



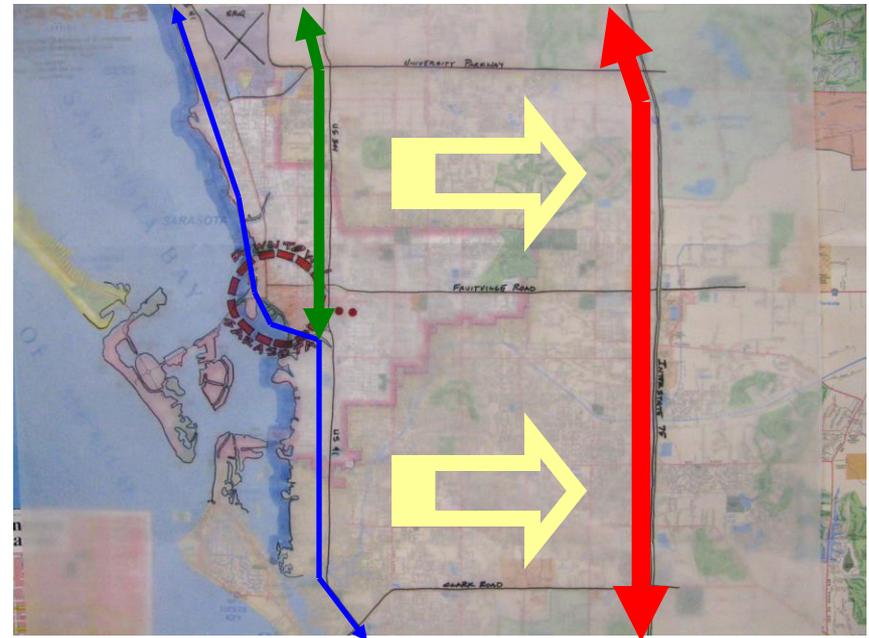
# Charrette Final Presentation

## November 18, 2008



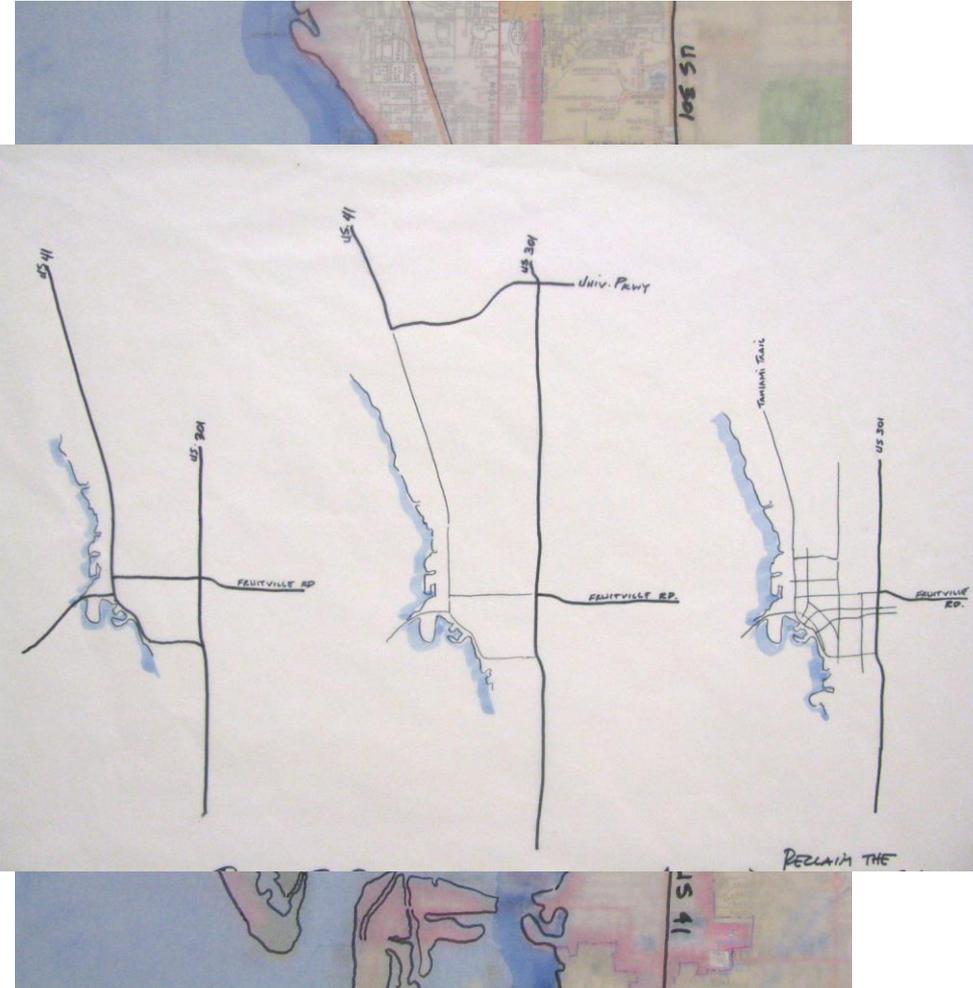
# The Corridor Context

- 1920s to 1960s
  - Tamiami Trail is the primary regional thoroughfare
- 1960s to 1970s
  - US 301 improves regional mobility and development moves east
- 1980s to present
  - I-75 becomes primary regional corridor
  - Emerging “spine” of the region



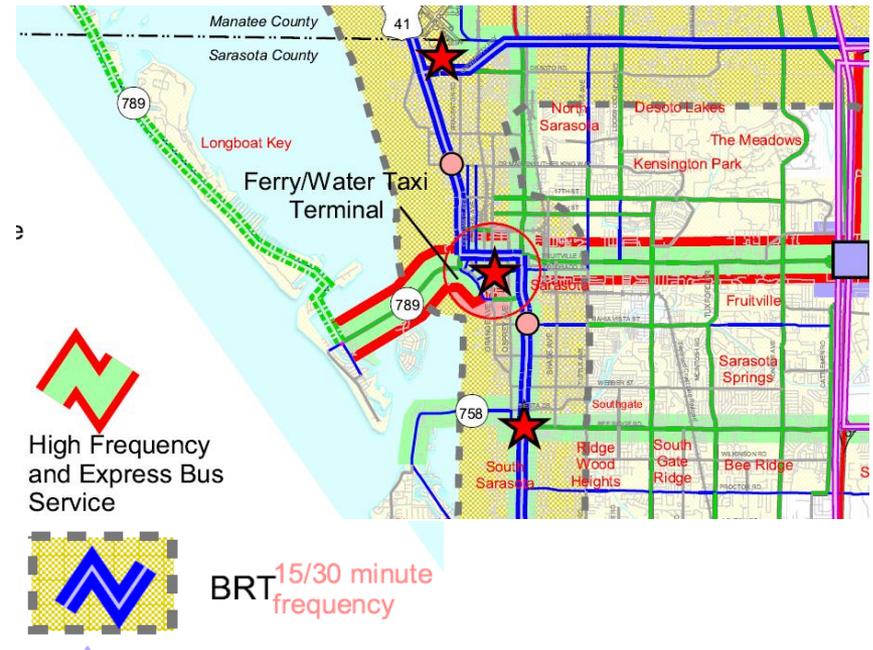
# The New Role of US 41

- Walkable centers and accessible neighborhoods
- Educational and cultural corridor
- Transit priority corridor
- Scenic community gateway with iconic vistas and sense of arrival



# Multimodal Corridor Transformation

- Traffic disperses through city-grid
- Roundabouts ensure comparable travel time
- Transit takes on a more prominent role
  - Regional
  - Local circulator
  - Water taxis

