CORTEZ ROAD CORRIDOR VISION AND ACTION PLAN

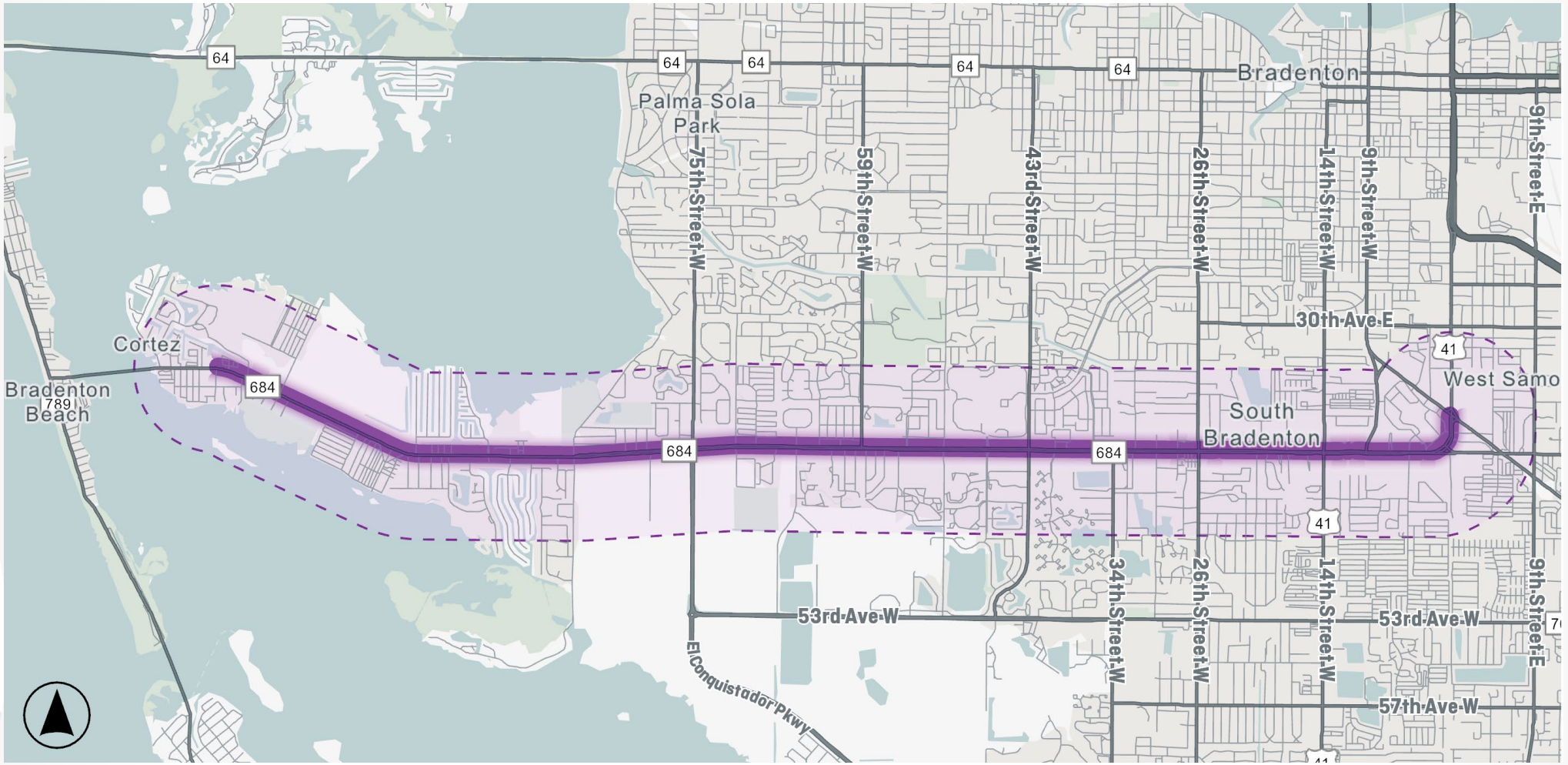
Sarasota-Manatee MPO

Technical Advisory Committee

March 11, 2024

https://www.swflroads.com/project/444625-1

