

COMPREHENSIVE SAFETY
ACTION PLAN



CITY OF
HOLMES *Beach*

COMPREHENSIVE SAFETY ACTION PLAN

MAY 2025
FINAL

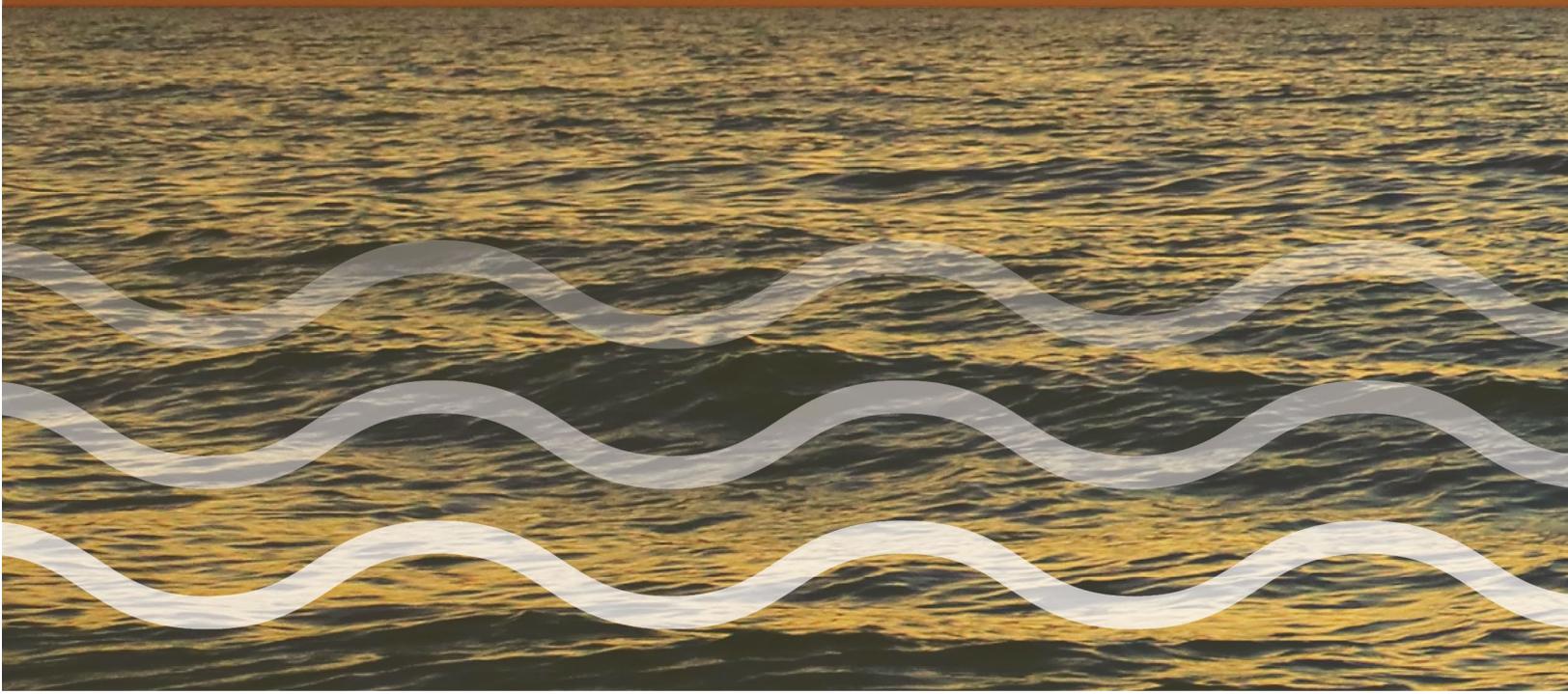


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City of Holmes Beach

5801 Marina Drive Holmes Beach, Florida 34217
941-708-5800 Fax 941-708-5812

May 1, 2025

Friends and neighbors,

It is my honor to present Holmes Beach's Comprehensive Safety Action Plan, a vital step forward in our commitment to traffic safety within our community.

The safety of our residents, visitors, and businesses is paramount. I am deeply grateful to our community members, local businesses, first responders, and city staff who have contributed their insights, experiences, and ideas to develop a vision we can proudly support. Your voices helped shape this plan and will continue to guide its implementation as we address the real and daily concerns we face on our streets.

Our goal of achieving zero traffic deaths or serious injuries in Holmes Beach is ambitious, yet attainable. This plan utilizes proven strategies that encourage safer speeds, enhanced crosswalks, clear rules for road users, including motorists, pedestrians, cyclists, and golf cart operators, and rapid emergency response so one mistake never results in tragedy.

This safety plan not only targets life-saving improvements but also uniquely emphasizes maintaining the authentic family and residential community character that defines Holmes Beach. Enhancements will complement our coastal charm and island aesthetics, featuring native landscaping, thoughtful placemaking, and resilient infrastructure that serves residents and visitors both daily and during severe weather events.

We are committed to leveraging federal and state grants to multiply the impact of local dollars, maximizing value for our taxpayers. This includes strategically pursuing funding opportunities such as the Safe Streets and Roads for All grants and other innovative financing mechanisms to bring meaningful, tangible improvements to our streetscapes.

As we've learned from the recent hurricanes, resilience and proactive planning are essential. Integrating safety and stormwater infrastructure improvements will help make our roads safer and better equipped to handle future challenges. The lessons from 2024's hurricane season reinforce the critical importance of thoughtful, resilient design in protecting our community and enhancing our quality of life.

I invite each of you to join us in supporting and advancing this Comprehensive Safety Action Plan. Together, we can make Holmes Beach a safer, more inviting, and more beautiful place for generations to come.

Sincerely,

Judy Titsworth
Mayor, City of Holmes Beach



1. Introduction

A safe and reliable transportation system is vital for the well-being of our community, the vibrancy of our economy, and the overall quality of life for residents and visitors of Holmes Beach. By reducing the risk of crashes and enhancing mobility options for all users, we can build stronger, healthier, and safer environments for our families. This **Comprehensive Safety Action Plan (CSAP)** aims to establish a clear vision and strategy that drives continuous improvement and adaptation in pursuit of safer roads, sidewalks, bikeways, and transit corridors. Through data-driven decision-making, stakeholder engagement, and innovative thinking, the CSAP outlines both short-term and long-term initiatives that will guide our community toward a future with no serious injuries and fatalities on our transportation network.

Working Towards Zero

Around the world and across the state of Florida, many regions and municipalities have embraced an ambitious yet essential goal of “zero fatalities” on their road networks. Although challenging, this vision reflects that no loss of life is acceptable and that every roadway death is preventable. This mindset inspires transformative changes in the way we plan, design, and operate our transportation systems. The Holmes Beach CSAP strives to eliminate serious injuries and fatalities through a combination of engineering improvements, enhanced education, rigorous enforcement, and comprehensive policy.

The journey towards zero is a multidisciplinary effort that requires broad collaboration among government agencies, community organizations, private industry, and the public. A shared commitment to safer speeds, protected facilities for vulnerable road users, and fair access to mobility allows all people to navigate our roads safely, whether driving, walking, cycling, or taking transit. This plan represents a crucial step in transforming our roadways from high-risk corridors into safe public spaces that enhance the community’s quality of life.

Project Background

The City of Holmes Beach was awarded a **Safe Streets and Roads for All (SS4A) Grant** from the U.S. Department of Transportation, Federal Highway Administration (FHWA), Office of Safety, to develop a CSAP. Under Award No. 693JJ32340315, the Federal share of the funding amounts to \$160,000, with an additional \$40,000 in local matching funds.

The City’s goal is to eliminate transportation-related fatalities and serious injuries while fostering safe mobility options for all residents and visitors. This CSAP builds on the City’s commitment to improve its roadway, bicycle, and pedestrian facilities without adversely impacting vehicular access relied on by the majority of the community’s residents and visitors. It aims to increase the safety of all road users through stakeholder engagement and data informed strategies.

