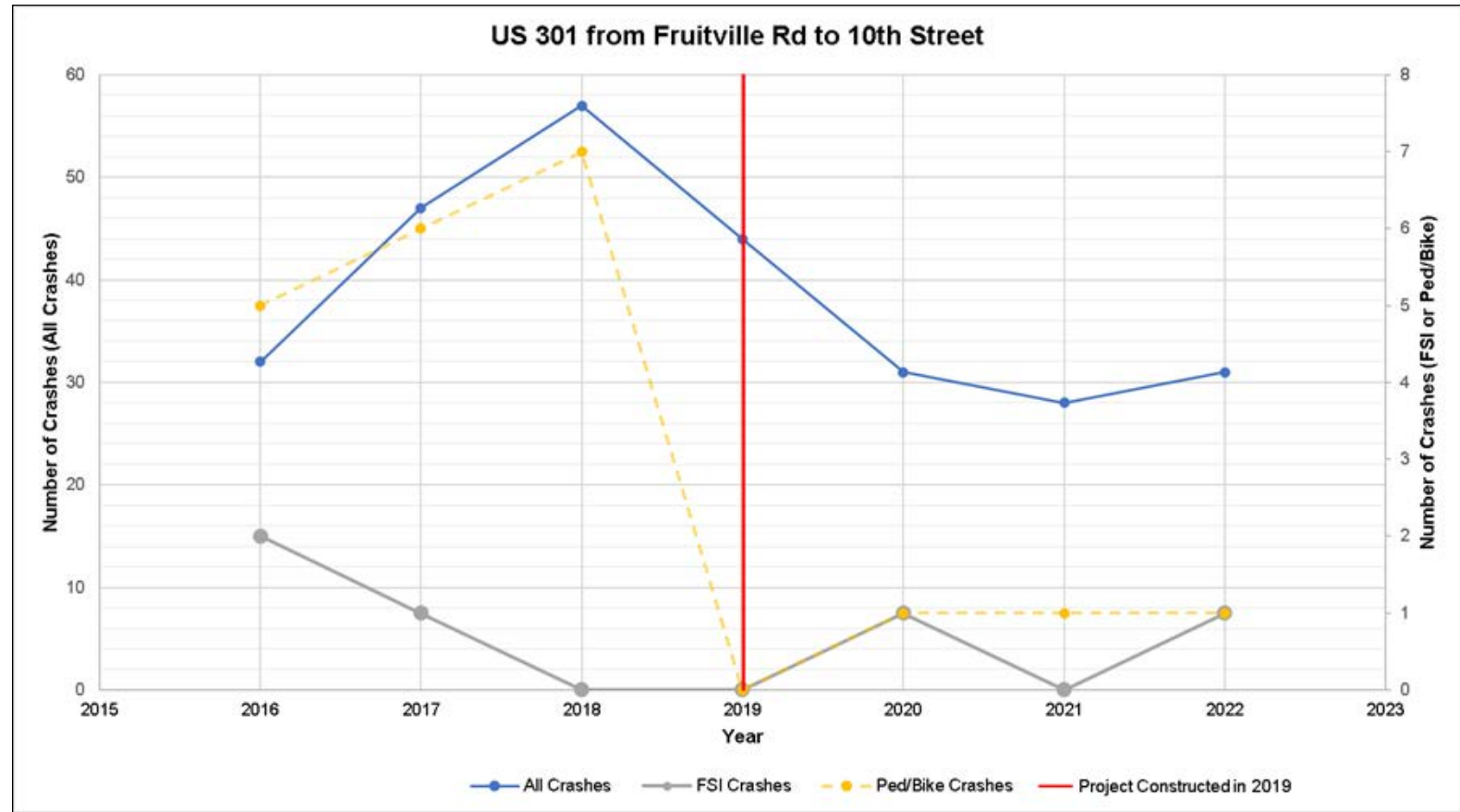
- US 301 from 12<sup>th</sup> Street to Dr MLK Jr Way – FDOT safety project includes adding a Pedestrian Hybrid Beacon at 21<sup>st</sup> Street (Feb 2024)
- US 301 from Fruitville Rd to 10<sup>th</sup> Street –Median modification project completed Aug 2019.
- US 301 at 6th Street – short-term pedestrian safety enhancements



# Pedestrian Safety Initiatives

## US 301 Median Project Before and After Crash Analysis

**33%** reduction in fatal & serious injury crashes and **83%** reduction in bike and pedestrian crashes.





# Pedestrian Hybrid Beacon Crosswalk Signal

- Improves mobility and crossing safety for pedestrians and bicyclists
- Cause fewer delays than a full traffic signal.
- Significantly reduces vehicle-pedestrian crashes by 69%  
(Federal Highway Administration)