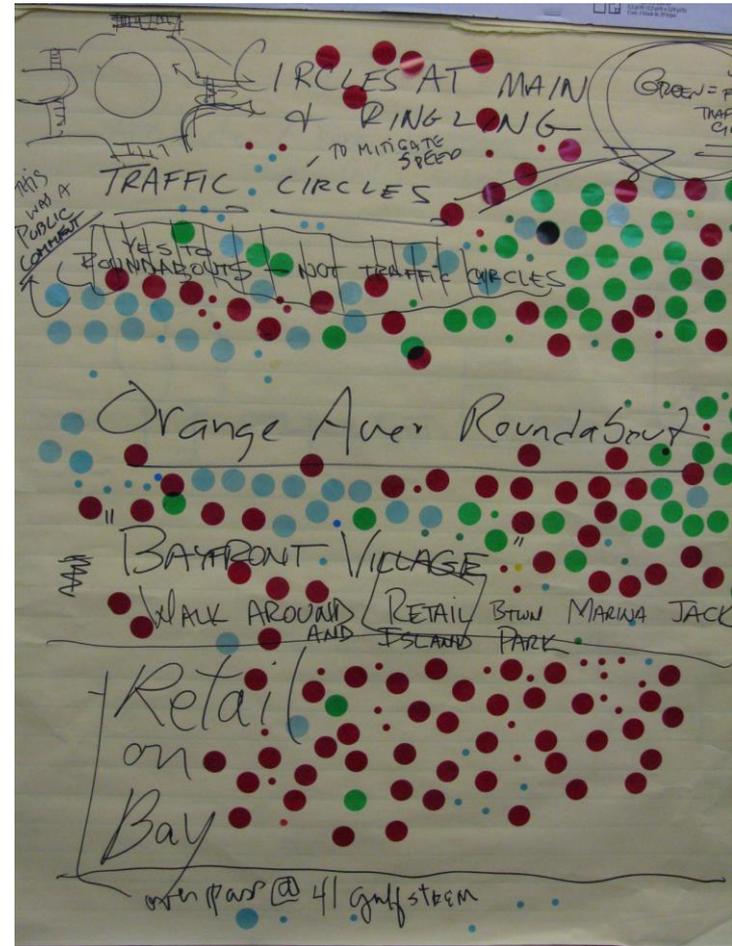


# The Charrette Process





# What We've Learned





SLOWER  
TRAFFIC  
KEEP  
RIGHT

15th St



SLOWER  
TRAFFIC  
IS  
RIGHT

15th St



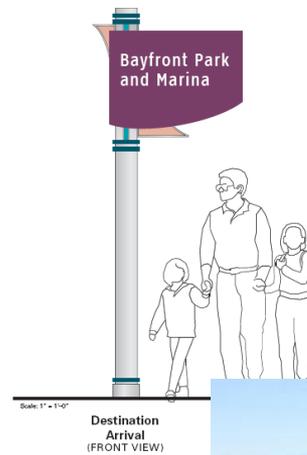
# Primary Guiding Principles

- Achieve greater pedestrian comfort and convenience
- Expand functionality of the corridor for all modes
- Unify downtown and the Bayfront
- Create a stronger sense of arrival



# Supporting Guiding Principles

- Preserve and expand green spaces
- Curtail high-end speeds
- Reduce impervious surface
- Improve wayfinding
- Reclaim the grid