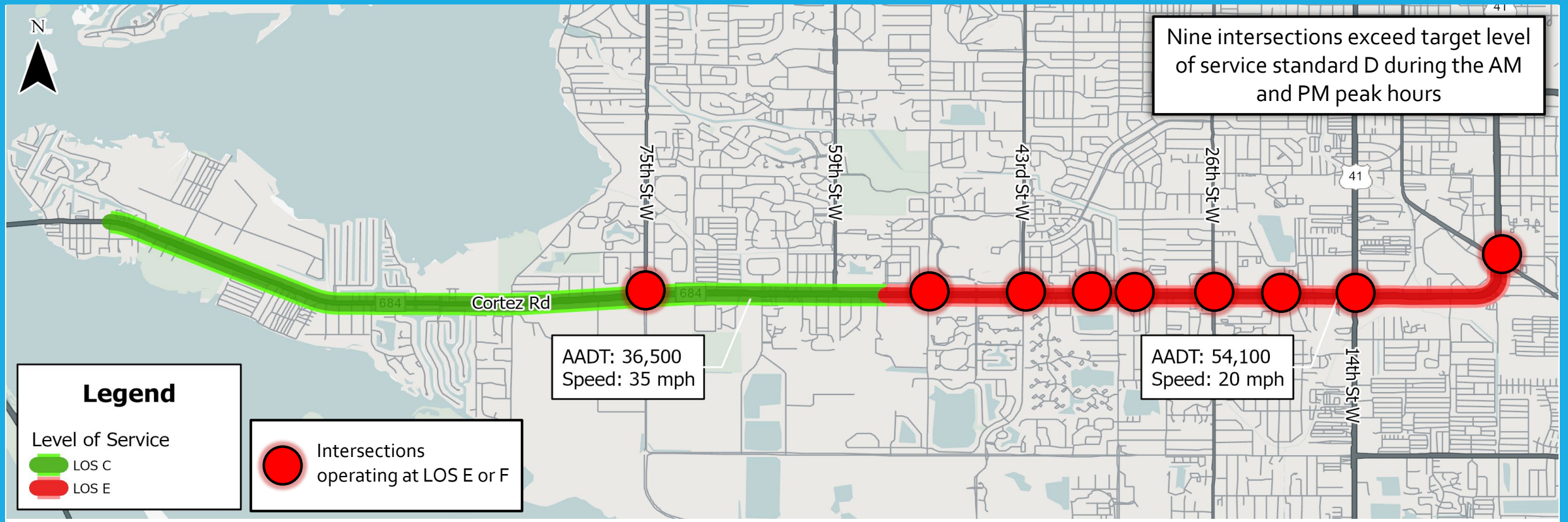
PROJECT STUDY AREA



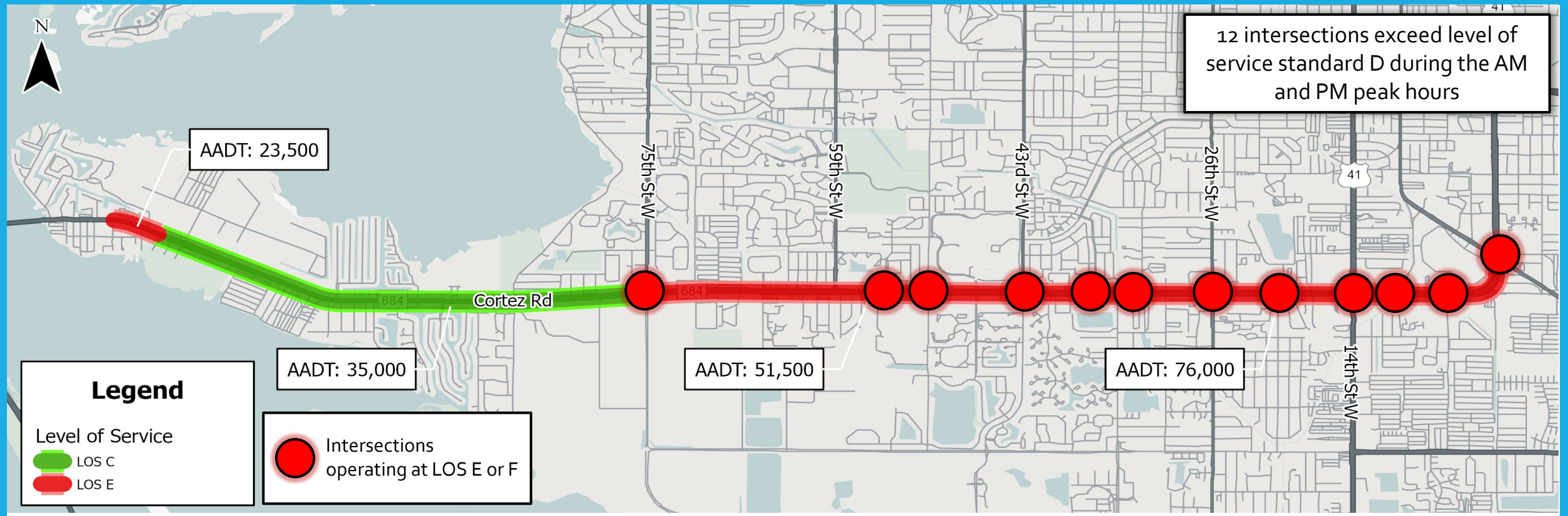
CORTEZ ROAD (SR 684) –121st Street Ct. W to 301 Boulevard