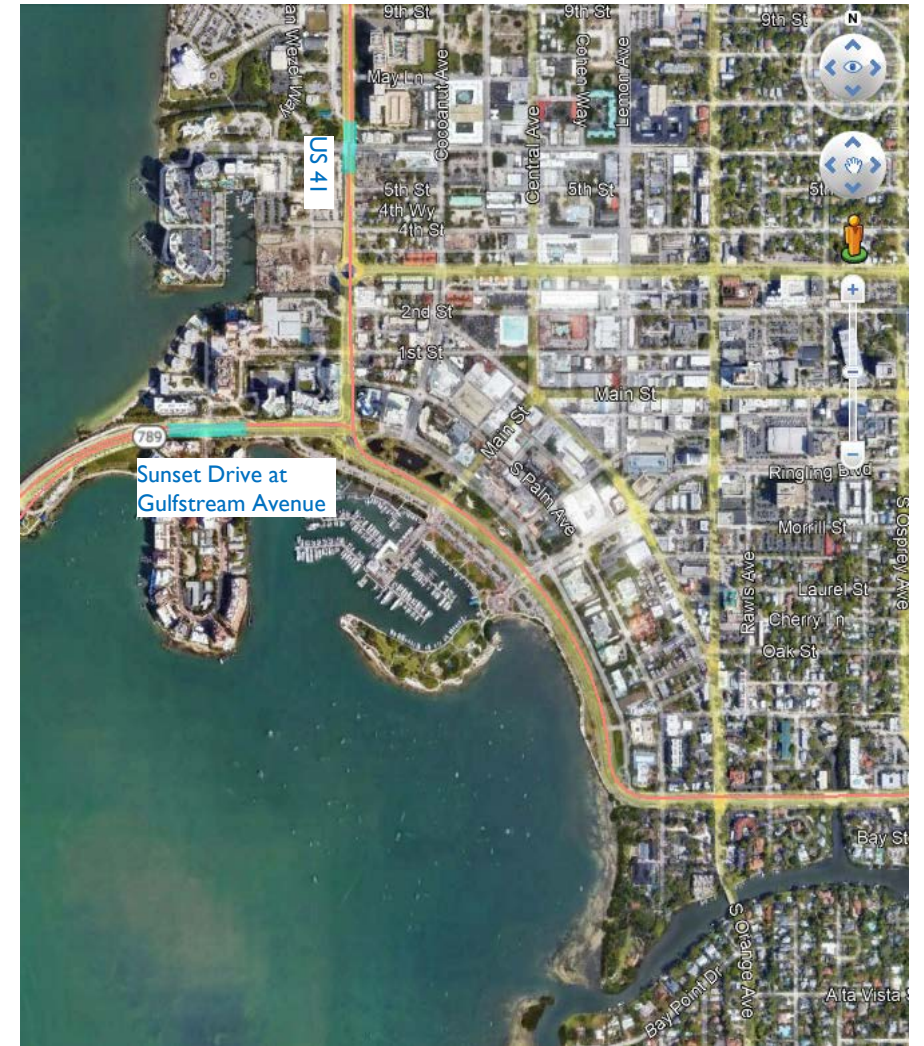
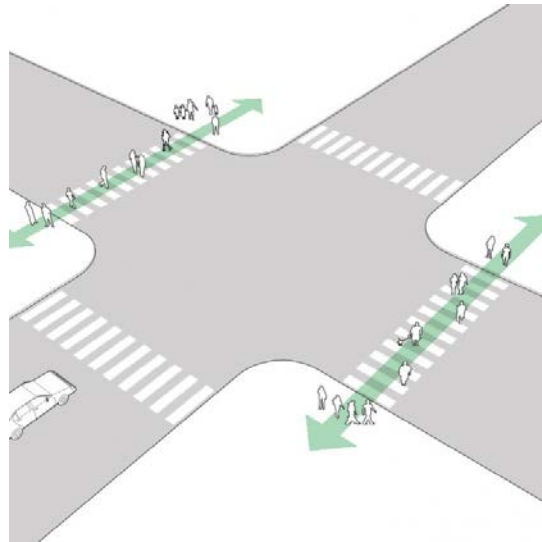