# Space for All Modes?



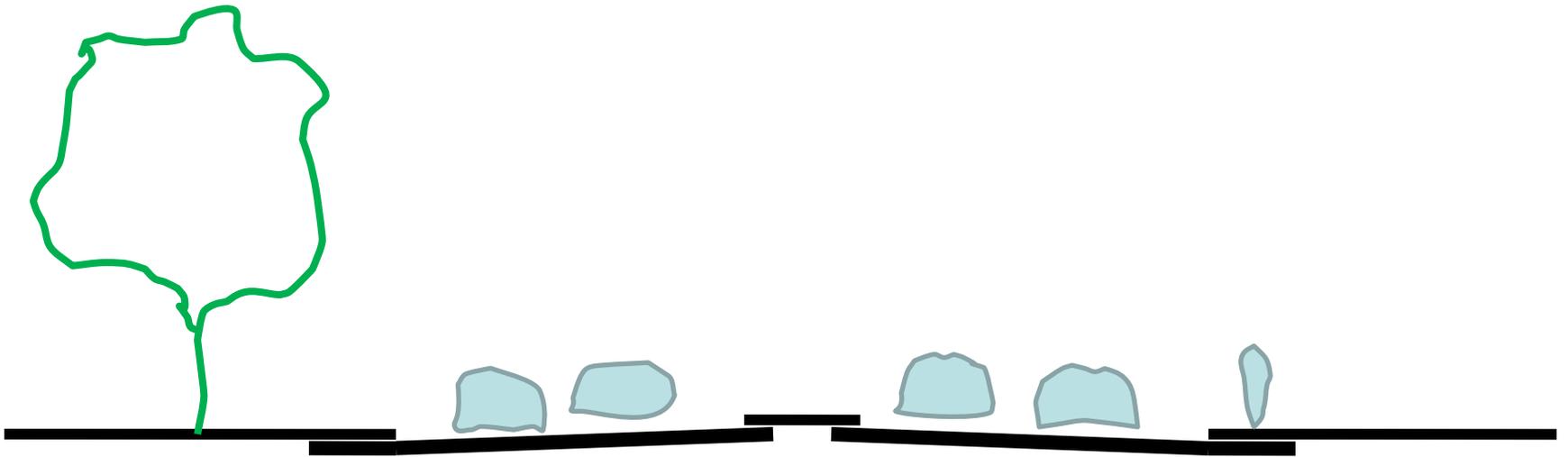
41 NORTH  
KEEP LEFT

301 NORTH  
KEEP RIGHT

SPEED  
LIMIT  
5  
ENTER

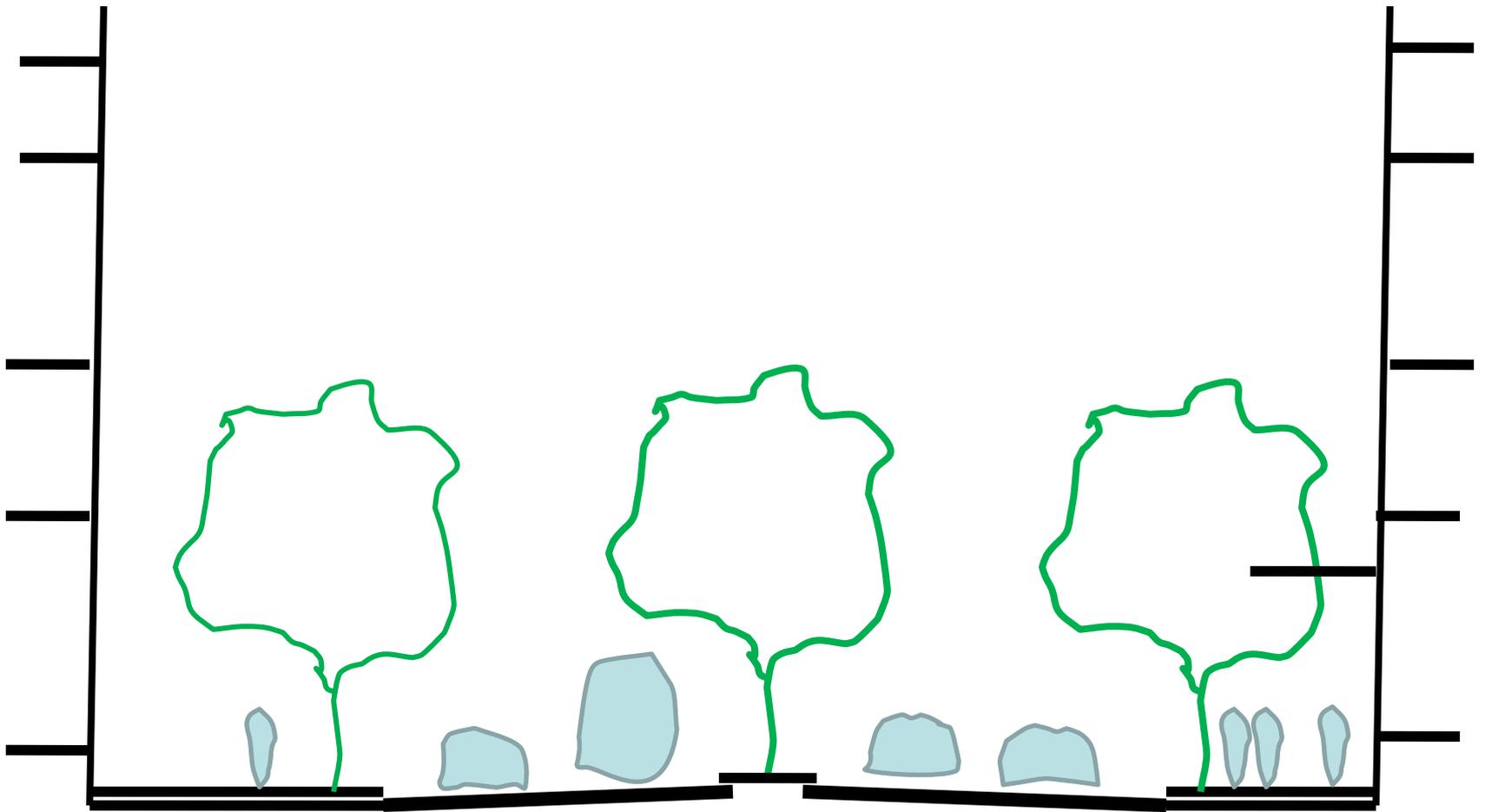


# Section Change



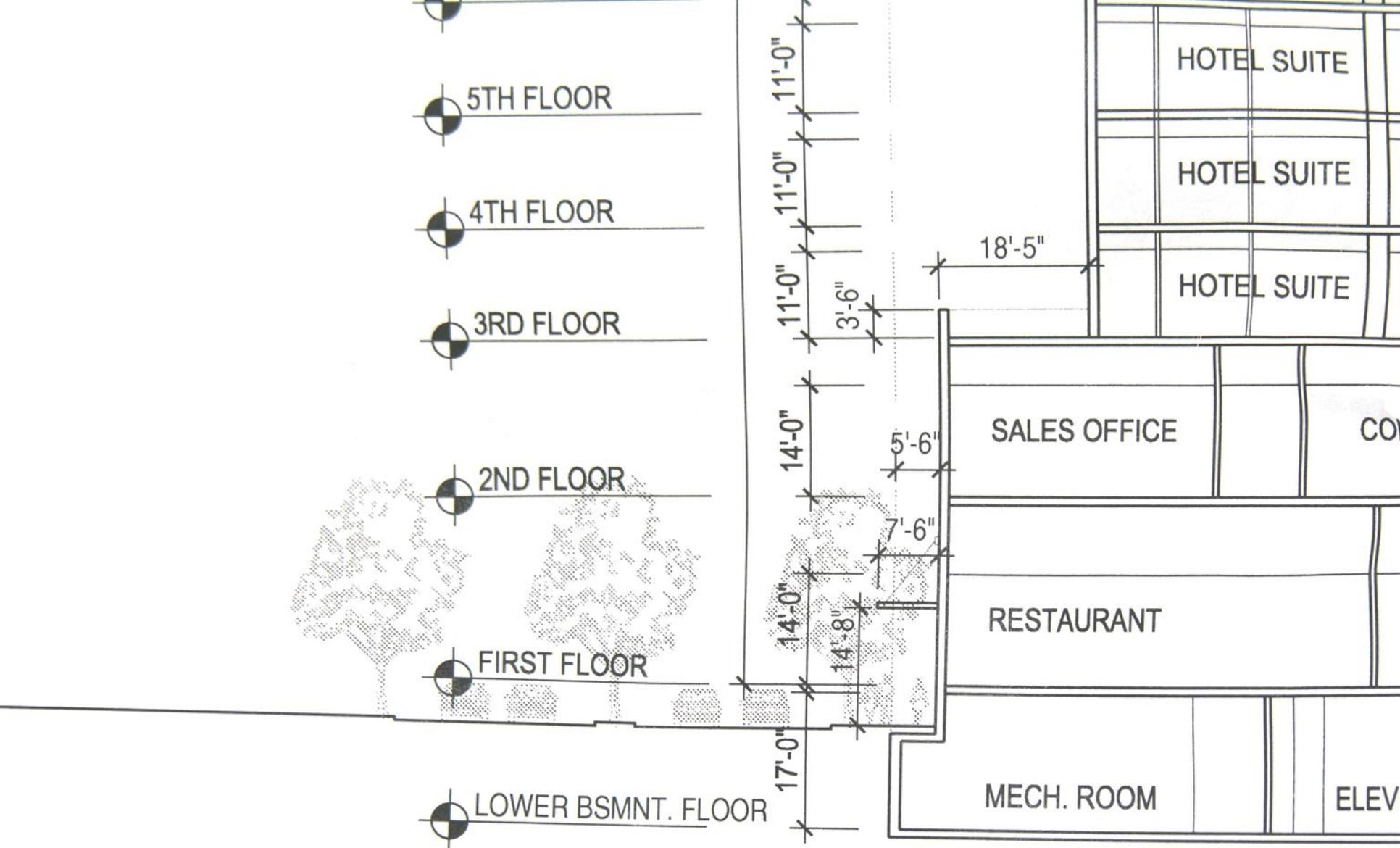
**40**  
mph

**Walkability Index = 17**



**30**  
mph

**Walkability Index = 65**



N.TAMIAMI TRAIL





PUSH  
BUTTON  
TO  
CROSS  
W. TALKING TR



# roundabout safety in the united states

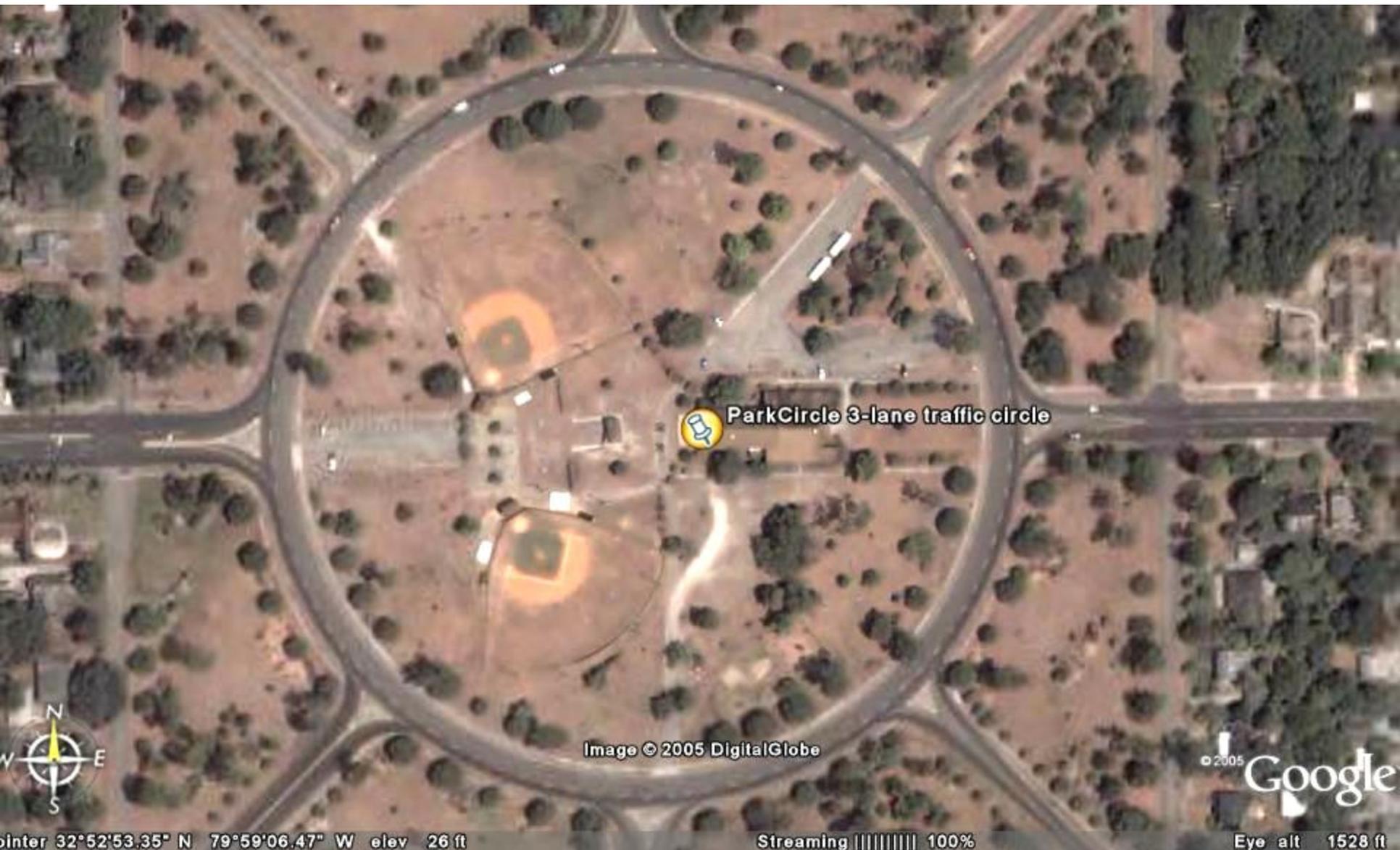
- decrease in crashes:
- overall: 39%
- injury-producing: 76%
- fatal or incapacitating: 90%

Crash Reductions Following Installation of  
40+ Roundabouts in U.S.