The Safe System Approach

At the heart of the CSAP is the Safe System Approach—a method designed by the Federal Highway Administration (FHWA) to accommodate human error and acknowledge human vulnerability on our roads. Recognized internationally as a best practice, the Safe System Approach emphasizes shared responsibility among road users, policymakers, planners, and engineers. Rather than placing the entire burden on individuals to operate perfectly, this framework recognizes that mistakes happen, and infrastructure should be designed to minimize the consequences of those mistakes.

Key principles of the Safe System Approach include:

1. **Safe Roads:** Ensuring that roadway and roadside design and infrastructure encourage safe behavior and reduce the likelihood of serious crashes.
2. **Safe Speeds:** Implementing speed limits and traffic-calming measures that help reduce crash severity.
3. **Safe Vehicles:** Promoting advanced vehicle technologies and safety features that protect drivers, passengers, and vulnerable road users.
4. **Safe Road Users:** Encouraging all travelers to make responsible decisions and supporting them with clear information, education, and enforcement.
5. **Post-Crash Care:** Ensuring swift emergency response and medical treatment to minimize harm and save lives after a collision.

The countermeasures recommended in this CSAP align with these Safe System Approach pillars to promote layered, mutually reinforcing protection. Engineering treatments such as continuous sidewalks, bulb-outs, raised crosswalks, and roundabouts create **Safe Roads** and naturally support **Safe Speeds** by narrowing lanes and shortening crossings. Education campaigns, high-visibility enforcement, and updated golf-cart / e-bike ordinances cultivate Safe Road Users, while future coordination with FDOT on crash-avoidance technologies advance the **Safe Vehicles** element. The plan also supports **Post-Crash Care** by avoiding projects that would reduce emergency response time. Together, these actions provide overlapping safeguards so that if one layer fails, another still prevents a fatal or serious injury crash.



Figure 1-1 Safe System Approach



About Holmes Beach

Perched on the sugar-white shoreline of Anna Maria Island, Holmes Beach is a tight-knit barrier-island city of over 3,000 residents with a distinct “Old Florida” lifestyle. It is not classified as a “disadvantaged” community under federal metrics, scoring below thresholds for income, education, and minority-status. Although not “underserved” in the traditional socioeconomic sense, Holmes Beach faces two special considerations:

- › **Aging road users.** Older drivers and pedestrians are disproportionately represented in the city’s fatal and serious-injury crashes. The median resident is nearly 70 years old and almost half the population (49 %) is 65 or older.
- › **Climate exposure.** Screening tools flagged the community in the top decile nationally for projected flood risk and storm-related population loss, underscoring the need for resilient, age-friendly infrastructure.

These factors, rather than income or limited English proficiency, shape the community’s vulnerability and inform the countermeasures in this Comprehensive Safety Action Plan.

Hurricane Impacts and Ongoing Recovery

In 2024, during the development of this CSAP, Holmes Beach faced three major hurricanes, Debbie, Helene, and Milton, which tested local resiliency and community resolve. Widespread flooding, downed trees, and debris removal demanded swift action from City staff, volunteers, local businesses, and residents, in coordination with state and federal agencies. These events underscored the importance of infrastructure that not only supports safe travel but also withstands severe weather. As a result, the City will seek opportunities to combine stormwater and drainage upgrades with ongoing safety projects such as sidewalk installations. By pairing water management strategies with road enhancements, Holmes Beach can improve public safety and reduce long-term maintenance costs, allowing new and repaired facilities to better serve residents and visitors, even during major storms. Lessons learned from the 2024 hurricane season will continue to guide projects and design moving forward.

Recent and Ongoing Safety Efforts

The City and its partner agencies have worked to improve safety in the community prior to the CSAP with strategies ranging from roadway projects to land development codes. Headline actions included lowering the default speed limit on all local streets to 25 mph, tightening driveway-siting rules to preserve sight lines, and modernizing more than 20 crossings with ADA-compliant ramps, high-visibility striping, and pedestrian-activated beacons. Engineers rebuilt the Gulf & Marina “City Center” intersection into a complete-streets layout with new bike lanes, simplified turn movements and upgraded signals, while smaller projects filled sidewalk gaps, refreshed pavement markings, and calmed traffic on residential avenues such as 6th Street. Together with coordinated enforcement and public-education campaigns, these measures have created a slower, better-organized street environment that favors people walking, biking and using golf carts as much as those driving cars.

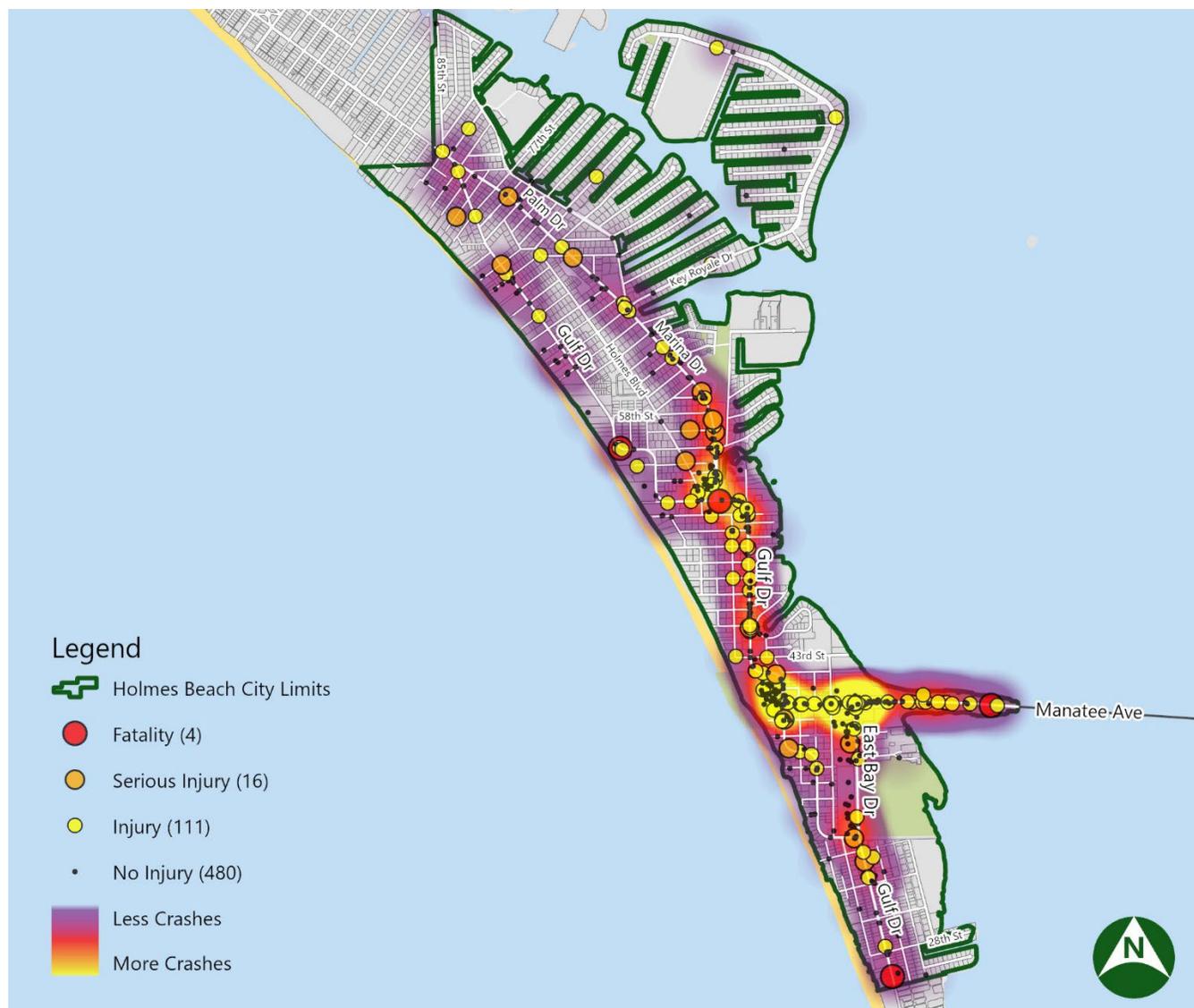
The city also positioned itself for future safety gains by aligning with state and regional Vision Zero programs: FDOT’s “Target Zero,” the MPO’s “Destination Zero,” and this SS4A Comprehensive Safety Action Plan. Those partnerships are guiding larger corridor and resilience projects, notably the Gulf Drive drainage-plus-complete-streets overhaul and FDOT’s high-span replacement of the aging Anna Maria Bridge on SR 64, which will add a protected multi-use path and smoother connections at Manatee Avenue. Collectively, these efforts aim to ensure that no death or serious injury is considered inevitable on Holmes Beach’s roads.