# Pedestrian Safety Initiatives

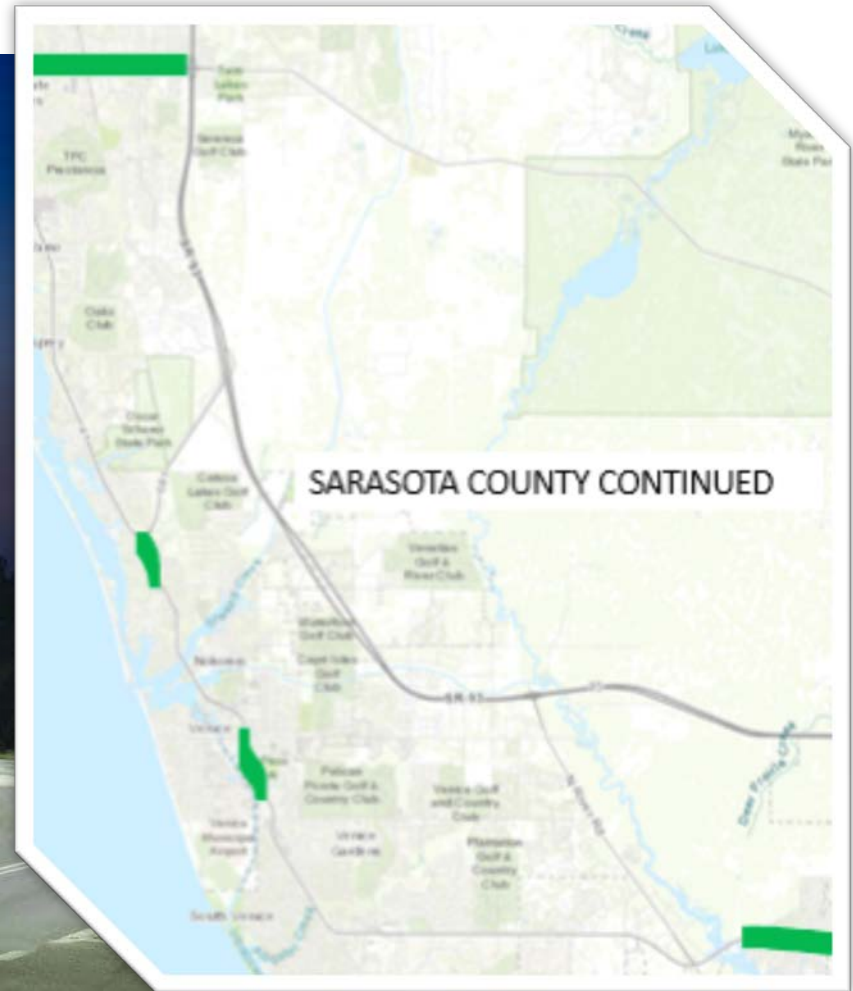
## Sunset Drive at Gulfstream Avenue

**Leading Pedestrian Interval as the quick implementation element was implemented on Feb 24th, 2023**





# Lighting Retrofit

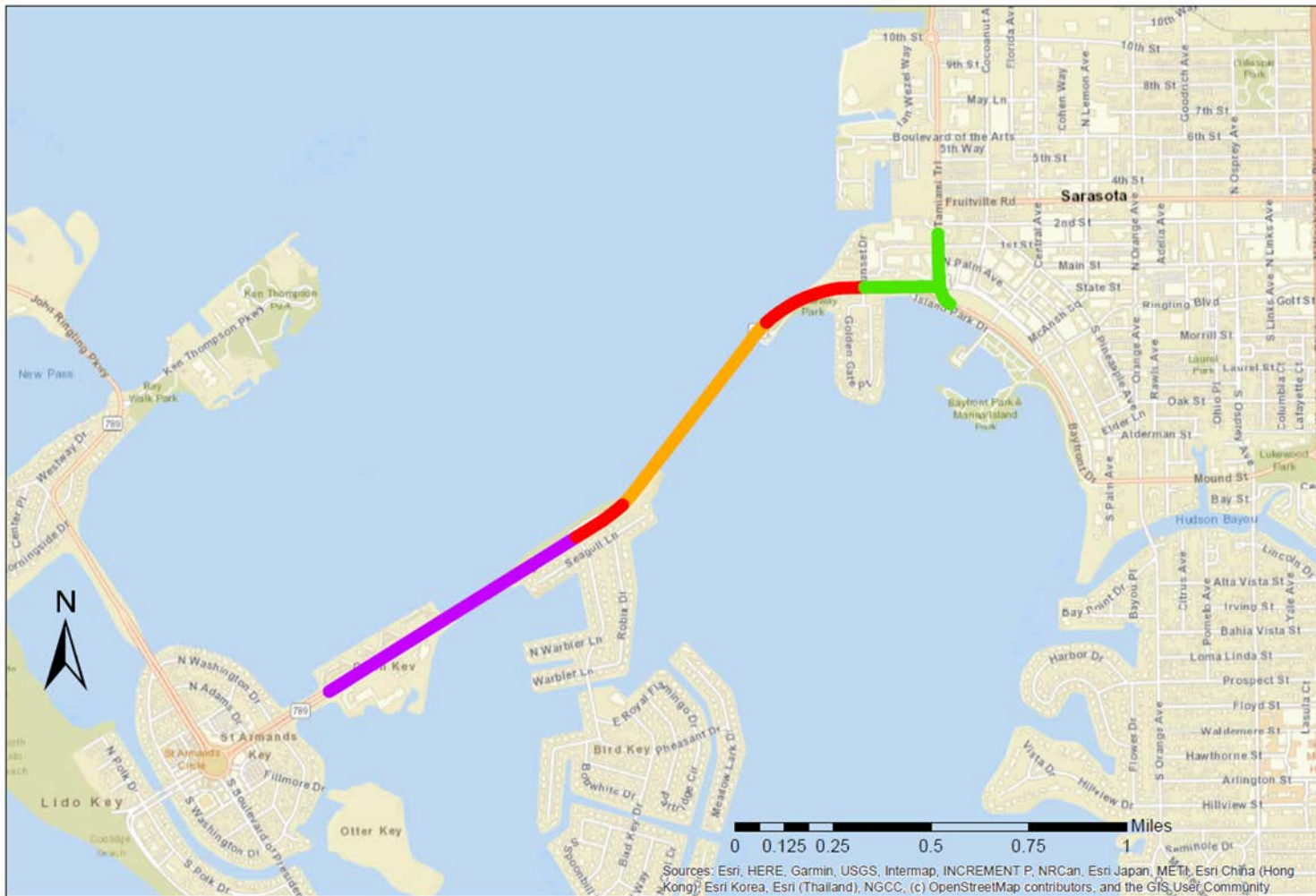


# What will be next – post Gulfstream roundabouts

- **Big Ringling Bridge – Deck Sealing**
- **Little Ringling Bridge – Bridge Replacement**
- **Resurfacing of Gulfstream – Sunset Drive to Bird Key Drive**
- **SR 789 Longboat Pass Bridge Replacement**
- **Future Roundabouts**
  - Ringling / Main
  - MLK / Myrtle

# Ringling Bridge – Related Projects

-  US 41/Gulfstream Ave Roundabout  
(Construction Complete Fall 2022)
-  Ringling Bridge Repair/Rehabilitation  
(Construction Spring 2023)
-  Ringling Bridge Approaches  
Resurfacing (Design Fall 2022;  
Construction Fall 2024)
-  Little Ringling Bridge  
(PD&E/60% Design Complete 2023;  
Construction Targeted 2028)



