



US 301/SR 683/N. Washington Blvd. from Fruitville Road to 10th Street

Safety Improvements – Median Modification Public Hearing

Thursday, December 7, 2017

Agenda

5:30 p.m.

- Please sign in
- Pick up a speaker request card if you wish to speak after the presentation, and/or a comment card if you would like to make a written statement
- Open House—project staff available to answer questions

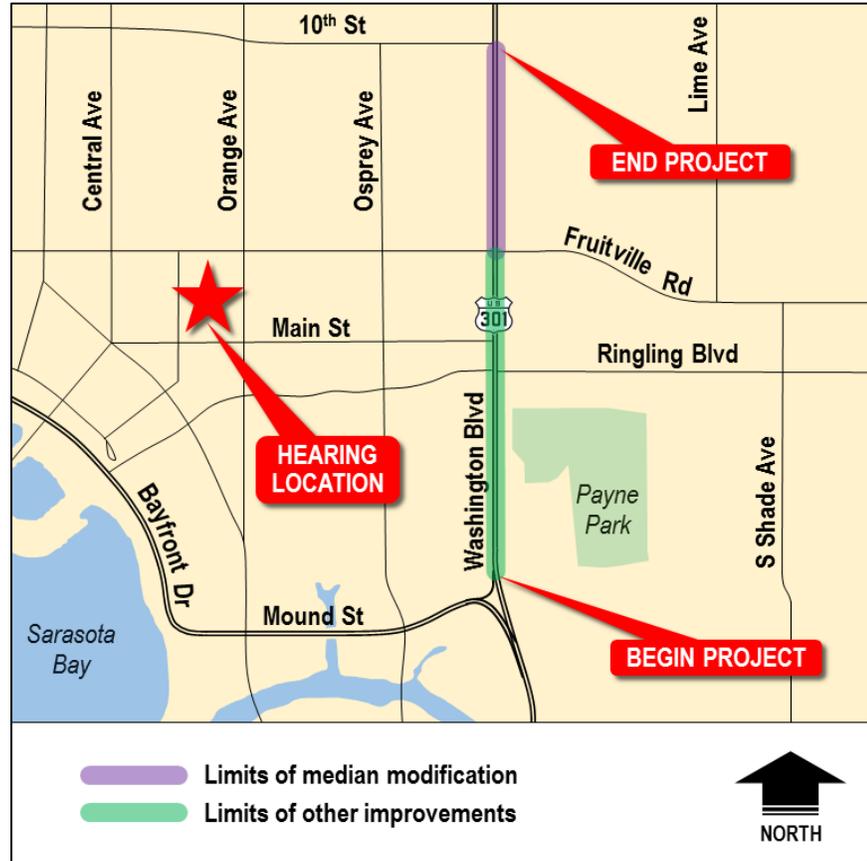
6 p.m.

- Presentation
- Public comments

Fast Facts

- Start Date: Late 2018/Early 2019
- Estimated Completion: Mid 2019
- Estimated Cost: \$582,000

FPID: 43871-1-52-01



Project Description:

The Florida Department of Transportation (FDOT) is designing plans to improve safety along US 301 (North Washington Boulevard) through the installation of restrictive medians from Fruitville Road to 10th Street. Nearby additional minor improvements are proposed, including drainage improvements between Ringling Boulevard and Main Street, curb ramp upgrades at the Ringling Boulevard and Main Street intersections, and crosswalk pavement markings at Mound Street.

For additional project information, please visit: www.swflroads.com/us301/moundstto10thst

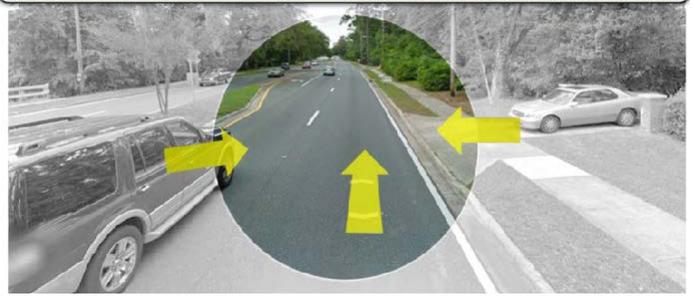
Access Management – Driver Information Load and Reducing Conflict Points

Restrictive medians make the road safer by minimizing the number of potential conflict points the corridor user must monitor at a single time. In the terminology of human factors research, “Driver Information Load” is decreased by having restrictive medians. A comparison of driver information load for a roadway with a center turn lane and one with a restrictive median is illustrated below. In the roadway with a center turn lane, the driver must scan the facility from numerous directions to monitor potential conflict points.

Center Turn Lane Driver Perspective



Median - Driver Perspective



Pedestrian Safety

The task of a pedestrian crossing the street is more challenging without a restrictive median. Pedestrians need to be aware of drivers in both directions and are not as visible to a driver traveling at a higher speed. Research has shown that the presence of restrictive medians makes the environment safer for pedestrians. Pedestrians were nearly half as likely to be involved in a mid-block crash on facilities with restrictive medians.



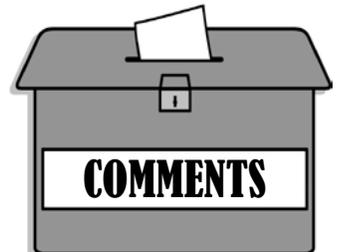
Public Comments

Thank you for your participation. Your input is important and any comments are appreciated. We encourage you to fill out a comment card, which is available at the sign-in table, and drop it in the comment box, or return it by mail to the address on the back of the card no later than December 18, 2017.

Written comments may also be submitted by mail to the project manager:

Richard Howard, PE
Florida Department of Transportation
District One
801 North Broadway Avenue
Bartow, FL 33830

Or by email to:
Richard.Howard@dot.state.fl.us



We Value Your Opinion

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jamie Schley, FDOT District One Title VI Coordinator by phone at (863) 519-2573, or via email at Jamie.Schley@dot.state.fl.us.