2. Crash Data Analysis Findings

This chapter outlines key findings from a detailed crash data analysis by pinpointing where, when, and why crashes most commonly occur. The citywide crash analysis covering 2018 to 2023 revealed **611 total reported crashes** across Holmes Beach, of which **20 involved a fatality or serious injury (KSI)**. Notable hot spots were identified along **Manatee Avenue, Gulf Drive**, portions of **East Bay Drive**, and a pocket of crash density at **Gulf Drive and Marina Drive**, as shown in Figure 2-1.

Figure 2-1 All Crashes Heatmap

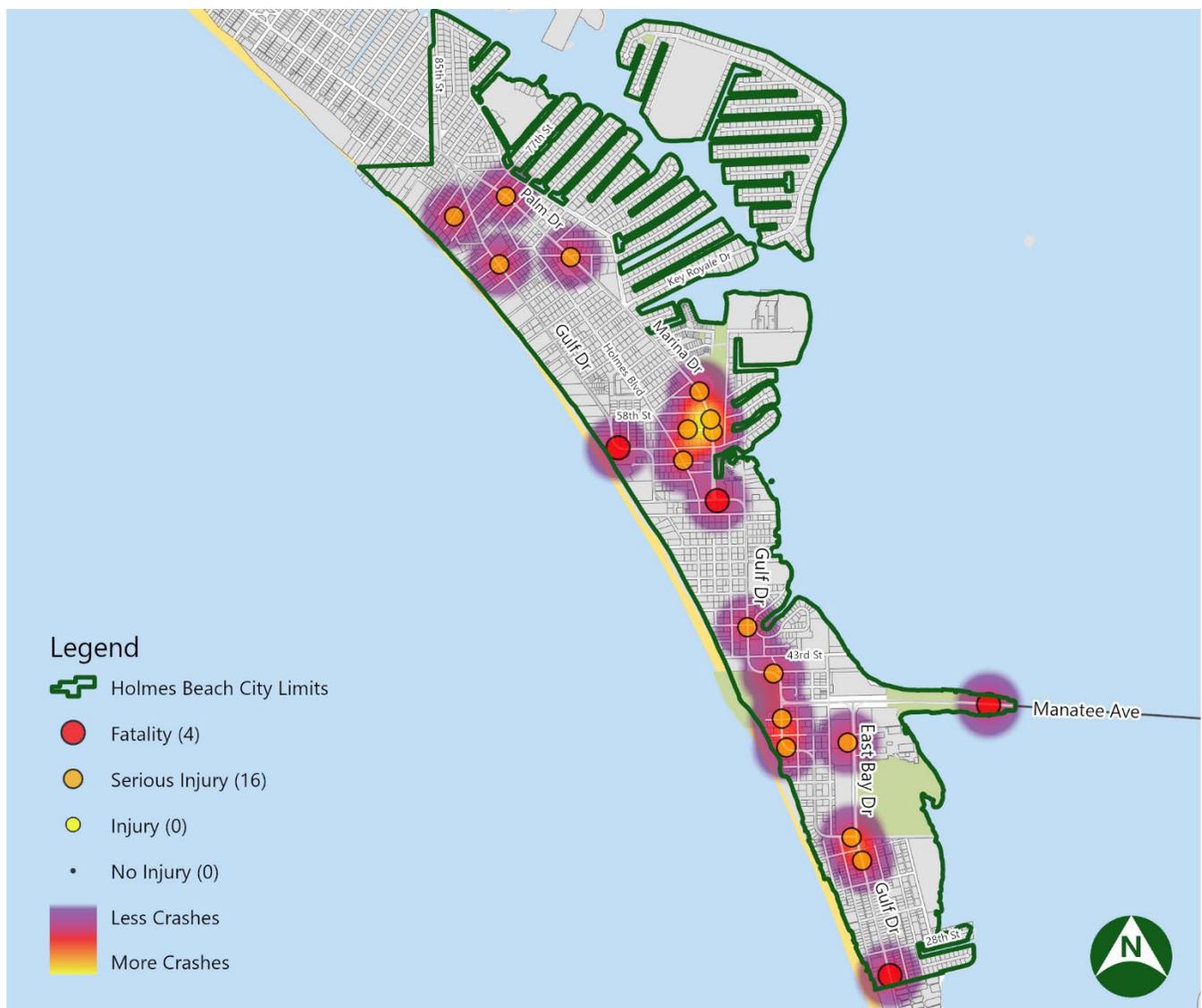




High Injury Crash Locations

Crash data show that Holmes Beach's most serious crashes are spread across the island but also cluster in a few identifiable hotspots. As shown in Figure 2-2, the majority of the KSI crashes occurred on or adjacent to the city's main north-south spine, Gulf Drive. An additional hotspot is along Marina Drive near the 58th Street intersection. Because vulnerable road users are frequently present at these activity centers, even low-speed conflicts can have catastrophic outcomes. Focusing speed-management, crossing upgrades, and separation measures along these areas will yield the greatest return in lives saved and injuries prevented, while supporting safer access to the island's destinations.

Figure 2-2 KSI Crashes Heatmap





High Injury Network

A High Injury Network (HIN) was identified to aid with the prioritization of safety countermeasures. The distribution of crashes serves as the basis for the HIN depicted in Figure 2-3. This network includes six roadway segments and six intersections. The segments include:

- › **Gulf Drive** from 7th Street to East Bay Drive; 36th Street to 38th Street; 52nd Street to 54th Street; and 55th Street to 57th Street.
- › **Manatee Avenue** from the bridge to the westernmost driveway of the Manatee Avenue Boat Ramp and Park.
- › **Marina Drive** from Gulf Drive to 60th Street.

The High Injury Network intersections include:

- › **Gulf Drive** at 39th Street, 45th Street, & Marina Drive
- › **Manatee Avenue** at East Bay Drive, 6th Avenue, & Gulf Drive