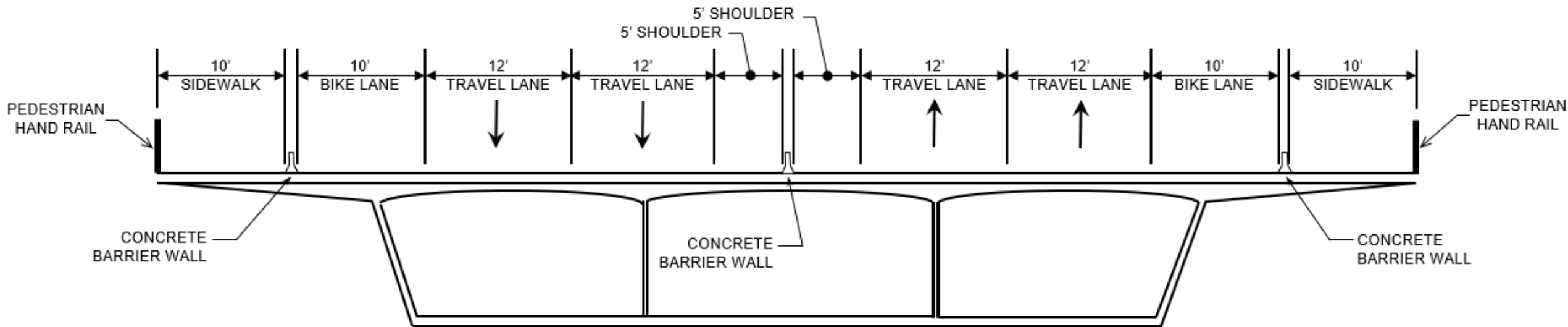


# Ringling Bridge – Existing Conditions

**Protected Sidewalk**  
10'

**Outside Shoulder/  
Bike Lane**  
10'

**Travel Lanes**  
12'

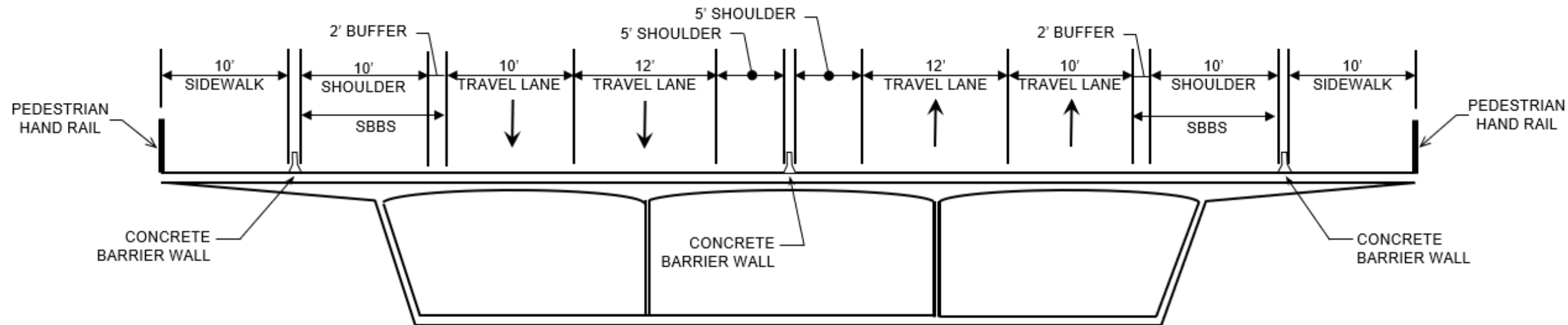


# Ringling Bridge – Interim

**Protected Sidewalk**  
10'

**SBBS**  
10' – Shoulder  
2' – Buffer

**Travel Lanes**  
10' and 12'



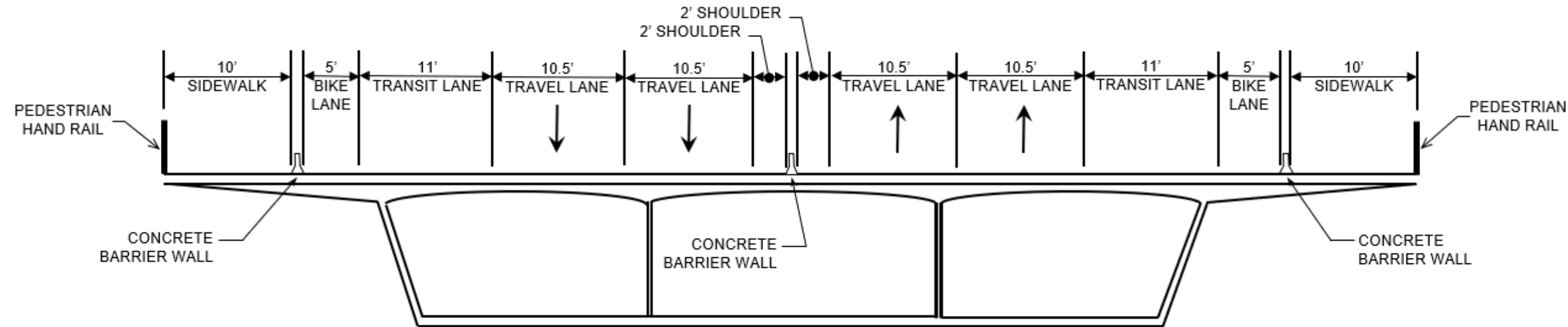
# Ringling Bridge – Ultimate

**Protected Sidewalk**  
10'

**Bike Lane**  
5'

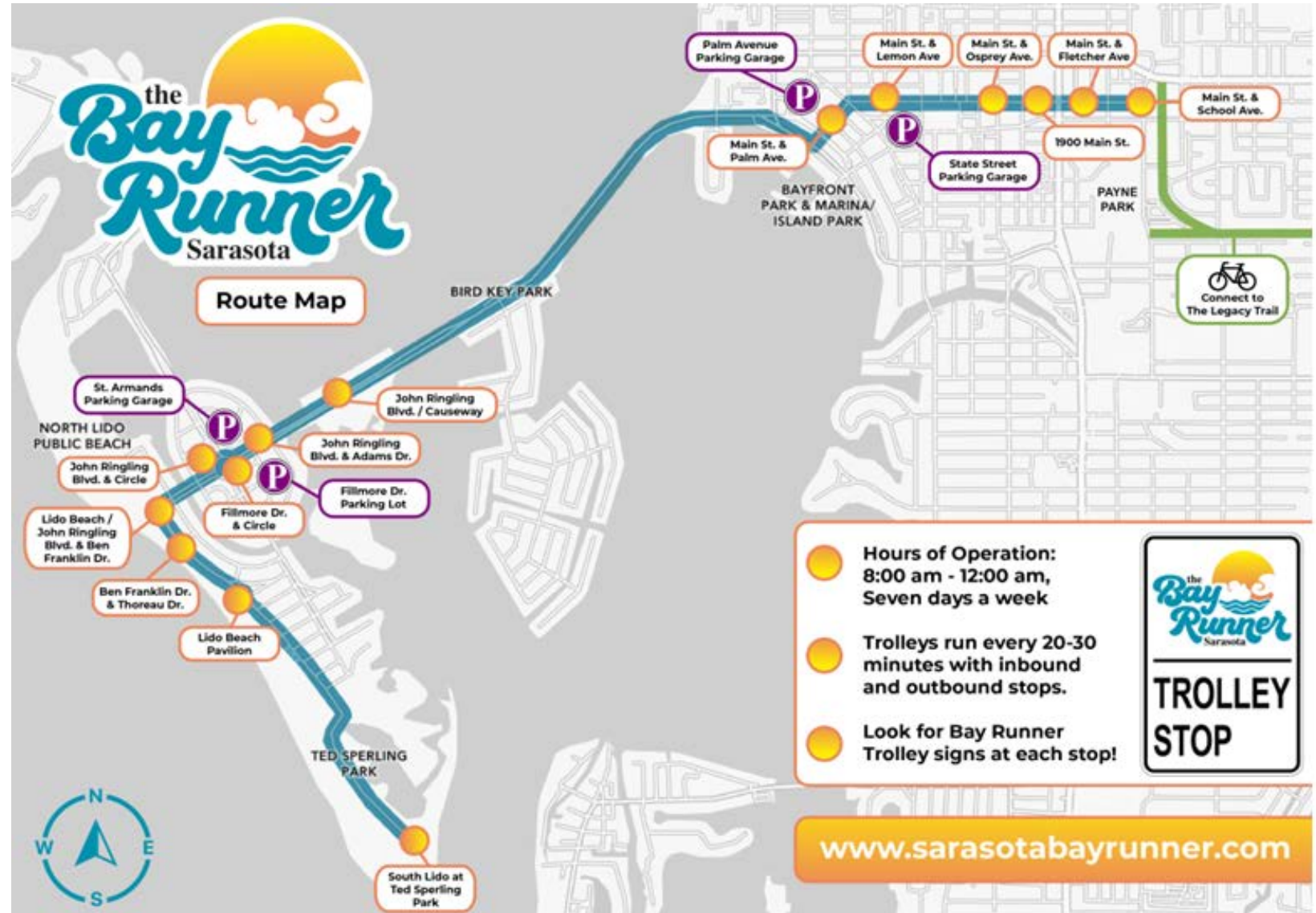