CORRIDOR VISION THEMES

- **Safe and Accessible Multimodal Opportunities**
  - Safe pedestrian and bicycle infrastructure
  - Convenient and efficient transit options
  - Calmed traffic with productive flow through corridor
- **Connectivity**
  - Smaller grained street framework for easier access to destinations
  - Consistency in designed multimodal networks to allow multimodal travel throughout the corridor
- **Economic Vitality**
  - Sustainable reinvestment and land use patterns that include a mix of land uses
  - Accessible work, shop, and tourism destinations
- **Sense of Place**
  - Safe and comfortable travel experience
  - Removal of visual or phycological barriers to community assets
  - Strong sense of community identity and character



EXISTING YEAR (2023) TRAFFIC CONDITIONS

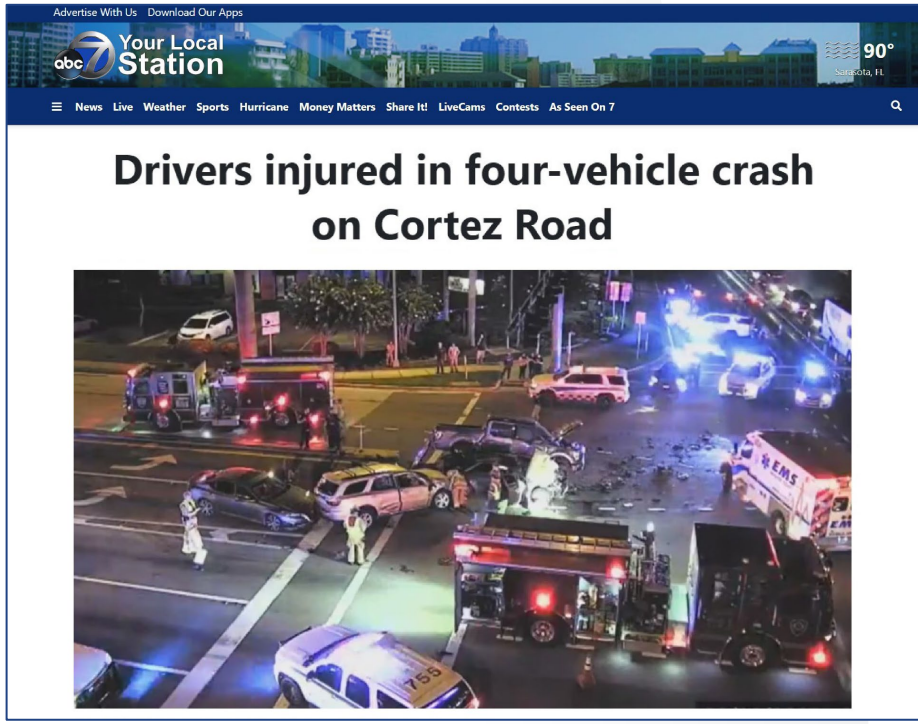


DESIGN YEAR (2050) NO-BUILD TRAFFIC CONDITIONS

HIGH LEVEL OF STRESS FOR PEDESTRIANS AND BICYCLISTS

KEY ANALYTICAL FINDINGS

- Growth in Manatee County will lead to **increased trip generation by all modes** for all travel purposes in the Cortez Road corridor.
- Forecasted traffic data suggest that **congested conditions present today will continue** into the future.
- Cortez Road experiences **high crash rates**, and many crashes result in fatalities or incapacitating injuries, especially in the eastern portion of the corridor.
- Cortez Road is an **important facility for disadvantaged residents**, including minority, low-income and zero-car residents to access jobs and essential destinations.

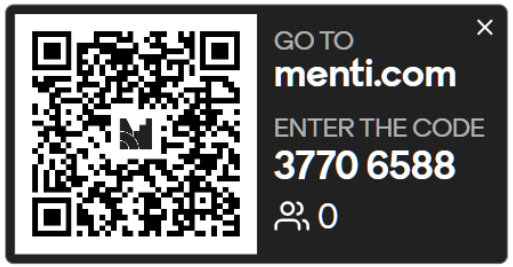


KEY ANALYTICAL FINDINGS

- **Transit ridership is growing**, and it may play an increasingly important role in the mobility provided by the corridor.
- Current utilization patterns suggest that Cortez Road is used primarily for **local discretionary trips**, though it is also an **important corridor for visitors** to reach the barrier island and beach towns.
- Cortez Road generally has a typical right-of-way width exceeding 80 feet. However, there are many points at which it narrows, which could impose **constraints on future roadway design** alternatives.
- The Cortez Road corridor is **suitable for development that intensifies and diversifies land uses**.

STAKEHOLDER ENGAGEMENT

- Stakeholder interviews
  - Manatee County Commissioners
  - Bradenton Beach Mayor
  - Cortez Village Historical Society