Figure 2-3 High Injury Network



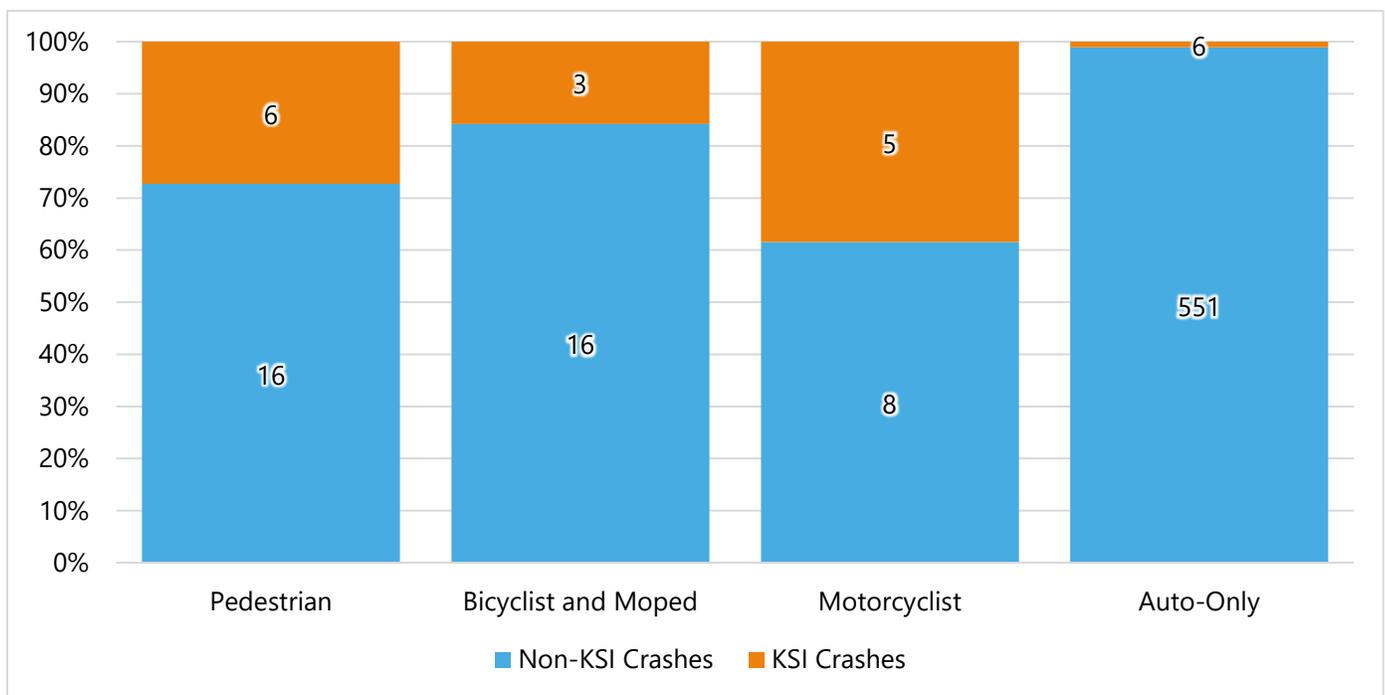


Crash Modes

Across Holmes Beach, the likelihood of a crash becoming life-altering depends far more on who is involved than on how many crashes occurred by each mode. As shown in Figure 2-4, of the 611 reported crashes, 91 percent involved only automobiles, yet these auto-only events produced just six of the city's 20 KSI crashes—an incidence rate of barely 1 percent. By contrast, the 54 crashes that involved pedestrians, bicyclists or mopeds, or motorcyclists—collectively just 9 percent of the total crashes—generated 14 KSI outcomes, or 70 percent of the citywide KSI total. The disparity is stark when expressed as risk: a pedestrian crash became a KSI nearly one in three times (27 percent), a bicyclist/moped crash one in six times (16 percent), and a motorcycle crash more than one in three times (39 percent), while the corresponding outcome for auto-only crashes was just one in 90.

While these numbers clearly demonstrate a need to prioritize protection for vulnerable road users, they also underscore the importance of addressing all crash modes. Even crashes that appear minor for well-protected vehicle occupants—such as a low-speed sideswipe with a motorcycle or a bumper-to-bumper tap involving a golf cart—can carry a high probability of fatal or serious injury for riders who lack a vehicle shell. Consequently, countermeasures must extend beyond pedestrian treatments to include systemic speed management, sight-line improvements, and dedicated space and visibility enhancements for lower-protection modes so that seemingly “small” crashes do not translate into irreversible human costs.

Figure 2-4: Crashes by Mode Share and Severity





Crash Types

As shown in Table 2-1, citywide, most crashes were relatively low-severity rear-end “fender-benders” (234 crashes, 38 percent of the total), but the data show that crash frequency and crash risk are not the same thing. While rear-end events rarely produced death or serious injury (KSI rate \approx <1 percent), far less common crash types were dramatically more dangerous. Pedestrian crashes (14 incidents) and bicycle crashes (6 incidents) accounted for only 3 percent of all crashes, yet each resulted in a KSI in roughly one-quarter to one-half of cases (43 percent for pedestrians; 17 percent for bicyclists). Similarly, rollover (6 crashes) and head-on (11 crashes) posted KSI rates of 33 percent and 27 percent, respectively, and off road run-offs (67 crashes) had a KSI rate of 17 percent. In short, the city’s most serious harm is concentrated in far fewer—but far more serious—events involving vulnerable users, vehicle rollovers, head ons, and vehicles leaving the roadway.

Table 2-1 Crash Type Breakdown

Crash Type	Total Crashes	% of All Crashes	KSI Crashes	% Share of All KSI Crashes	% of Crashes Resulting in KSI
Pedestrian	14	2.3%	6	30.0%	42.9%
Other	163	26.7%	5	25.0%	3.1%
Head On	11	1.8%	3	15.0%	27.3%
Rear End	234	38.3%	2	10.0%	0.9%
Rollover	6	1.0%	2	10.0%	33.3%
Off Road	67	11.0%	1	5.0%	1.5%
Bicycle	6	1.0%	1	5.0%	16.7%
Left Turn	40	6.6%	0	-	-
Angle	39	6.4%	0	-	-
Sideswipe	26	4.3%	0	-	-
Right Turn	4	0.7%	0	-	-
Unknown	1	0.2%	0	-	-
Total	611	100.0%	20	100.0%	3.3%

Two non-KSI off road crashes disrupt local businesses in Holmes Beach. Photo Credit: West Manatee Fire and Rescue District. 2024.

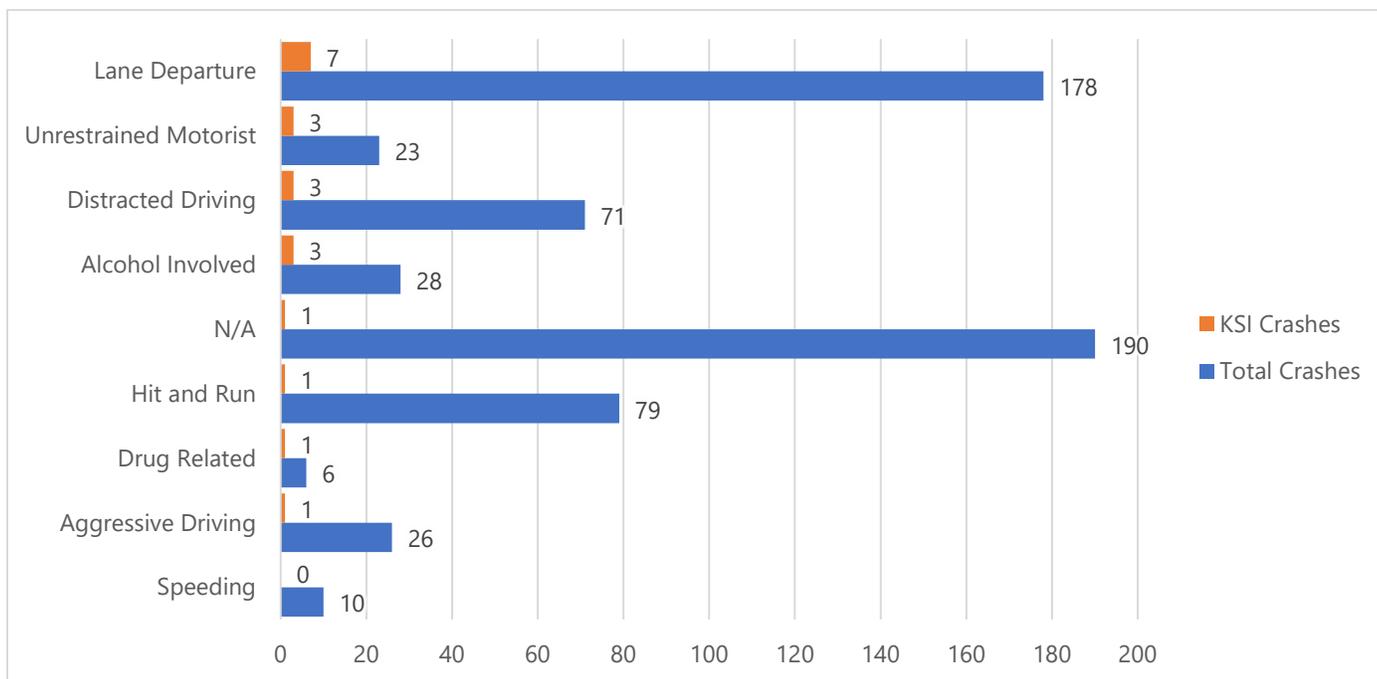




Crash Factors

As shown in Figure 2-5, lane-departure maneuvers were noted in almost a third of all reported crashes (178 of 611), making them by far the most common contributing factor, and they figured in more than one-third of all KSI events. Alcohol was documented in just 28 crashes and drugs in only six, yet those impaired-driving events produced KSI outcomes 11 percent and 17 percent of the time, respectively—the two highest risk ratios in the dataset. Crashes that involved an unrestrained occupant were similarly rare (23 incidents) but had a 13 percent chance of ending in death or serious injury. By contrast, speeding and aggressive driving appeared infrequently and, here, were seldom lethal.