**Transit Lane /  
E-Bike and Scooters**  
11'

**Travel Lanes /  
Low Speed Vehicles**  
10.5'



# The Bay Runner

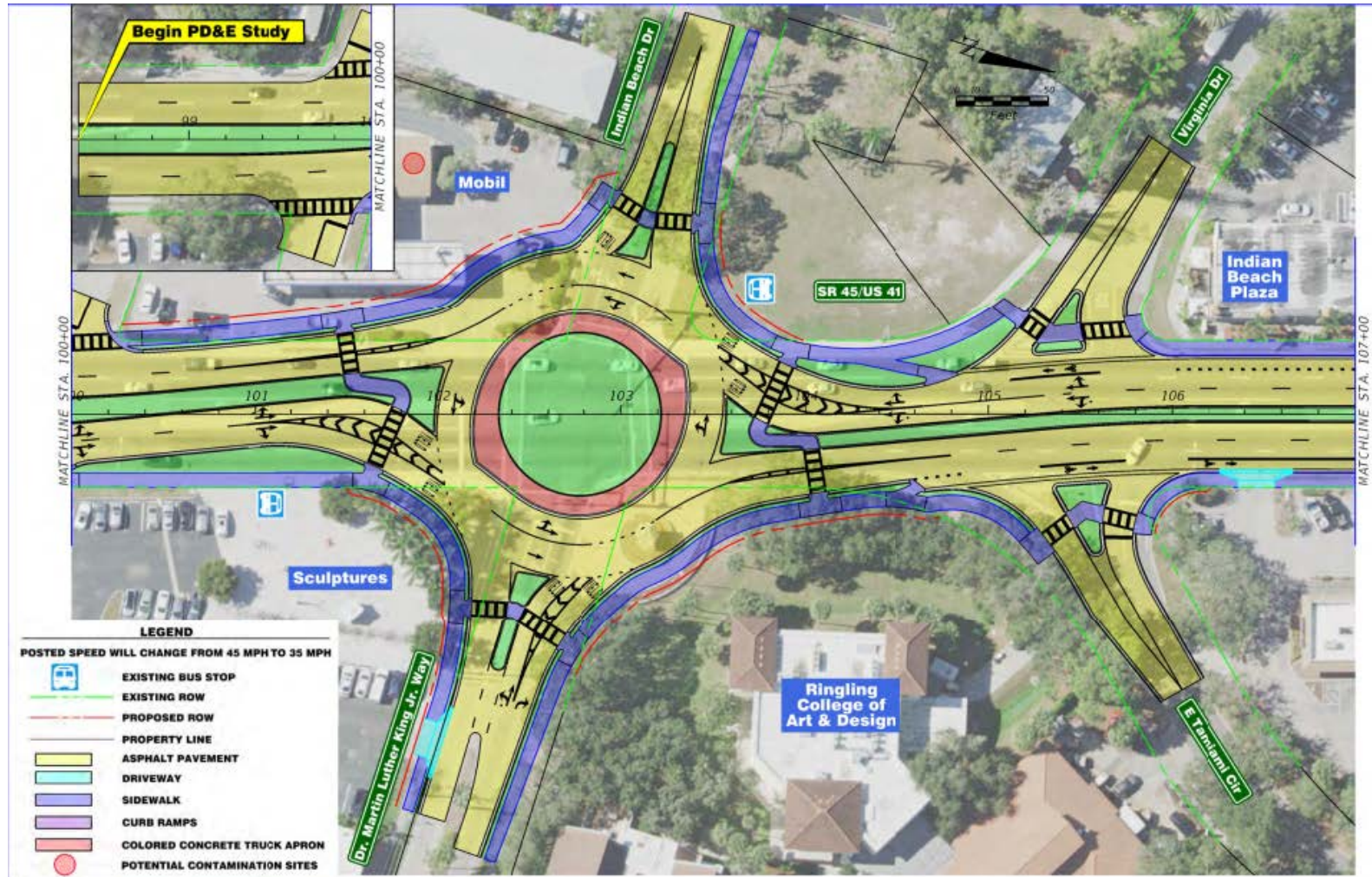
- Operated by the City of Sarasota
- Open-air trolley service began March 2022
- Approximate 6-mile route
- Goals:
  - Relieve Traffic Congestion
  - Provide a Transit Option
  - Support City's Transportation Vision
- Hours of Operation: 8:00 am – 12:00 am, seven days a week.
- Runs every 20-30 minutes
- January 2022 ridership 16,000+