Insurance Institute for Highway Safety

March 2000

# roundabout or traffic circle?



Winter 32°52'53.35" N 79°59'06.47" W elev 26 ft

Streaming ||| 100%

Eye alt 1528 ft

# not traffic circles



kingston, ny

new roundabout

old traffic circle

# example – two lane modern roundabout



Clearwater Beach, FL      58,000 vehicles & 6,000 pedestrians per day

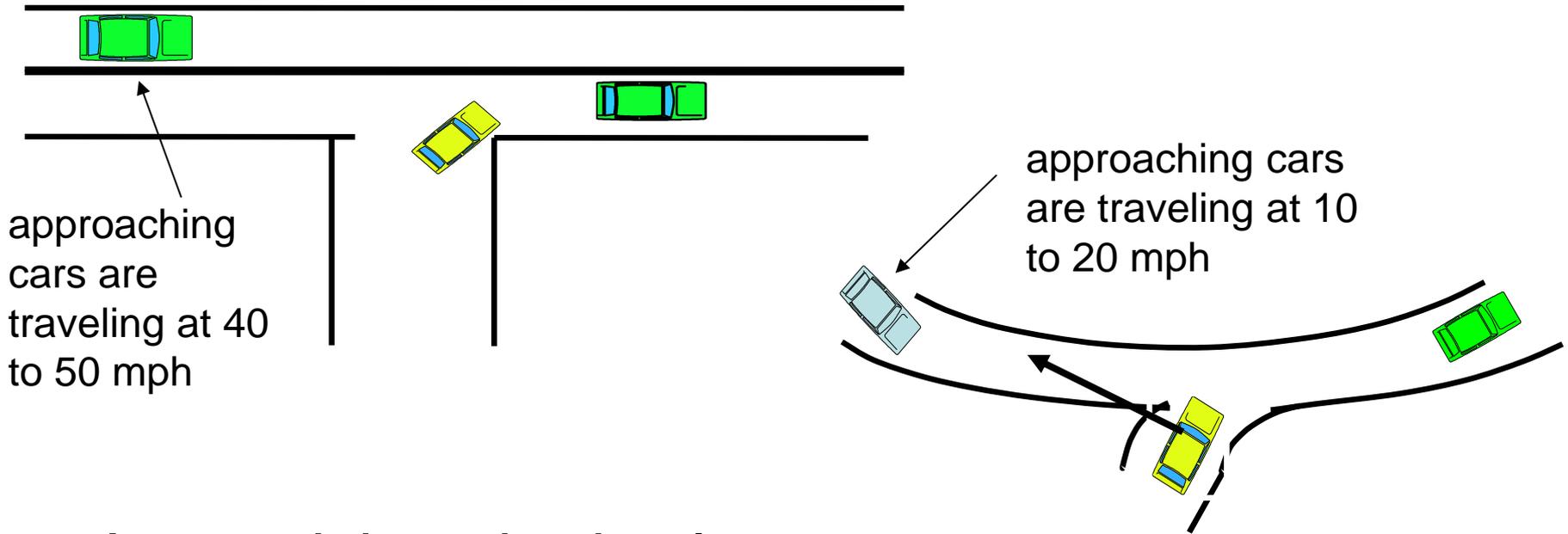
# public acceptance survey of US roundabouts

National Cooperative Highway Research Program  
NCHRP Bulletin 264

prior to construction  
opposed 68%

after construction  
favored 73%

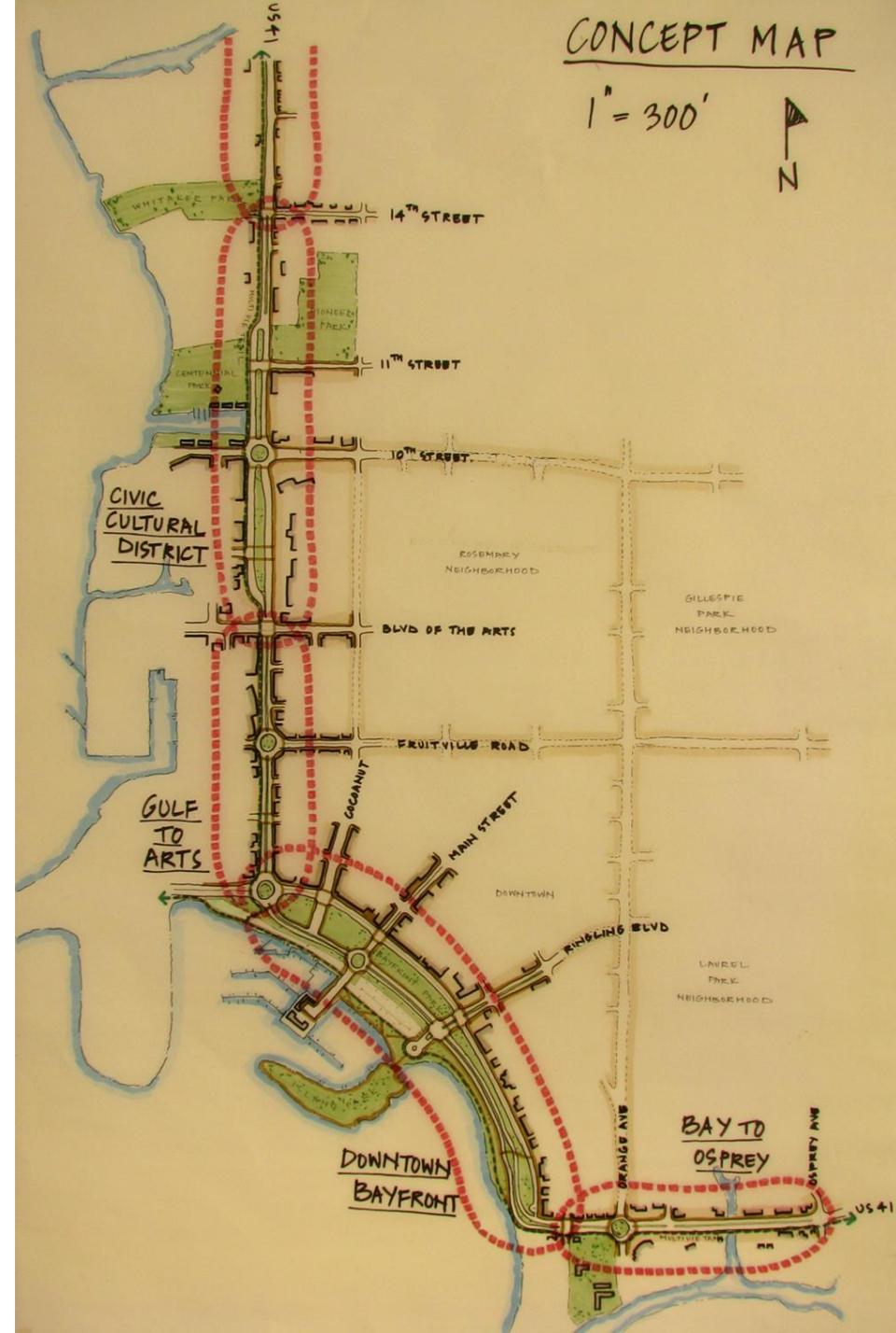
# driving a roundabout similar to driveways



A roundabout is simply a curved road with a driveway

# Key Concepts

- Reduce design speed to 30 mph
- Construct roundabouts
- Create urban avenue with wide median
- Create Complete Streets – space for all modes