Figure 2-5 Behavioral Crash Factors



A review of these crashes by location magnifies those behavioral risks. Local, low-speed streets carried under half of the total crash volume but four-fifths of all KSI crashes, reflecting both higher exposure of pedestrians and bicyclists and the frequent absence of forgiving roadside design. Through-road segments (i.e., mid-block rather than at intersections) hosted roughly the same number of crashes as signalized or stop-controlled intersections, yet accounted for one-half of every fatal or serious injury—underscoring that lane-departure, impairment and restraint use problems translate into the most severe harm when vehicles are at full operating speed. A map of these crash types is included in Appendix B: Data Analysis Technical Memorandum.

Finally, age matters: older drivers (65+) were involved in nearly one-third of all reported crashes and one-fifth of KSI crashes, while teen drivers contributed to 15 percent of crashes but none of the KSI events, suggesting that the city's most vulnerable road users and its aging driver population overlap in space and time with the riskiest behaviors noted above. **All fatal crash victims were over the age of 60.**



Context Areas

The geospatial crash data assessment was conducted within context-sensitive groupings, shown in Figure 2-6. The heat map approach helped pinpoint high-injury areas along major corridors such as Gulf Drive, Marina Drive, Manatee Avenue, and East Bay Drive. Building on these clusters, the City was delineated into seven Context Areas—for example, the West Residential and South End areas—where specific roadway characteristics, land uses, and environmental conditions influenced crash patterns.

Across all Context Areas, recurring crash types included rear-end, off-road, and “other” (e.g., parked car or backing) crashes. Intersection crashes also featured prominently, though most KSI crashes tended to happen on roadway (15) segments rather than at intersections (5). By highlighting location, mode, behavior, and road context the data analysis aided the development of targeted strategies and countermeasures.

Figure 2-6 Holmes Beach Context Areas





3. Community Engagement & Planning Structure

Community Workshop

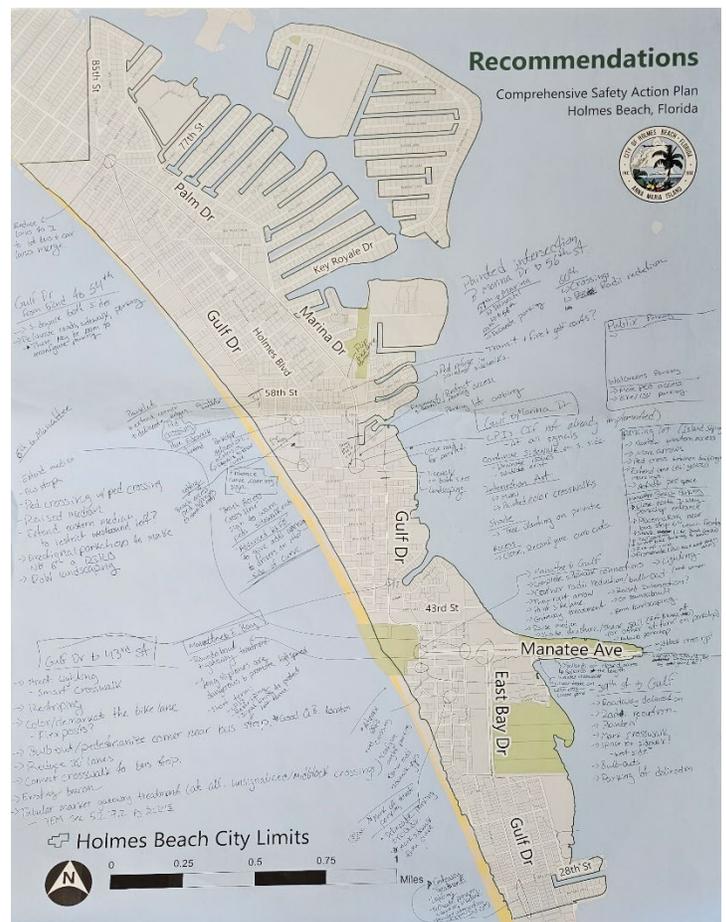
On July 31, 2024, the City convened a public workshop as part of the CSAP development process. Held at City Hall, the workshop was open to residents, business owners, and other stakeholders, providing an opportunity for direct input on local roadway safety challenges and potential solutions. The objectives of this workshop were to:

- Provide an overview of the CSAP project and the Safe System Approach.
- Solicit participants’ experiences with current roadway conditions and behaviors, using a citywide map to pinpoint trouble spots and areas of frequent near misses that wouldn’t be recorded in the crash data.
- Collect stakeholder suggestions for specific safety enhancements, again referencing the citywide map to visualize where interventions may be most needed.

Attendees reviewed large, printed maps of Holmes Beach. Attendees identified specific areas where speeding is prevalent, golf carts create bottlenecks, or pedestrians/bicyclists appear vulnerable. Attendees were invited to mark suggested safety improvements directly on the maps. Ideas ranged from adding raised crosswalks in high-foot-traffic zones to introducing speed tables on selected residential streets. The workshop also included discussion of quick-build options (e.g., removable curb extensions) and how pilot programs might be tested. This community input informed the preliminary countermeasure recommendations.

One concept identified at the workshop was converting portions of Marina Drive/Palm Drive and Gulf Drive to a “One-Way Pair” to reduce the through-traffic burden on Marina/Palm Drive and shift southbound traffic to the under-utilized Gulf Drive. This would potentially allow for more efficient use of the right-of-way for vehicles, allowing for more space to be dedicated to alternative modes and reduce conflict of motorists with pedestrians and bicyclists. In this concept, Holmes Boulevard (which runs between the two roadways) would be enhanced and utilized for local traffic. This concept is highly aspirational but has the potential to transform a significant portion of the City’s transportation network and potentially result in highly utilized public spaces. Further study is needed to assess the feasibility of this concept.

Figure 3-1 Workshop Map Annotations





Community Survey

A total of 40 community members participated in an online survey that asked about their perceptions and experiences related to transportation safety in Holmes Beach. Respondents represented a broad spectrum of roadway users—drivers, bicyclists, pedestrians, and golf cart operators—as well as business owners, regular commuters, and parents or grandparents of school-age children. Their feedback provided valuable insights into priority concerns, recurring “near miss” situations, and desired improvements. In summary, **five key themes emerged from the survey results:**

1. Concerns About Vulnerable Road Users.

Many survey respondents described uncomfortable or unsafe encounters involving golf carts, bicycles (including e-bikes), pedestrians, and scooters. Specific issues identified by respondents include:

- › Golf Carts Driving Slowly on major corridors and causing vehicle “queue jumps” or risky passing maneuvers.
- › Underage or Unbuckled Passengers on golf carts, including instances of infants and small children riding on the laps of other people in the golf cart.
- › E-Bike Speed and Behavior, with some riders treating sidewalks like open roadways.