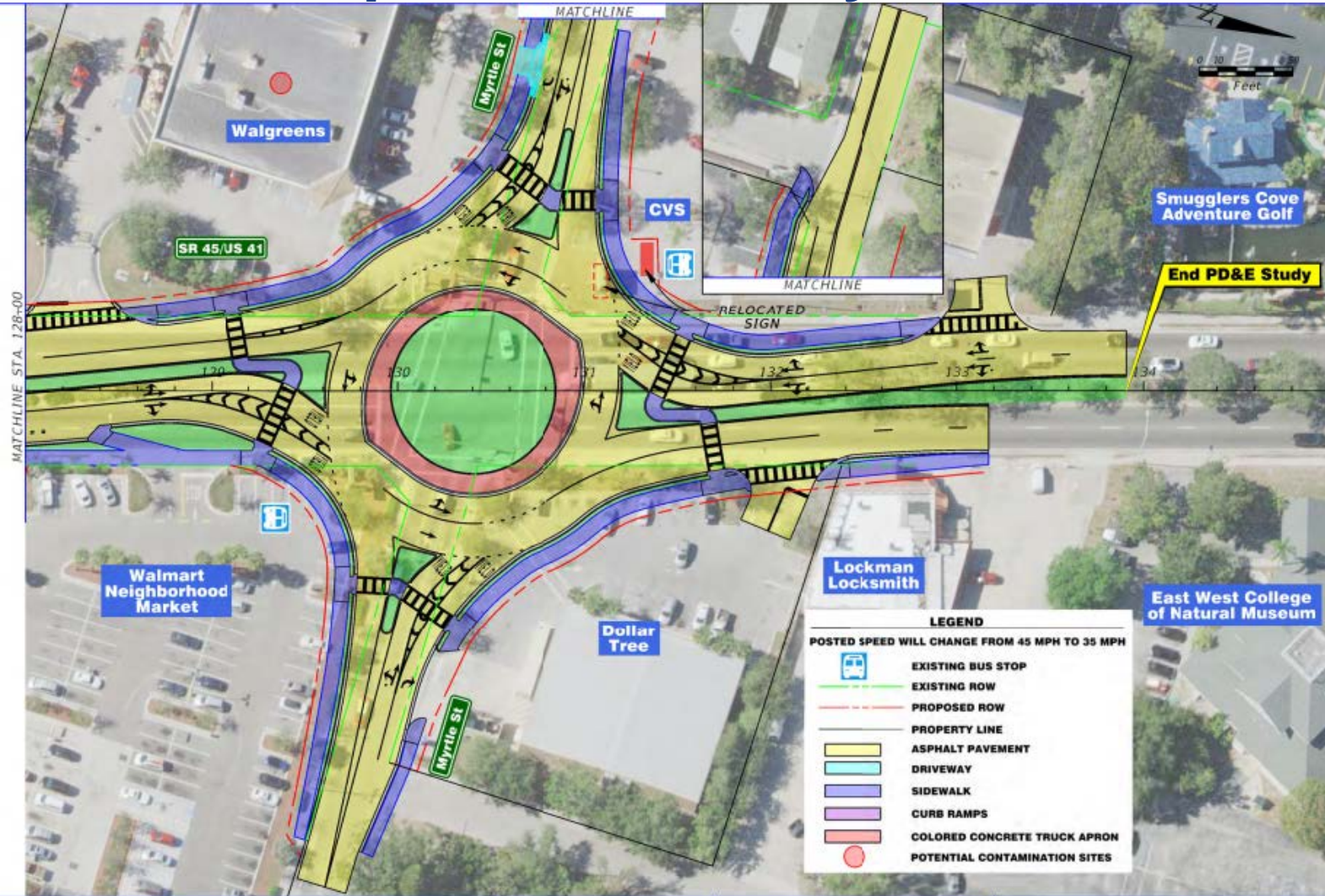
# Recommended Concept – US 41 at Ringling and Main Street