# Speed & Travel Time

From 10<sup>th</sup> Street to Osprey

- At 40 mph: 5 minutes, 41 seconds
- At 30 mph: 5 minutes, 53 seconds
  
- Overall change
  - travel time : 12 seconds
  - percentage: 3.5%



**Segment 1 – 14<sup>th</sup> Street to 10<sup>th</sup> Street**

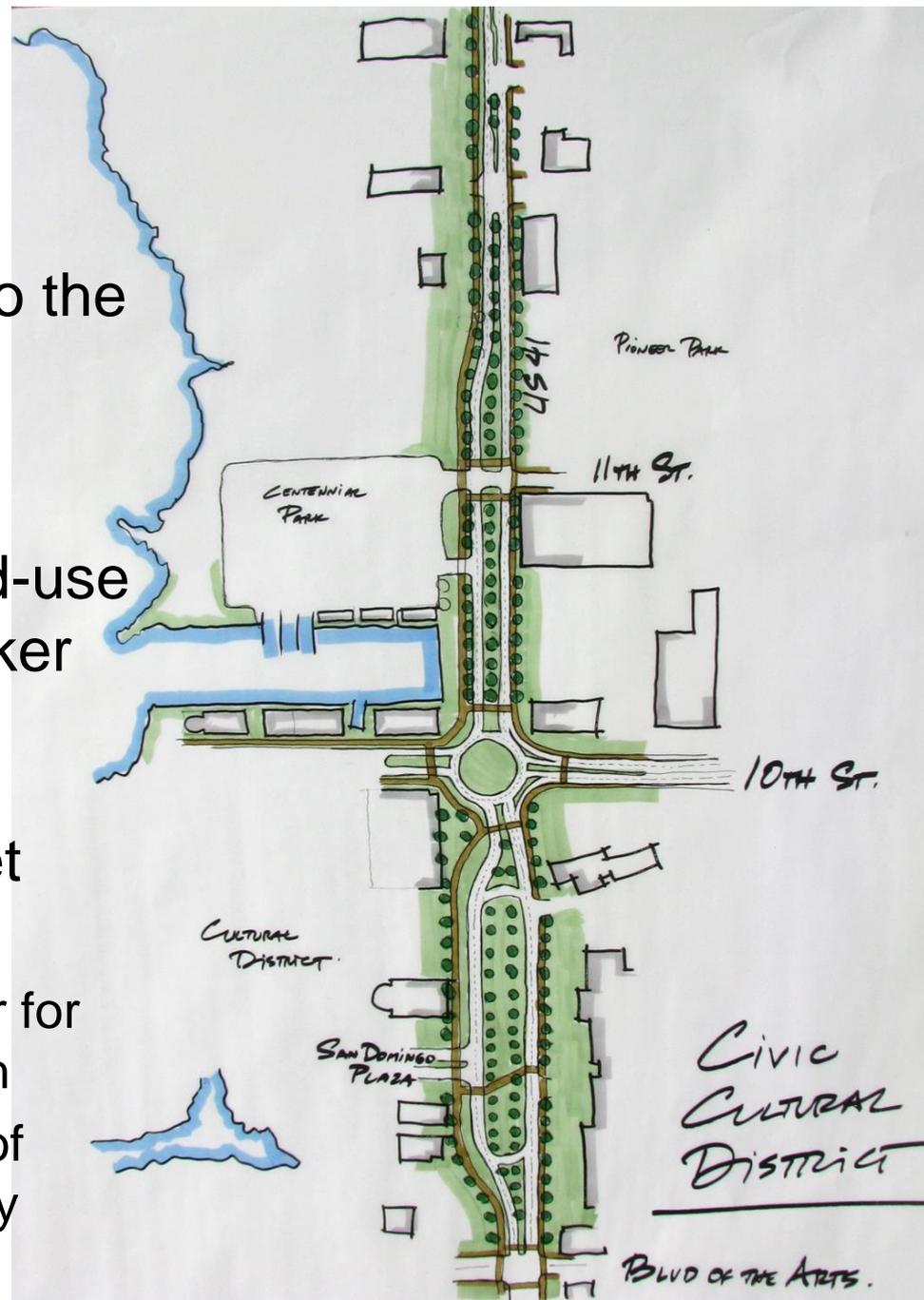
# 14<sup>th</sup> Street Gateway

- Approach site distance due to elevation and high speeds reflecting its suburban design
- Transition / gateway needed to signal entrance into the downtown urban section
- Transit stop, and parking for Sarasota Bay Club employees and Whitaker Bayou Park located on the northbound side of 41, forcing people to cross the street



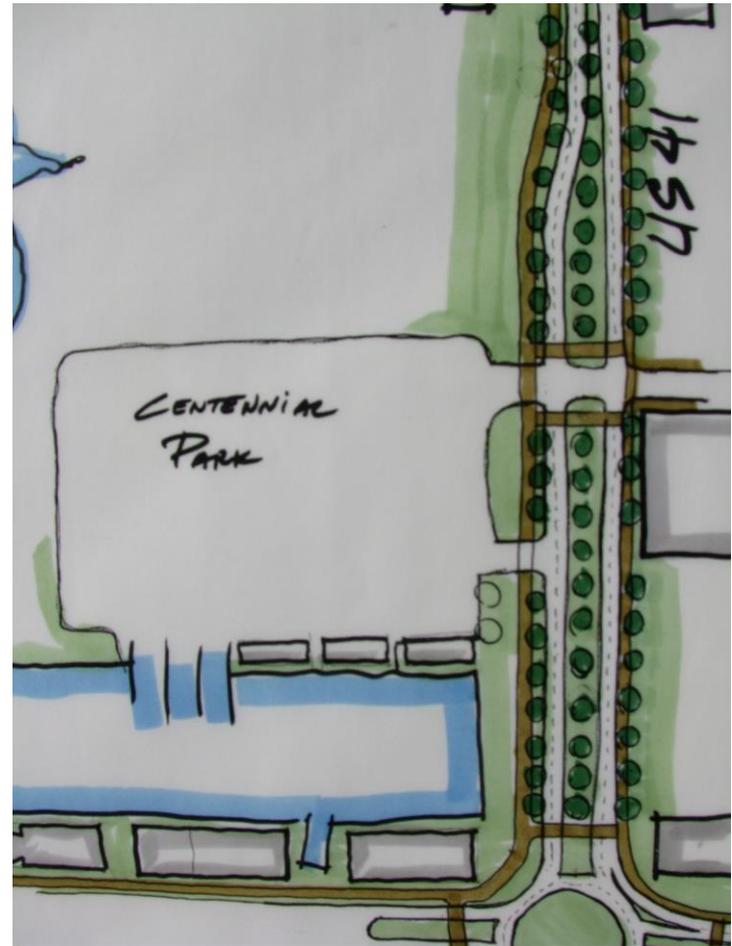
# The Strategy

- Create gateway entrance to the downtown with enhanced pedestrian crossing
- Construct west side shared-use path along US 41 to Whitaker Bayou
- Add full signal at 14<sup>th</sup> Street when warranted
  - Warrant thresholds are lower for urban arterials below 45 mph
  - Depends on transformation of section to University Parkway



# Gateway Transition

- Add street trees in expanded buffer between US 41 and the shared path, and within the expanded median
- Enhance pedestrian crossing at 11<sup>th</sup> Street and Pioneer Park





**Segment 1 – 10<sup>th</sup> Street to Boulevard of the Arts**

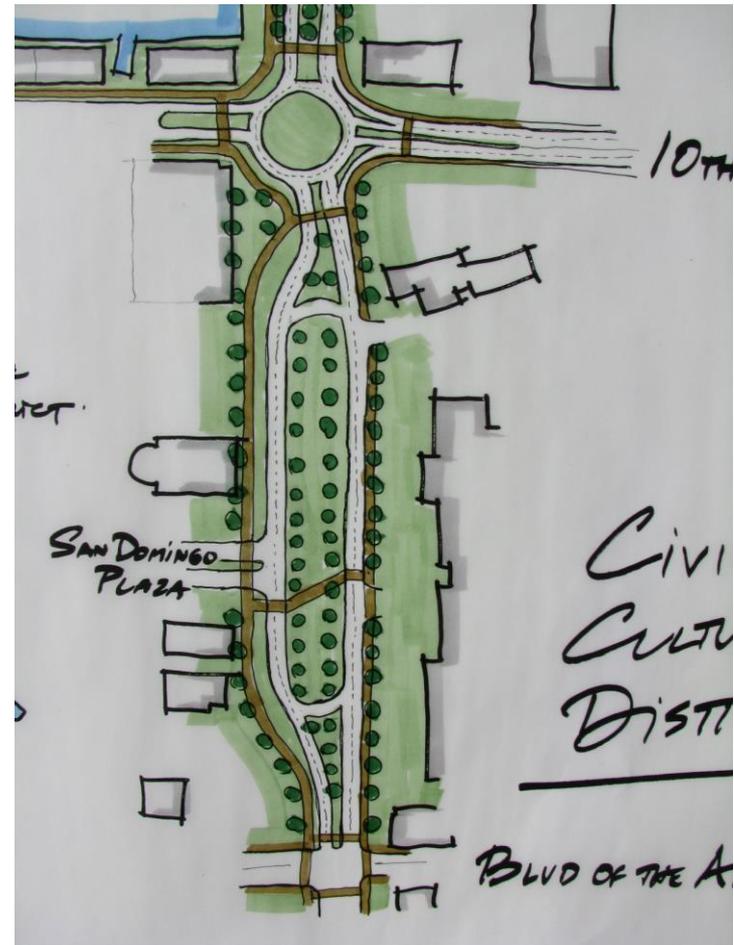
# Civic and Cultural District

- Lacking definition as urban district – spatial enclosure
- Conveys high speed context
- US 41 is a barrier to access Van Wezel and other destinations
- Under-utilized road capacity on 10<sup>th</sup> and Lemon

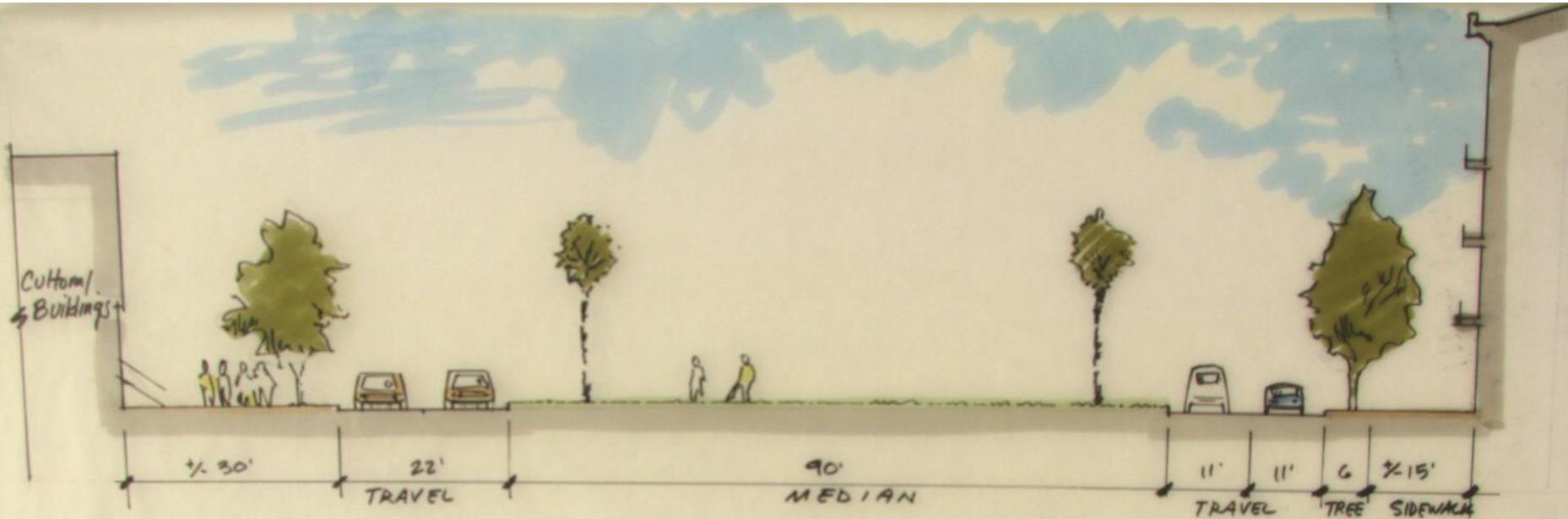


# The Strategy

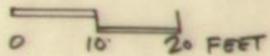
- Roundabout @ 10<sup>th</sup> Street serves as gateway and guides traffic east
- Green / Grand boulevard median to define area
- U-turns to facilitate access
- Enhanced pedestrian crossing at Pioneer Park/11<sup>th</sup> Street
- Multi-use trail on west side of US 41