2. Insufficient or Disconnected Sidewalks and Bike Lanes.

A frequent sentiment was that sidewalks often end abruptly, are too narrow for more than one person, or require multiple street crossings to stay on a contiguous path. Many also felt existing bike lanes were too narrow or interrupted by roadside parking and landscaping trailers. In short, respondents commonly voiced a desire for:

- › Wider, continuous sidewalks on both sides of main roads.
- › Clearly designated bike lanes with markings and signage.
- › Additional shade or seating areas to encourage walking.

3. Driver Speeding and Inattentiveness.

Despite a posted 25 mph speed limit in most areas, participants noted driver impatience and speeding as daily hazards—especially near Gulf Drive, Marina Drive, East Bay Drive, and around City Center. Respondents described instances where drivers failed to stop at crosswalks or continued through flashing beacons. Vacationers unfamiliar with local roads and signage added to the sense of unpredictability for year-round residents.

4. Frequent “Near Miss” Incidents.

The survey asked respondents to identify near misses to identify safety issues not captured in crash data. Over half of respondents either witnessed or personally experienced a near miss crash. Most frequently cited locations included:

- › **Gulf Drive & Marina Drive (City Center area).** Pedestrian crosswalks, turning vehicles, and multiple driveways near one another create conflicts for all modes.
- › **Holmes Boulevard & Gulf Drive.** Drivers bypassing stop signs, pedestrians crossing midblock, and golf carts moving slowly in traffic.
- › **56th Street & Marina Drive.** Cars failing to yield to bikes and pedestrians, especially when turning left.



5. Desires for Improved Enforcement and Infrastructure.

Many residents want more robust enforcement of existing traffic rules, both for motor vehicle drivers (speed and attention) and for e-bikes or golf carts users. Participants also suggested:

- › **Expanded Crosswalks** and/or lit pedestrian beacons, especially near shops, trolley stops, and beach access points.
- › **Slowing Traffic Through Physical Measures** such as additional speed humps, raised crosswalks, and more visible/frequent signage.
- › **Better Public Transportation** to reduce the total number of cars on the island, with calls for off-island parking hubs, more frequent trolley/ferry service, and better transit shelter amenities.

Overall, the survey results illustrate that transportation safety concerns revolve around multiple user groups and behaviors. The community seeks clearer rules and consistent enforcement for golf carts and e-bikes, a more complete sidewalk and bike lane network, and renewed efforts to calm traffic near high traffic corridors. They also expressed the desire for shade, seating, and beautification efforts that encourage walking and biking without sacrificing safety. These perspectives, along with the crash data findings and stakeholder discussions, formed the foundation for the CSAP's recommended strategies and countermeasures. The full survey results are herein included as Appendix A.

Planning Structure

Plan Development

In addition to the data analysis and community engagement, this CSAP was developed with the assistance of a working group of dedicated City staff and community leaders. This group included Public Works department staff, Planning and Zoning staff, members of the City Commission, and the Chief of Police for the City of Holmes Beach. These important stakeholders provided valuable assistance in the development of this Action Plan through their combined decades of professional experience in the community, technical expertise, personal and professional experiences with fatal and serious injury crashes, understanding of the community's values, insightful recommendations, and review of the countermeasures.

While not directly involved in this group, the local journalists at *The Anna Maria Islander* newspaper deserve recognition for their people-oriented reporting on the fatalities and injuries that resulted due to a crash. Their work provided a story to the numbers and gave context to the crashes that was not apparent in looking at the data alone. Hyperlinks to their reporting on fatal crashes are included in the Data Analysis Technical Memorandum.

Implementation and Monitoring

While the implementation and monitoring of this CSAP and its countermeasures will be a community-wide effort, it will be led by the Public Works department. Other members who will assist in the implementation of this CSAP include a range of stakeholders (on a voluntary basis) from local businesses, partner agencies, nonprofits, native plant groups, faith communities, and neighborhood and other community organizations.



4. Safety Countermeasures

Developing effective strategies to reduce crashes and improve road safety requires an approach tailored to Holmes Beach’s unique roadway conditions, traffic patterns, and traveler behaviors. Drawing on crash data findings, community survey results, and stakeholder input, the following countermeasures aim to address the most pressing safety issues—from high vehicle speeds and insufficient pedestrian infrastructure to risky behaviors by drivers, bicyclists, and golf cart operators. Consistent with the Safe System Approach, these recommended interventions balance engineering solutions, policy and enforcement measures, and education and outreach campaigns. By implementing a comprehensive suite of countermeasures, the City can advance its goal of preventing fatalities and serious injuries while fostering a more welcoming, walkable, and livable community for residents and visitors alike.

All cost estimates referenced in this plan are planning-level approximations meant to guide decision-making and set broad expectations. They are based on typical unit costs, professional judgment, and comparable projects. As detailed design and engineering work moves forward, actual costs may vary due to factors like site-specific conditions, material price fluctuations, and permitting requirements.

Countermeasure Prioritization

Goals-Based Scoring System

A comprehensive scoring system, established in the earlier phase of this project, allowed the City to rank and phase countermeasures effectively. The key goals—reducing overall crashes, eliminating fatalities and serious injuries, and achieving high-impact, cost-effective results—guided the scoring approach. Additional criteria reflect demographic considerations and the potential for systemic improvements. Each countermeasure (engineering or non-engineering) earned a composite score based on factors such as:

- › Goal 1: Crash Reduction Potential (including relevance to common crash types and severity)
- › Goal 2: Feasibility and Cost-Effectiveness
- › Goal 3: Implementation Timeline (quick build versus major capital project)
- › Goal 4: Socioeconomic and Vulnerable User Benefits
- › Goal 5: Systemic Alignment (supporting safe roadway behaviors and a Safe System Approach citywide)

Integration with Existing Projects

Projects already in the City, County, or FDOT Capital Improvement Plans (CIP) are opportunities for rapid deployment of safety countermeasures. Examples include:

- › City of Holmes Beach Stormwater Improvements
- › City of Holmes Beach Ongoing Road Resurfacing/Restriping
- › City of Holmes Beach/Manatee County Holmes Boulevard Force Main Replacement Drainage, Potable, Wastewater Improvements
- › FDOT Barrier Island Complete Streets Improvements (PD&E) Complete Street PD&E
- › FDOT Anna Maria Island Bridge Replacement (SR 64) and Roadway/Bike-Ped Upgrades



Phased Implementation

1. Short-Term (0–2 Years)

- › **Programming, Minor Projects, and Quick-Build Projects:** Lower-cost, easily implemented interventions (e.g., curb extensions using temporary materials).

2. Medium-Term (2–4 Years)

- › **Moderate Capital Improvements and Policy Shifts:** Items requiring some design work, policy document updates, or alternative funding.

3. Long-Term (5+ Years)

- › **Major Projects:** Large-scale corridor reconstructions, multi-use trail systems, and intersection realignments that involve extensive design, permitting, or partnership coordination.

Cost Estimates

To keep the Action Plan concise yet actionable, each countermeasure is tagged with a qualitative cost band rather than a precise dollar figure as depicted in Table 4-1. These planning-level approximations are intended to differentiate investments, flag funding needs, and guide phasing.

Table 4-1 Order of Magnitude Cost Estimate Ranges

Symbol	Typical Order-of-Magnitude	Typical Items Included
\$	< \$75,000	Pavement markings, signing, speed-feedback displays, modular curb extensions (“quick-build” materials), small lighting or landscaping additions.
\$\$	≈ \$75,000 – \$750,000	Short sidewalk segments, RRFBs or other beaconized crosswalks, minor geometric tweaks (e.g., median nose extensions), limited drainage work, durable quick-build conversions.
\$\$\$	> \$750,000	Full intersection reconstructions (raised intersections, roundabouts), continuous multi-use paths, major drainage upgrades, utility relocations, or projects that require partial right-of-way acquisition.

Actual costs will be refined during preliminary engineering and may shift with:

- › Site-specific conditions (drainage, utilities)
- › Material and labor markets (inflation, supply-chain volatility)
- › Permitting or environmental requirements
- › Additional scope or bundled infrastructure upgrades (e.g., stormwater improvements).