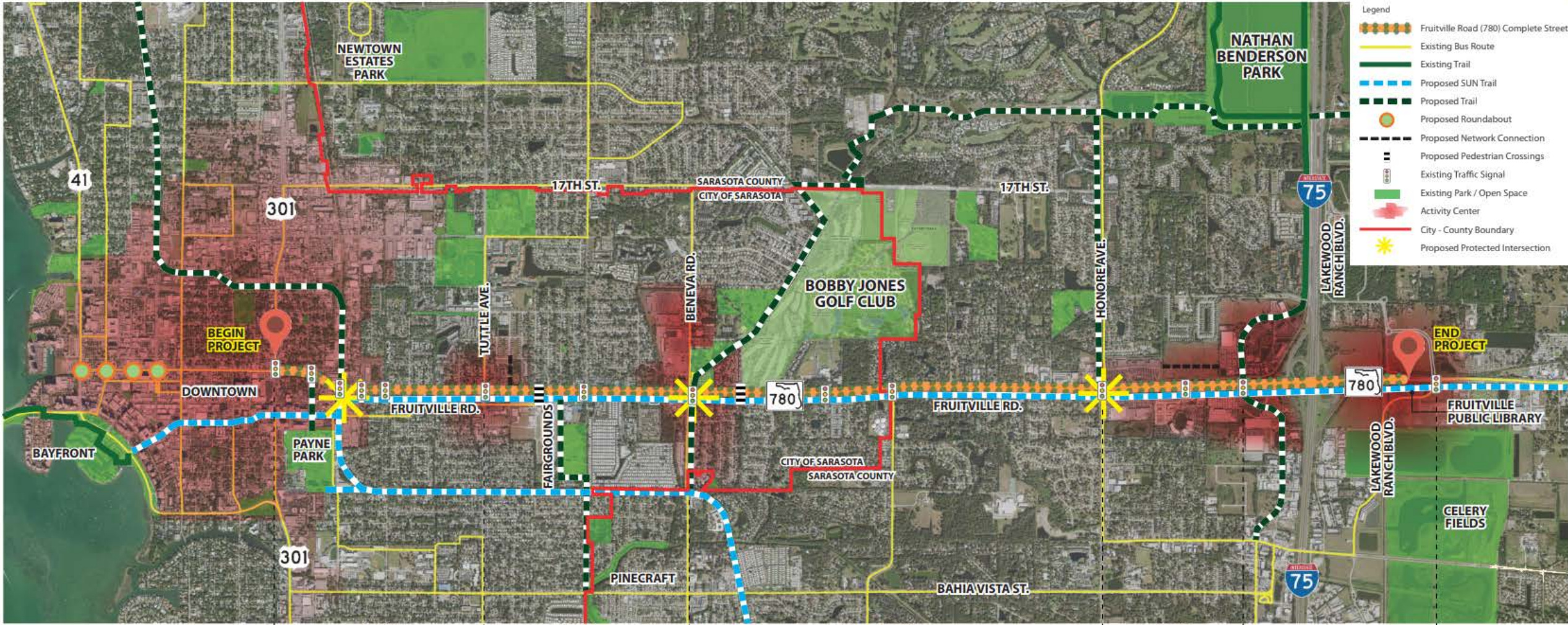
# Recommended Concept – US 41 at Dr. Martin Luther King Jr. Way



# Recommended Concept – US 41 at Myrtle St



# Fruitville Road Corridor Visioning



- Legend
- Fruitville Road (780) Complete Street
  - Existing Bus Route
  - Existing Trail
  - Proposed SUN Trail
  - Proposed Trail
  - Proposed Roundabout
  - Proposed Network Connection
  - Proposed Pedestrian Crossings
  - Existing Traffic Signal
  - Existing Park / Open Space
  - Activity Center
  - City - County Boundary
  - Proposed Protected Intersection

Segment	Current Context Classification	Proposed Context Classification
Seg 1A	C4 (35-40 MPH)	C5 (30 MPH)
Seg 1B	C4 (45 MPH)	C5 (30 MPH)
Seg 2A	C3C (45 MPH)	C4 (40 MPH)
Seg 2B	C3C (45 MPH)	C4 (40 MPH)
Seg 3	C3C (45 MPH)	C4 (40 MPH)



