

# Summary of Results

## APPLYING STRATEGIES TO THE CORRIDOR

Below is a summary of recommended strategies by category and corridor segment (1-6).

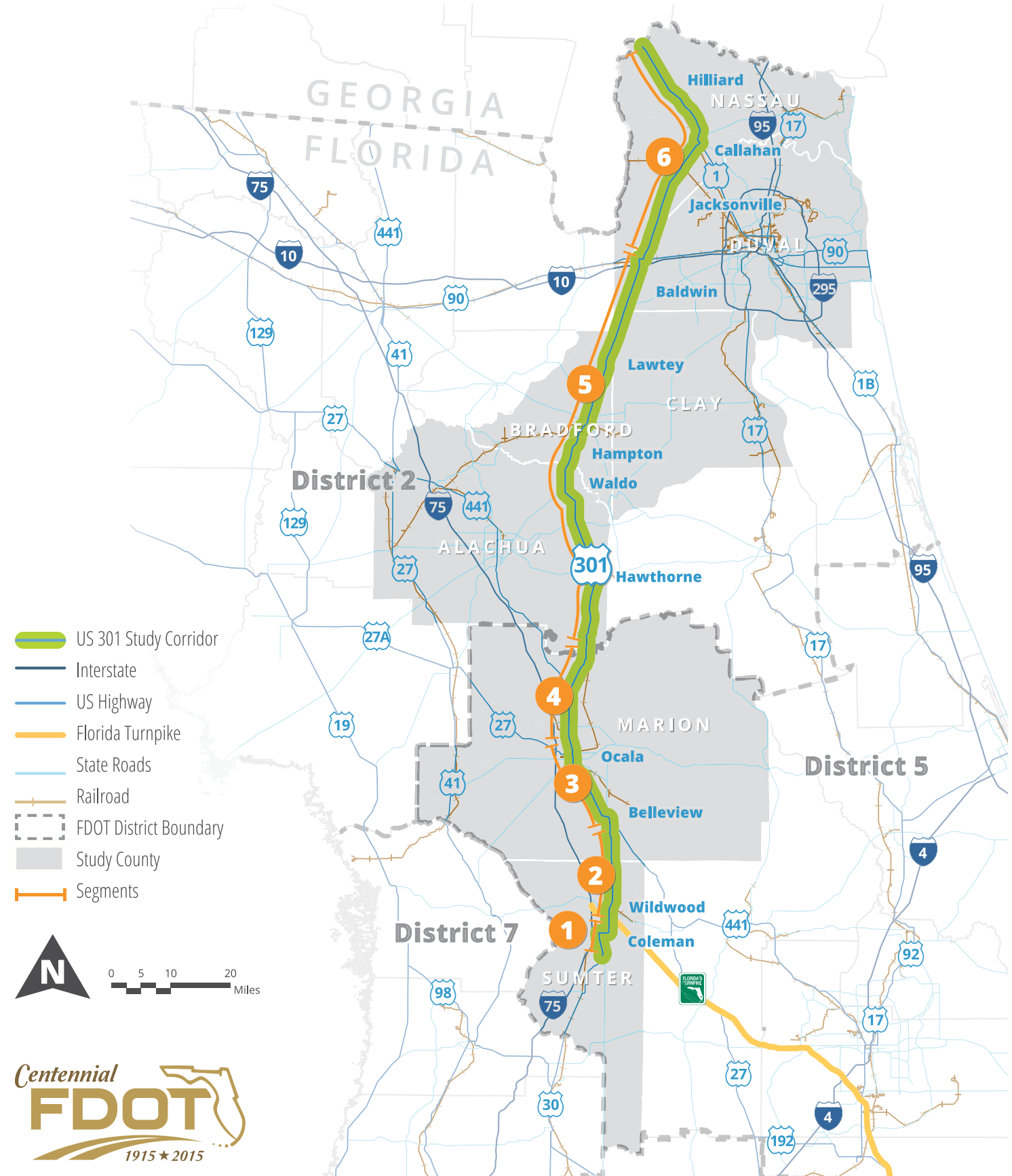
RECOMMENDED STRATEGIES	STRATEGY CATEGORY	STRATEGIES	CORRIDOR SEGMENT
Access Management Strategy		Corridor Traffic Control	1 2 3 4 5 6
		Traffic Signal Optimization	1 2 3 4 5 6
TSM&O Improvement Strategies		Intelligent Transportation Systems	1 2 3 4 5 6
		Incident Management	1 2 3 4 5 6
		Dynamic Message Signs	1 2 3 4 5 6
		Fog Detection	1 2 3 4 5 6
		Add General Traffic Lanes	1 2 3 4 5 6
Other Capacity Adding Strategies		Intersection Interchanges	1 2 3 4 5 6
		Construct New Facilities/Bypasses	1 2 3 4 5 6
		Managed Lanes	1 2 3 4 5 6
		Interregional Transit and Commuter Services	1 2 3 4 5 6
Alternative Modes of Transportation Strategies		Bicycle/Pedestrian Accessibility	1 2 3 4 5 6
		Bike Facilities	1 2 3 4 5 6
		Sidewalks and Crosswalks	1 2 3 4 5 6
		Complete Streets	1 2 3 4 5 6
Freight Mobility Strategies		Truck Only Lanes	1 2 3 4 5 6
		Alternative Truck Route	1 2 3 4 5 6
		Truck Platooning	1 2 3 4 5 6
		Additional Railroad Capacity	1 2 3 4 5 6