By pairing this simple scale with the scoring matrix, the City can weigh safety impact against fiscal reality and pursue the mix of quick wins and transformative projects that best supports Holmes Beach’s “Working Toward Zero” vision.



Engineering Countermeasures

As shown in Figure 4-1, engineering improvements include infrastructure changes that reduce crash risk and mitigate crash severity. By refining roadway layouts, upgrading intersections, and introducing sidewalks or bike lanes, these strategies help shape an environment where people can travel more safely, comfortably, and confidently. The countermeasures are presented in two tables—one for segment-based improvements (Table 4-1) and one for intersection-based improvements (Table 4-2). Each entry includes the recommended improvement, an implementation timeframe, and an overall score that combines multiple ranking criteria.

Figure 4-1 Engineering Countermeasures Overview Map



An interactive map is available at: [Comprehensive Safety Action Plan Countermeasure Viewer](#).



Table 4-2 Segment-Based Countermeasures

Segment	Recommended Improvement	Timeframe	Overall Priority Score	Cost Estimate
Manatee Ave (Anna Maria Island Bridge to West Causeway Driveway)	Marked crosswalks across large driveway aprons on the north side of roadway.	Short-term	13	\$
Gulf Dr (52nd St to 54th St)	Continuous sidewalk on both sides of roadway.	Medium-term	12	\$\$\$
Manatee Ave (Anna Maria Island Bridge to West Causeway Driveway)	Add a separated trail to the south side of roadway. Should be associated with other age-friendly features to activate the underutilized space, including trees, shade structures, and benches.	Medium-term	12	\$\$\$
Manatee Ave (Anna Maria Island Bridge to West Causeway Driveway)	Extend wooden bollards along entire segment (where feasible) to provide	Medium-term	12	\$
Marina Dr (56th St to 61st St)	Continuous sidewalks on both sides of roadway	Medium-term	12	\$\$-\$\$\$
Gulf Dr (55th St to 58th St)	Continuous sidewalk on both sides of roadway	Medium-term	11	\$\$-\$\$\$
Gulf Dr (36th St to 38th St)	Continuous sidewalk on both sides of roadway	Medium-term	10	\$\$-\$\$\$
Gulf Dr (City Limits to 28th St)	Continuous sidewalk on both sides of roadway	Medium-term	10	\$\$-\$\$\$
Gulf Dr (52nd St to 54th St)	Increase delineation between roadway and parking lots where feasible	Short-term	10	\$\$
Marina Dr (56th St to 61st St)	Increase delineation between roadway and parking lots where feasible	Short-term	10	\$\$-\$\$
Marina Dr (Gulf Dr to 56th St)	Increase delineation between roadway and parking lots where feasible	Short-term	9	\$\$-\$\$
Gulf Dr (City Limits to 28th St)	Add lighting to existing utility poles	Medium-term	8	\$\$



Table 4-3 Intersection-Based Countermeasures

Intersection	Recommended Improvement	Timeframe	Overall Priority Score	Cost Estimate
Gulf Dr & 45th St	Tubular marker gateway treatment (TEM Sec 5.2.7.2)	Short-term	12	\$
Gulf Dr & Marina Dr	Intersection art (painted intersection/crosswalks)	Short-term	12	\$
Gulf Dr & 45th St	Green colored bike lanes through intersection	Short-term	12	\$
Manatee Ave & Gulf Dr	Gateway treatment: Raised intersection or roundabout, decorative signage	Long-term	11	\$\$\$
Manatee Ave & Gulf Dr	Reduce corner radii/Bulb-outs at intersection	Medium-term	11	\$\$
Manatee Ave & E Bay Dr	Roundabout and gateway treatment	Long-term	11	\$\$\$
Manatee Ave & E Bay Dr	Short-term improvements: restriping, protected left turns	Short-term	11	\$
Gulf Dr & 39th St	Mark crosswalks	Short-term	11	\$
Gulf Dr & 39th St	Add planters to roadside for delineation	Short-term	11	\$
Gulf Dr & 27th St	Gateway treatment: Painted intersection, decorative signage	Short-term	10	\$
Gulf Dr & 45th St	"Smart crosswalk" with lighting that brightens on activation	Medium-term	10	\$\$
Gulf Dr & 45th St	Bulb-out on the southwest corner near bus stop	Medium-term	10	\$\$
Gulf Dr & 45th St	Lane narrowing	Short-term	10	\$
Marina Dr & 56th St	Gateway treatment: Painted Intersection	Short-term	10	\$
Manatee Ave & Gulf Dr	Add formal sidewalk connection from intersection to beach access	Medium-term	10	\$
Manatee Ave & 6th Ave	Midblock crosswalk with RRFB	Medium-term	10	\$\$
Gulf Dr & 4th Ave	Midblock Crosswalk with Rectangular Rapid Flashing Beacon (RRFB) (segment from 36th St to 38th St)	Medium-term	9	\$\$
Manatee Ave & E Bay Dr	Potential removal of slip lanes	Medium-term	9	\$\$
Gulf Dr & 39th St	Increase delineation between roadway and parking lots	Short-term	9	\$
Gulf Dr & 39th St	Reduce curb radii	Short-term	8	\$
Manatee Ave & 6th Ave	Remove or shorten eastbound right turn lane (extends from E Bay Dr intersection)	Medium-term	6	\$\$
Gulf Dr & 58th St	Create a parklet by extending corners and increasing delineation, through a curb, bollards, barrier, or other means	Medium-term	5	\$\$



Non-Engineering Countermeasures

A balanced safety program also relies on education, enforcement, and policy actions that promote responsible behavior and strengthen community engagement. Through targeted outreach, consistent rule enforcement, and practical regulations, these measures encourage safer travel choices for drivers, bicyclists, pedestrians, and golf cart users alike.

Table 4-4 Education & Outreach Countermeasures

Countermeasure	Lead Department	Other Involved Parties	Key Actions
Community-Wide Safety Campaigns	Administration (City Clerk & Human Resources for internal comms)	Public Safety (Police), Development Services (Code Compliance), Local Media Outlets, Neighborhood Associations	<ul style="list-style-type: none"> - Develop targeted messages on impaired & distracted driving. - Disseminate via City website, social media, local TV, and print. - Coordinate with HOAs for wider distribution.
Visitor & Short-Term Rental Safety Materials	Public Safety (Police)	Short-Term Rental Agencies, Hotels, Tourism Bureau, Administration (City Treasurer for funding)	<ul style="list-style-type: none"> - Provide pamphlets detailing golf cart regulations, bike lane etiquette, crosswalk laws. - Require short-term rental owners to include a "local safety sheet" in guest info. - Track distribution.
Youth & Older Adult Driving Safety Programs	Public Safety (Police)	Development Services (Building Dept.), Anna Maria Elementary, Senior Centers, Local Nonprofits	<ul style="list-style-type: none"> - Conduct "train-the-trainer" sessions. - Host e-bike and golf cart demos. - Emphasize safe crossing, helmet use, and golf cart operation. - Host an AARP Driver Safety program. - Conduct helmet fittings.
Creative Engagement Activities	Administration (City Clerk for event coordination)	Public Works (for approvals), Local Artists, Nonprofits, Neighborhood Groups	<ul style="list-style-type: none"> - Design painted crosswalks or intersection murals. - Hold pop-up street labs to pilot new safety features. - Encourage resident feedback during events.