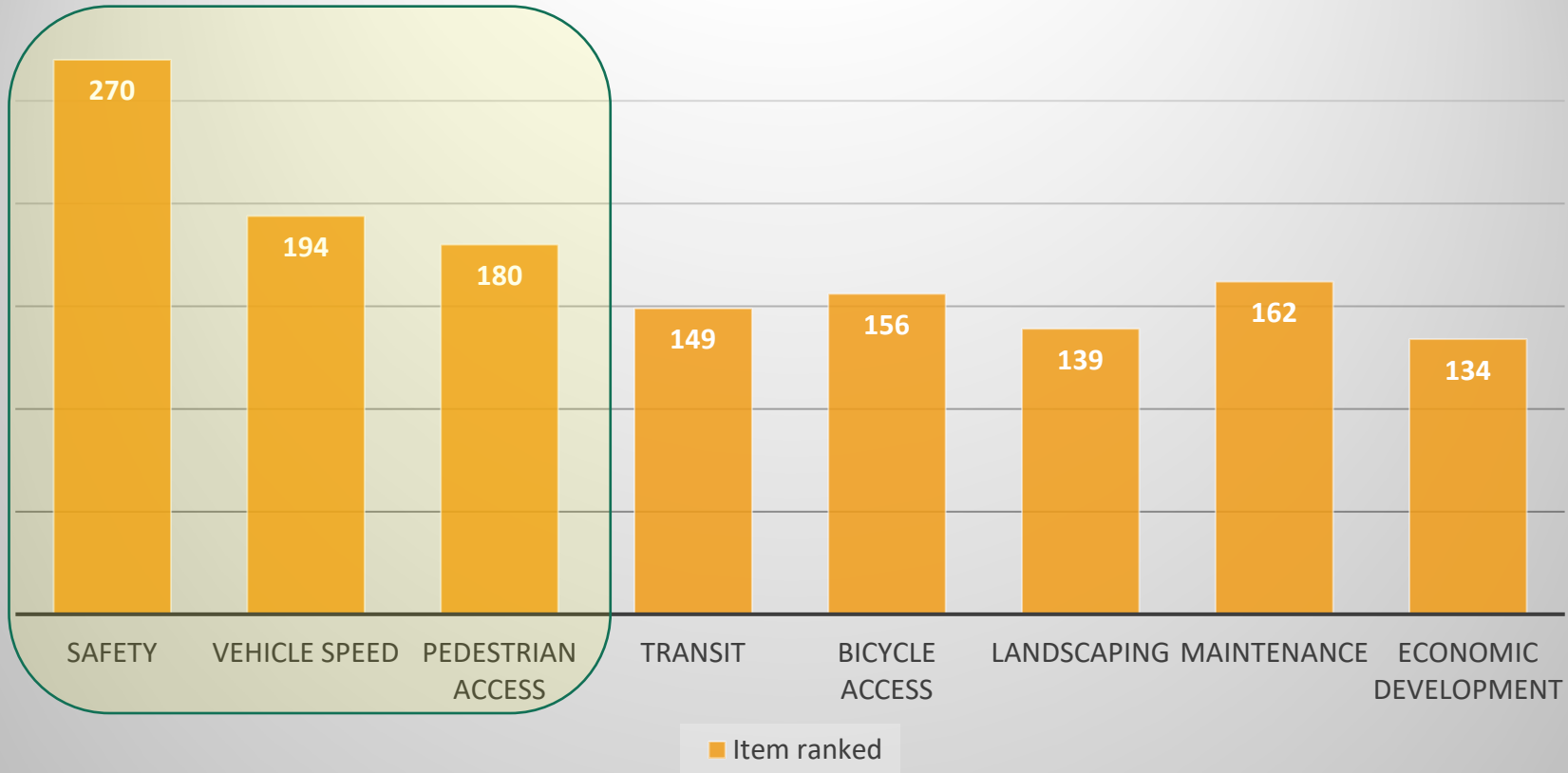


# Fruitville Road Corridor Visioning

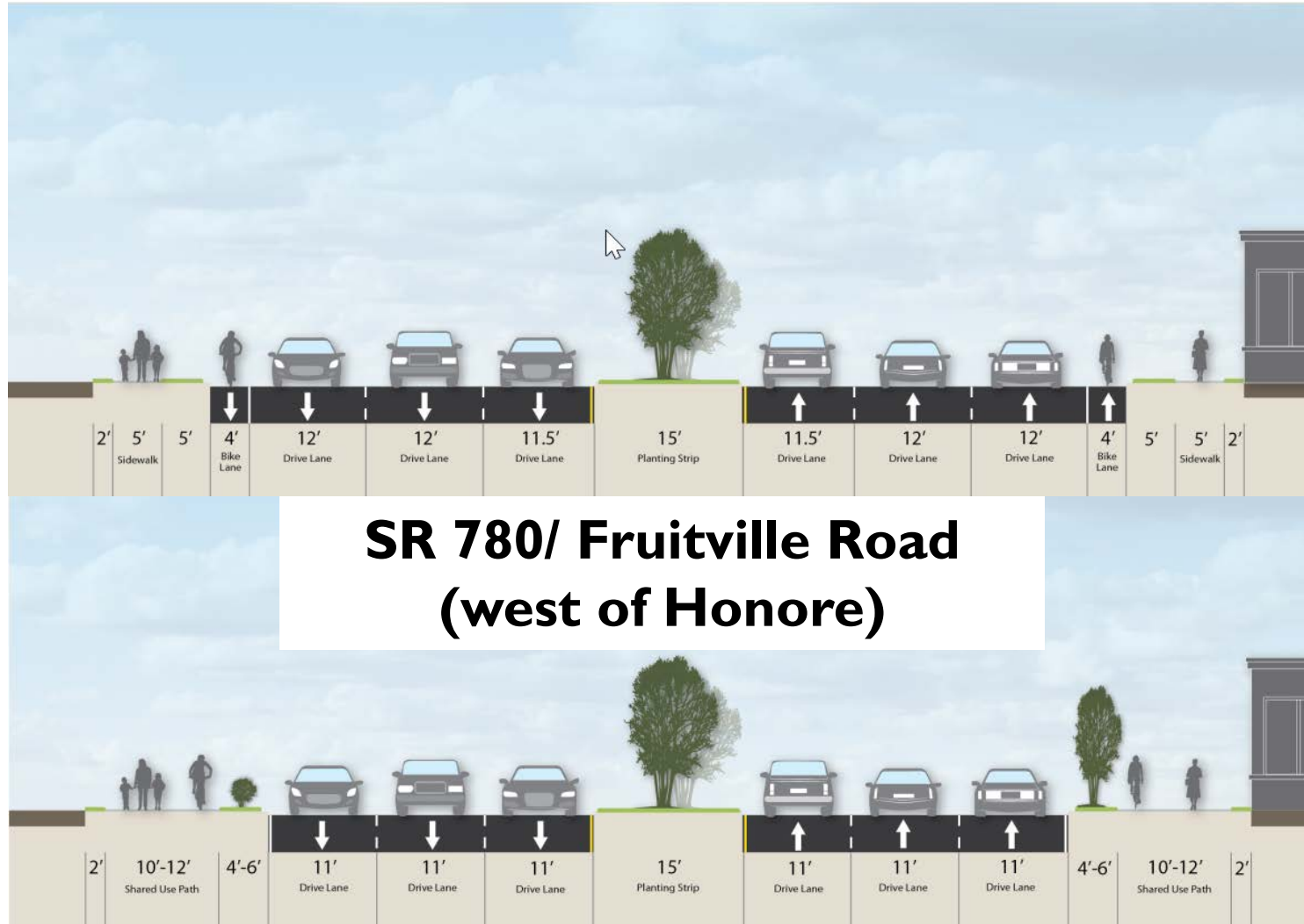
## SURVEY #1 Getting to Know You

Over 300  
respondents  
for Survey #1

### Priorities from Survey #1



# Fruitville Road Corridor Visioning



# Fruitville Road Corridor Visioning



# I-75/Fruitville Road Interchange



# Electric Vehicle Charging

- **Two Phases**

- Phase I
  - Fill gaps along the interstates to meet the goal of having a Direct Current Fast Charger accessible every 50 miles
  - First step – Industry Forum in June. Applications due August
- Phase II
  - Focus on state highways designated as an “Alternative Fuel Corridor”





**PUT IT DOWN**

**IT CAN WAIT**

**FOCUS ON DRIVING!**



**Thank you!**

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