# Facing North @ 7<sup>th</sup> Street



Street Section  
TAMIAMI TRAIL @ CULTURAL DISTRICT





View South of Tamiami @ 11th St.



**Segment 2 – Boulevard of the Arts to Gulfstream**

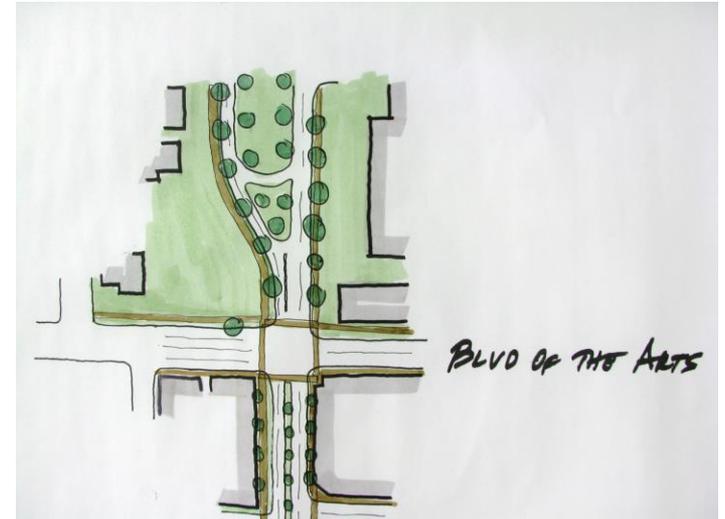
# Gulf to Arts District

- No sense of arrival
- Approved developments require a more urban street design
- Ensure connectivity of the MURT and 1<sup>st</sup> Street
- Preserve function of US 41 to connect barrier islands to I-75

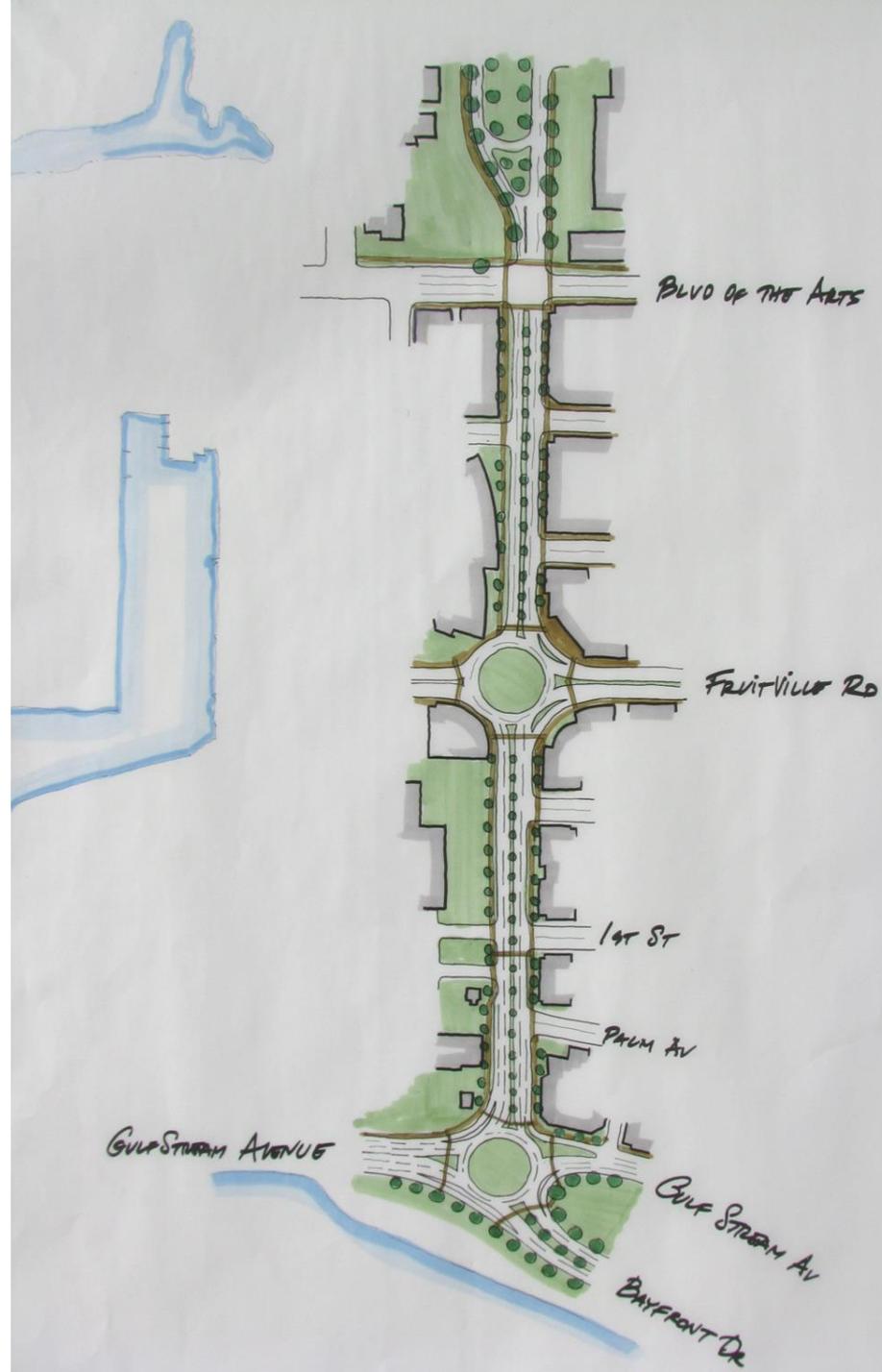


# The Strategy

- Grand boulevard median transition to urban street
- Tree-lined median with lower target speed
- Focused pedestrian crossing areas



- Urban avenue transition to urban boulevard
- Roundabouts at Fruitville and Gulfstream
- Pedestrian crossing at 1<sup>st</sup> Street