## Next Steps

This high-level planning study will provide valuable input to FDOT's **Future Corridors Initiative**. The 155-mile-long US 301 corridor traverses seven counties and two FDOT Districts. Alternatives must be integrated with context-sensitive strategies to effectively balance the needs of personal vehicle and freight mobility with community and regional visions for economic growth. Based on the future year assessment of the corridor, alternatives have been identified to improve safety and mobility, facilitate emergency and security response, and foster economic development.

### What is the Future Corridors Initiative?

The Future Corridors Initiative is a statewide effort led by FDOT to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds on the 2060 Florida Transportation Plan and "Florida's 21st Century Transportation Vision," which calls for planning a transportation system that maintains Florida's economic competitiveness by meeting transportation needs for moving people and freight.

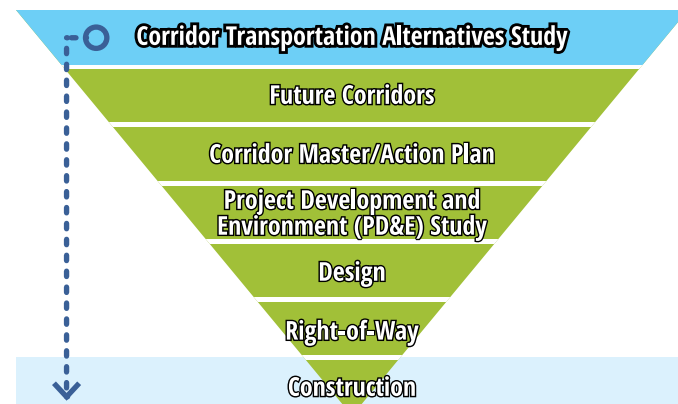


# The Corridor

Led by the Florida Department of Transportation (FDOT) Systems Planning Office, in coordination with local governments, regional transportation planning agencies, FDOT Districts, and other state agencies, the **US 301 Transportation Alternatives Study** examines approximately 155 miles of the US 301 corridor from County Road (CR) 470 West in Sumter County to the Florida/Georgia State line.

## PROJECT DEVELOPMENT PROCESS

The **FDOT Major Project Development Process** outlines how a project proceeds from planning to construction. This study provides preliminary information on the existing facilities and alternative strategies for improving US 301.