  - Sarasota Manatee Bicycle Club
  - Lake Flores/ Peninsula Bay Developer
- Workshop with businesses
  - September 20, 2023
  - Manatee County Chamber
  - 22 business representatives
- Public Workshop
  - October 18, 2023
  - American Legion Kirby Stewart Post 24
  - 40 public participants



OPPORTUNITIES AND DESIRES

- Dedicated transit lanes for more consistent and reliable service
- Optimized traffic flow through corridor
  - Roundabouts
  - Optimized signal timing
- Safe and protected bicycle infrastructure throughout the corridor
- Wider and buffered sidewalks for pedestrians
- Clearly defined and more abundant midblock crosswalks

OPPORTUNITIES AND DESIRES

- Leverage redevelopment and infill opportunities
- Land uses that make Cortez Road a destination rather than pass-through corridor
- Enhanced multimodal access to businesses
- Aesthetic enhancements, such as median landscaping

FUNDAMENTALS TO ACHIEVE VISION

- **Transportation and land use strategy should align**
  - Expected population influx will require more compact, higher density development at certain nodes in the corridor
  - Land use policy should strive for balanced mix of productions (residential) and attractions (jobs, shops, restaurants) to reduce trip lengths and encourage walking, biking, and transit
  - Modal options will need to be convenient and safe
- **State and local transportation system need to work together**
  - Strengthened grid network to distribute traffic
  - Shared burden of state and local systems to move people
  - Focus on transportation productivity – traffic flow, not speed
- **Partnership among state and local agencies to implement vision**
  - Coordinated strategy with clear roles and responsibilities
  - Commitment to safety, mobility and placemaking objectives

NEXT STEPS

- Feedback on the vision themes
  - **Safe and accessible transportation** system that provides good **multimodal connectivity** and promotes **economic development** and a **strong community identity**.
- Initiate Corridor Action Plan
  - Continued stakeholder engagement
  - Define integrated transportation and land use strategies that align with vision themes
  - Phased implementation plan with clear roles

PUT IT DOWN

IT CAN WAIT

FOCUS ON DRIVING!

FDOT

TARGET ZERO

FATALITIES & SERIOUS INJURIES

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Project Website
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