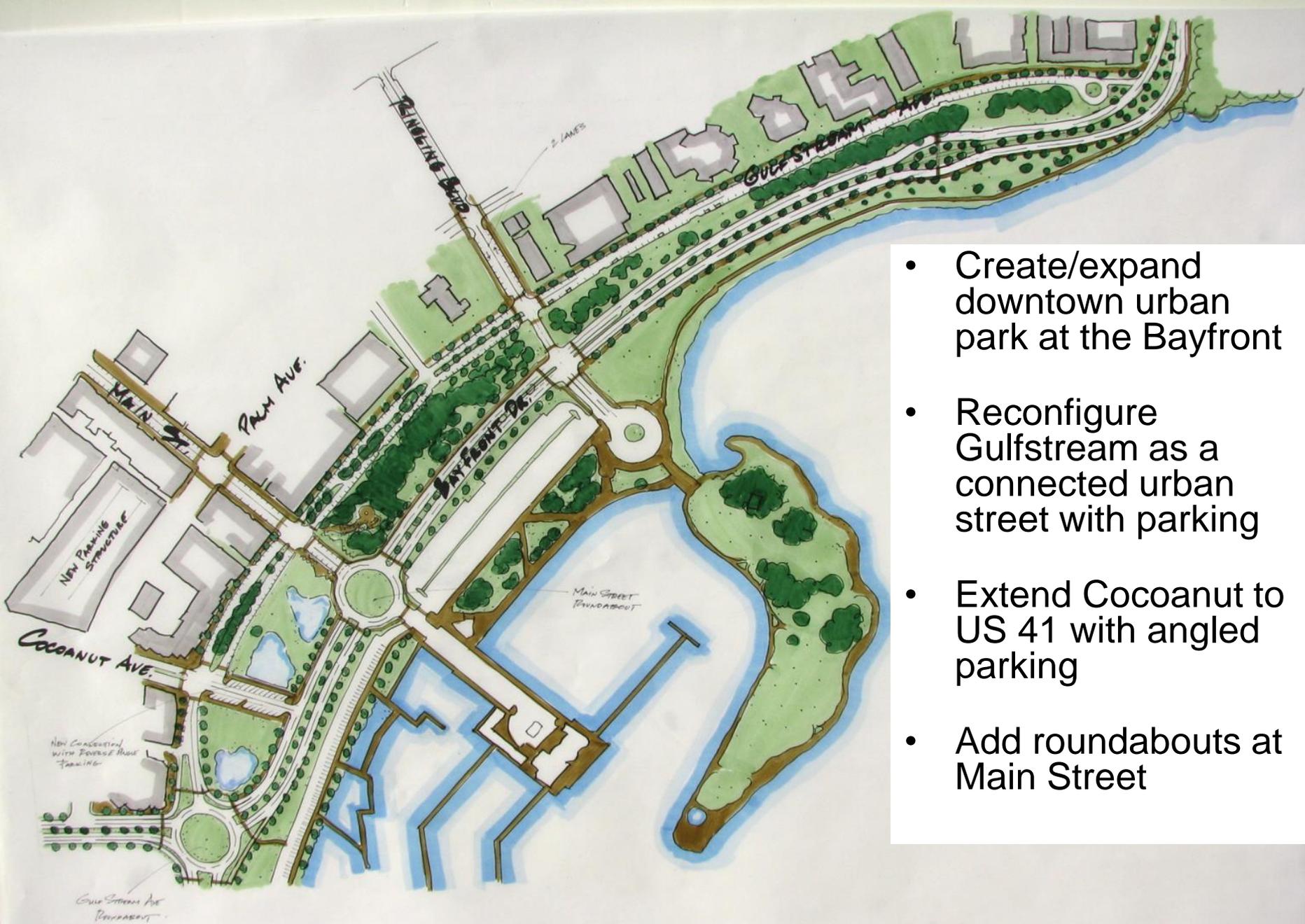


**Segment 2 – Bayfront Drive**

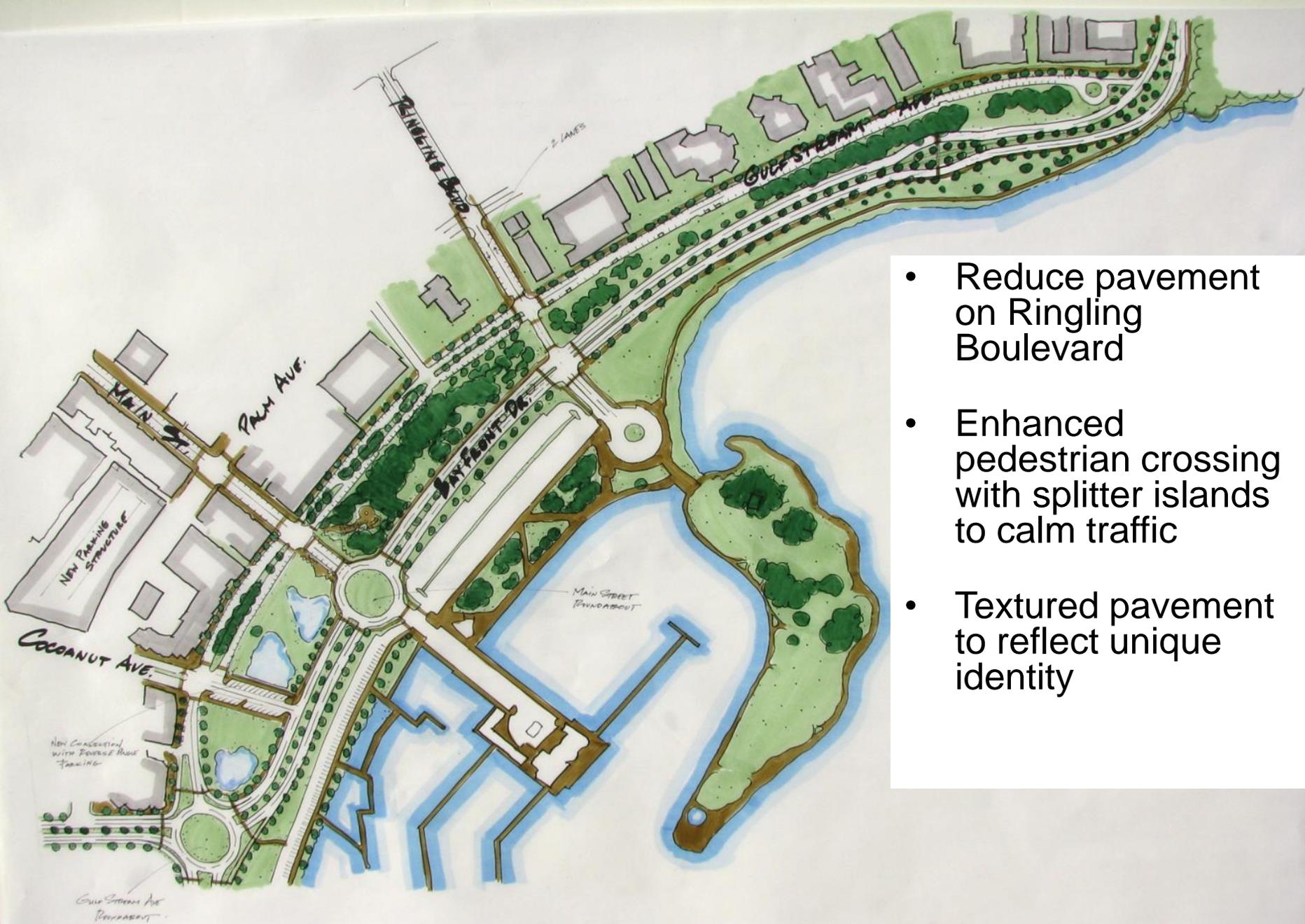
# Downtown Bayfront

- Excessive pavement prevents true urban character and encourages higher speeds
- Suburban frontage road
- Long wait time to cross US 41
- Preserve green area and parking