### Study Overview:

- /// Coordinate and consult with stakeholder agencies along the US 301 corridor
- /// Coordinate long-range transportation and development plans, and visions to identify and meet a growing demand for moving people and freight
- /// Identify economically efficient investment alternatives that maximize benefits to the public
- /// Identify long-range alternatives that support statewide and regional initiatives for economic development, quality of life, and environmental stewardship
- /// Identify near-term alternatives to address congested sections of US 301
- /// Improve connectivity among Florida's regions and between Florida and other states and countries to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's (DEO's) Strategic Plan for Economic Development

## IDENTIFYING CORRIDOR OPPORTUNITIES, NEEDS, AND CONSTRAINTS

The existing characteristics and conditions along the US 301 corridor have been grouped into **five categories**: demographics, transportation conditions, emergency evacuation and response, economic development, environmental conditions. An analysis and a preliminary needs assessment for the corridor were conducted to consider safety and mobility, planning and operations, and ITS and freight improvement opportunities.

### Characteristics and Conditions:

- |   |   |
|---|---|
| <b>Demographic Elements</b> <ul style="list-style-type: none"> <li>/// Historical and future projected population growth</li> <li>/// Existing and planned regional developments</li> <li>/// Mobility characteristics of population</li> </ul>   | <b>Emergency Evacuation and Response</b> <ul style="list-style-type: none"> <li>/// Statewide regional evacuation study program</li> <li>/// Local mitigation strategies</li> </ul>   |
| <b>Transportation Conditions</b> <ul style="list-style-type: none"> <li>/// Transportation network characteristics</li> <li>/// Access management</li> <li>/// Crash/safety analysis</li> <li>/// Existing strategic intermodal system facilities</li> <li>/// Freight characteristics</li> <li>/// Travel patterns and densities</li> <li>/// Existing and future projected traffic</li> <li>/// Traffic growth projections</li> <li>/// Planned roadway projects</li> </ul> | <b>Economic Development</b> <ul style="list-style-type: none"> <li>/// Rural areas of opportunity</li> <li>/// Enterprise zones</li> </ul>  |
|   | <b>Environmental Conditions</b> <ul style="list-style-type: none"> <li>/// Land cover</li> <li>/// Wetlands</li> <li>/// Threatened and endangered species</li> <li>/// Publicly managed lands</li> <li>/// Flood zones</li> <li>/// Contamination</li> <li>/// Historic and archaeological resources</li> <li>/// Soils</li> <li>/// Community features</li> </ul> |

# Summary of Results

## IDENTIFYING STRATEGIES

Context-sensitive solutions for the US 301 study corridor are identified that meet statewide goals of alleviating congestion, facilitating emergency responsiveness, and fostering economic development.

These solutions fall into **four main categories**:

### COMMUNITY BASED



Community-based strategies can be best used in areas where community growth and development are creating increased local and regional travel needs, and where joint land use and transportation goals focus on enhancing economic vitality. These options provide lower-cost capacity-adding improvements and provide short-term enhancements to meet community needs.



### ECONOMIC DEVELOPMENT



115 miles of the 155-mile US 301 study corridor are classified as a Strategic Intermodal System (SIS) corridor—the SIS preserves key corridors to help enhance Florida's economic competitiveness. Economic development strategies will move people and goods more efficiently to benefit the economy of the communities, region, and state as well as address congestion near distribution centers (DCs) and Intermodal Logistics Centers (ILCs).



### TECHNOLOGY



Strategies for implementing new technologies, such as the latest ITS and automated vehicle technologies, can provide significant benefit. Technology is becoming more beneficial while, in some cases, being less costly and more efficient to implement than some other traditional infrastructure improvements.



### FREIGHT



Strategies for improving freight logistics throughout the region focus primarily on maximizing freight movements, meeting demands, and providing enhanced options for freight distribution along this SIS facility.