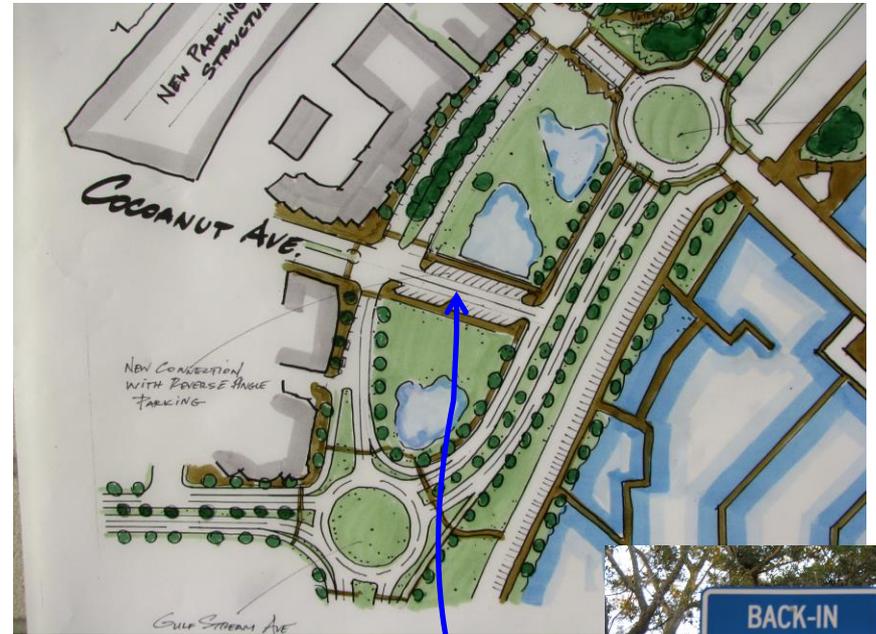


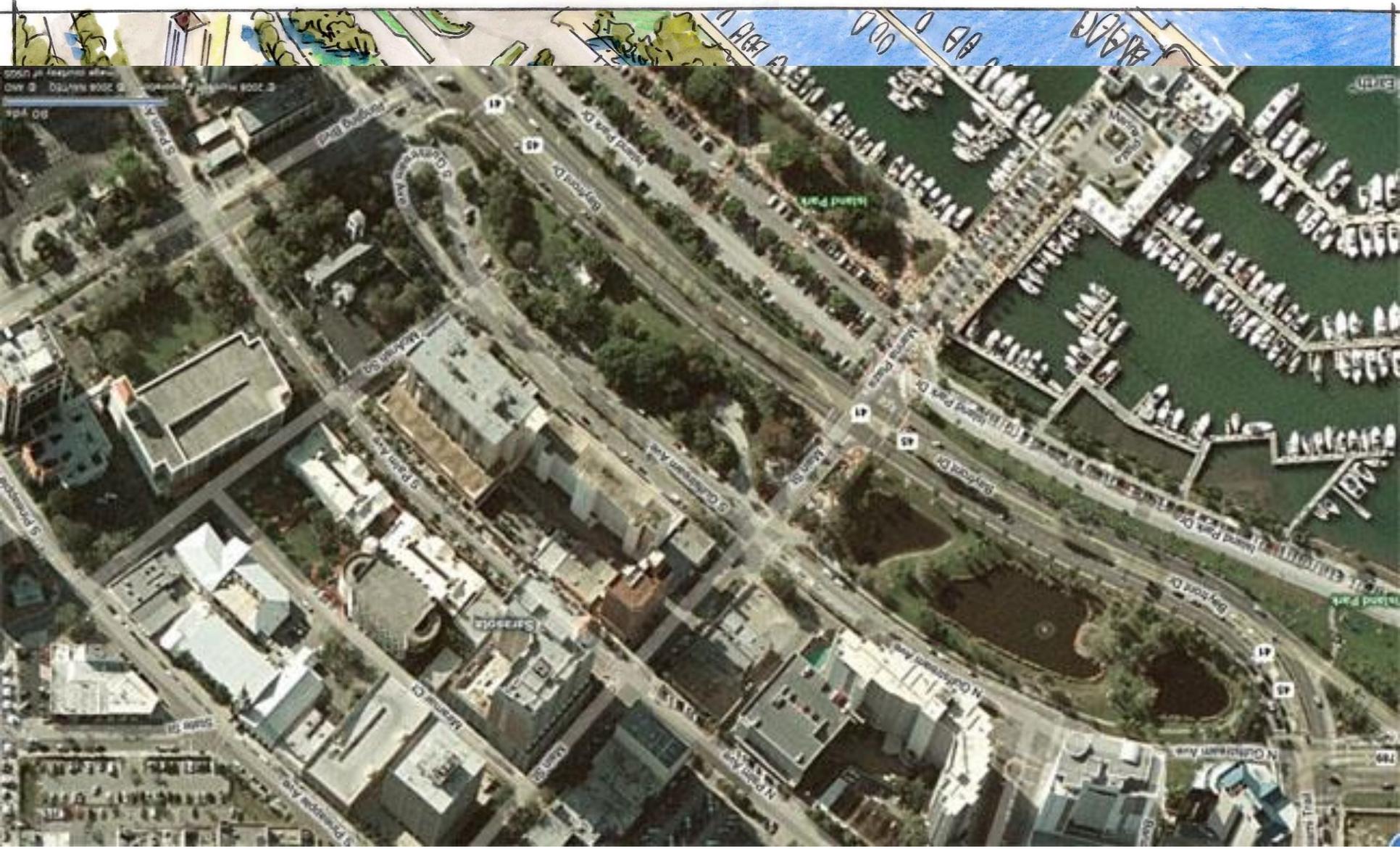
- Create/expand downtown urban park at the Bayfront
- Reconfigure Gulfstream as a connected urban street with parking
- Extend Coconut to US 41 with angled parking
- Add roundabouts at Main Street



- Reduce pavement on Ringling Boulevard
- Enhanced pedestrian crossing with splitter islands to calm traffic
- Textured pavement to reflect unique identity

# Gulfstream to Main





# Ringling to Palm

- Splitter islands and realigned curve to slow traffic
- Pedestrian-activated crossing if possible
- Right-in only access to Gulfstream Avenue





**Segment 3 – Mound Street**

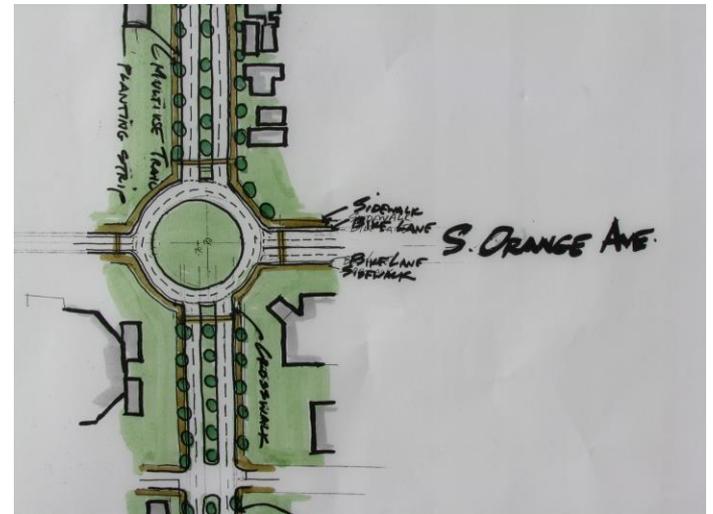
# Garden – Bay Gateway

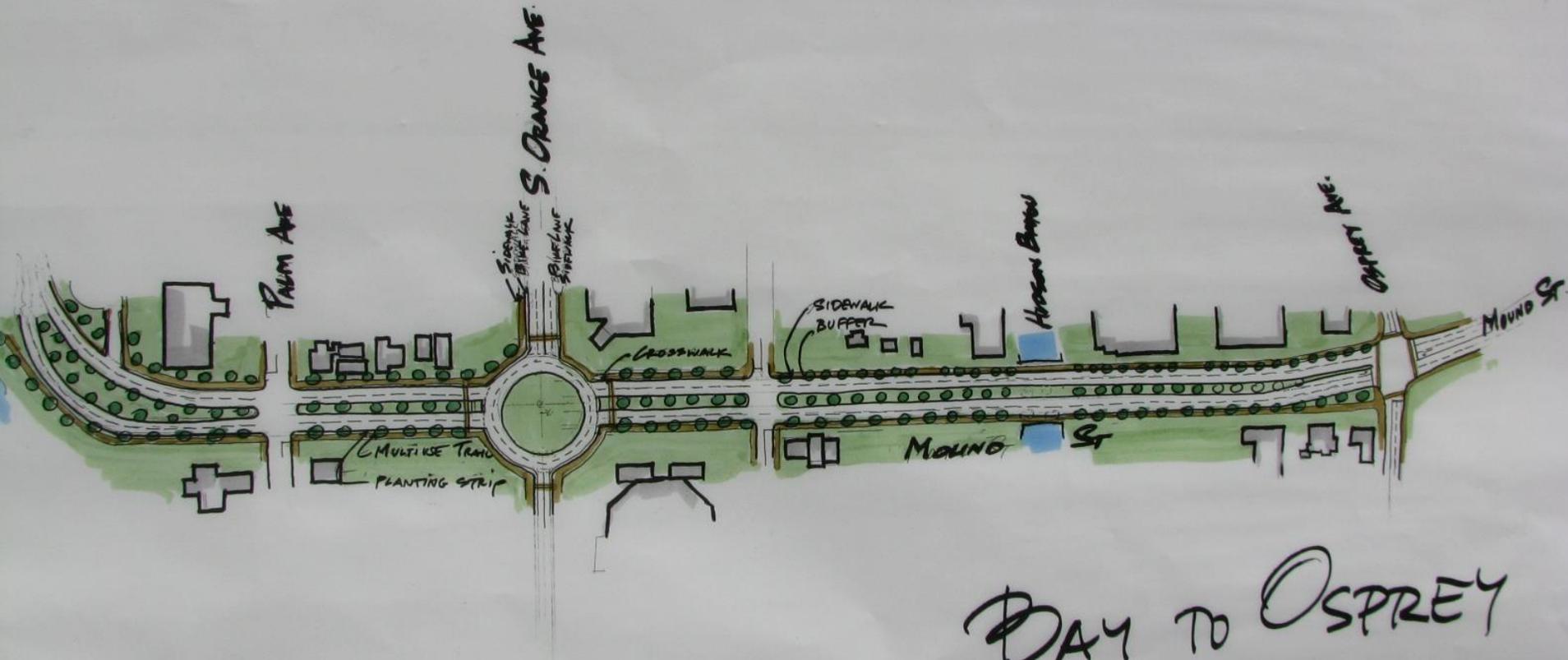
- Highest speed segment – 75 percent of ROW is for traffic lanes
- Visibility problem to cross at Palm Avenue
- Lack of crosswalks and poor pedestrian/cycling environment
- No sense of downtown connection



# The Strategy

- Reconstruct curve with horizontal deflection to reduce speed and increase visibility of crossing traffic
- Extend MURT on south side
- Roundabout at Orange Avenue
- Continue bike lanes into downtown along Orange





DAY TO OSPREY

# Mound Street Today



# Mound Street Re-Design



# Conceptual Phasing Program

## Near Term

- 14<sup>th</sup> Street gateway with pedestrian crossing
- Downtown wayfinding
- Side street narrowing
- Add MURT extension along Mound Street

*To be refined further in the next few weeks*

# Next Steps

- Follow up with FDOT and public agencies
- City Commission workshops
- Define staging plan and financing requirements
- Finalize recommendations
- Modernize transportation policies



Thank you for your efforts!