Table 4-5 Enforcement & Compliance Countermeasures

Countermeasure	Lead Department	Other Involved Parties	Key Actions
High-Visibility Enforcement	Public Safety (Police)	Administration (City Clerk for public notices), Neighborhood Groups	<ul style="list-style-type: none"> - Conduct targeted speeding & crosswalk yielding operations - Track and publish warning and citation data to show improvements or areas of concern.
Golf Cart & E-Bike Regulations	Public Safety (Police)	Public Safety (Police), Local Rental Agencies, FDOT (for state roads if relevant)	<ul style="list-style-type: none"> - Continually monitor golf cart ordinance for routes, parking, and speed rules - Require rental agencies to brief renters on safety. - Increase spot checks during peak season
Impaired Driving Deterrence	Public Safety (Police)	Local Bars/Restaurants, Hospitality Groups, Ride-Share Services	<ul style="list-style-type: none"> - Offer or promote safe ride programs and designated driver incentives. - Continue conducting nighttime enforcement sweeps on weekends/holidays. - Assess the need for additional training on e-bike/golf cart DUI enforcement.
Crosswalk Compliance	Public Safety (Police)	Administration (City Clerk for community awareness), Public Works (signage)	<ul style="list-style-type: none"> - Organize "crosswalk stings" with plain clothes officers. - Use portable message boards to alert drivers. - Publish results to highlight improvements or persistent issues.



Table 4-6 Policy & Programmatic Countermeasures

Countermeasure	Lead Department	Other Involved Parties	Key Actions
<p>Business-Friendly Safety Improvements & "Old Florida" Placemaking along Key Corridors</p>	<p>Development Services (Planning/Zoning), Public Works, Administration (Mayor's Office / City Clerk)</p>	<p>Local Businesses, Property Owners, Neighborhood Associations, Local Native Plant Groups, Local Arts Groups, Manatee County</p>	<ul style="list-style-type: none"> - Encourage coordinated and business-friendly streetscape improvements (sidewalks, parking delineation, native landscaping, seating) that enhance safety and reflect the City's "Old Florida" character. - Promote consistent signage, pavers, and façade designs to slow traffic and attract visitors and residents to local shops. - On a voluntary basis, collaborative with local business and property owners on mutually beneficial solutions. - Develop cost-sharing or partnership options (e.g., Memorandums of Understanding (MOUs), micro-grants, naming rights). - Establish clear design guidelines and streamlined approvals. - Review sign placement standards for consistency with Old Florida character and - Coordinate with FDOT on context sensitive signs along state roads. - Involve local arts and native plant groups as key stakeholders.
<p>Quick-Build Program</p>	<p>Public Works</p>	<p>Local Arts Groups, Native Plant Groups, Business Associations</p>	<ul style="list-style-type: none"> - Adopt internal institutional procedures for low-cost temporary infrastructure projects. - Maintain a standardized materials palette (e.g., paint, thermoplastic, bollards, planters, etc.). - Monitor effectiveness via speed, crash, and user feedback data. - Involve local arts and native plant groups as key stakeholders.
<p>Systemic Safety Maintenance</p>	<p>Public Works</p>		<ul style="list-style-type: none"> - Periodically inspect existing safety infrastructure for maintenance needs, including crosswalks and other applications of pavement markings. - Touch up or reapply the markings as necessary to maintain visibility and effectiveness. - Incorporate into existing Public Works inspection protocols.



			<ul style="list-style-type: none"> - Align inspection and maintenance protocols with product manufacturer’s instructions when available.
Land Development Code Updates	Development Services (Planning/Zoning)	Administration (City Clerk), Public Works (technical input), Planning & Zoning Board	<ul style="list-style-type: none"> - Revise driveway widths & turning radii for commercial zoning districts. - Enable shared parking & flexible requirements. - Enhance bike parking and pedestrian-friendly site design requirements.
Parking & Curb Management	Development Services (Planning/Zoning)	Administration (City Treasurer for revenue aspects), Public Works, Local Businesses	<ul style="list-style-type: none"> - Consider Parking Benefit Districts or similar program with dedicated revenue for safety. - Establish formal curbside pick-up/drop-off zones and commercial landscaping parking areas.
Transit & Demand Management	Public Works	Administration (City Clerk), Manatee County Area Transit (MCAT), Local Employers	<ul style="list-style-type: none"> - Partner with MCAT to enhance bus/trolley frequency. - Explore off-island parking + shuttle programs. - Improve pedestrian safety and level of comfort at transit stops and between stops and activity generators.

Table 4-7 Agency & Community Coordination

Countermeasure	Lead Department	Other Involved Parties	Key Actions
Interagency Partnerships	Administration (Mayor’s Office / City Clerk)	FDOT, Sarasota/Manatee MPO, Manatee County, Public Works, Public Safety	<ul style="list-style-type: none"> - Hold periodic coordination sessions with other agencies, including: <ul style="list-style-type: none"> - FDOT District 1 Planning Studio to advance City goals related to state transportation facilities and incremental safety improvements through Resurfacing, Restoration and Rehabilitation (RRR) projects. - Manatee County to develop a shared vision for Manatee Public Beach. This concept should enhance safety; improve the experience and maintain multimodal access for county residents; support local businesses; and align with the City’s long term vision for the Gateway Commercial & Recreation Area. - Continue coordination with the Sarasota/Manatee MPO, MCAT, and other Anna Maria Island communities related to



			safety and expansion of the island's multimodal transportation options.
Emergency Management Coordination	Public Safety (Police)	Public Works, Manatee County Division of Emergency Management	- Coordinate with emergency vehicle operators to familiarize themselves with new traffic-calming measures.
Local Business & Community Groups	Administration (City Clerk for outreach)	Neighborhood Associations, Chamber of Commerce, Nonprofits, Faith Organizations	- Encourage private sector sponsorships of small safety projects. - Create volunteer Safety Ambassador roles.
Public Works & City Departments	Public Works	Development Services (Planning/Zoning), Public Safety (Police), Administration (City Treasurer for budgeting)	- Integrate safety improvements like lane narrowing, sidewalk repairs, & signage updates with regular utility and resurfacing projects. - Combine resources for enforcement/education with ongoing infrastructure upgrades.

Table 4-8 Funding & Resource Development

Countermeasure	Lead Department	Other Involved Parties	Key Actions
Grant Opportunities	Public Works	Administration (City Treasurer for grant administration)	- Apply for NHTSA, FDOT, Safe Routes to School, AARP grants targeting education, quick-build and conventional safety projects, and transit projects. - Track application deadlines and maintain a priority list of potential grants.
Innovative Financing Mechanisms	Administration (City Treasurer)	Public Works, Development Services (Planning/Zoning), City Commission	- Explore mobility fees dedicated to support enhanced transportation facilities. - Evaluate potential for bonds or special assessment districts for priority projects.
Public-Private Sponsorships	Administration (City Clerk)	Local Businesses, Realtors, Hospitality Groups	- Solicit sponsors for trolley shelters or safety improvements. - Offer recognition on City's website or signage. - Maintain transparent tracking of sponsorship spending.



Quick-Build Countermeasures

Quick-Build Projects are a key tool for addressing safety problems rapidly and testing out design solutions before committing to more permanent construction. They often use paint, modular barriers, or temporary signage and can be adjusted based on real-world performance. The implementation of these countermeasures differs from typical capital improvement projects and require some special considerations.

- › **Quick-Build Component Sourcing:** Identify readily available, standardized materials to expedite procurement. Whenever feasible, purchase from local or regional suppliers who can deliver quickly and help streamline future replacements. This approach also supports local businesses and fosters a sense of ownership in the project.
- › **Material Durability and Affordability:** Use low-cost materials—such as thermoplastic markings, water-filled barriers, or painted posts—that can withstand weather impacts. Select products with proven durability to minimize replacement costs, but remain flexible enough to easily modify, relocate, or remove as community feedback and data collection warrant changes. Ensure wood components are properly treated for long-term exposure to the island’s sunny, coastal environment.
- › **Tracking and Maintenance:** Develop a simple monitoring plan to measure performance (e.g., speed reductions, near-miss data, or user feedback). Schedule regular inspections and maintenance checklists for paint and wood stain touch-ups, signage replacements, or bollard repositioning. Clear documentation of outcomes and lessons learned helps guide future quick-build efforts.
- › **Incorporate Placemaking Principles and Partner with Local Businesses:** Coordinate design features—such as seating areas, planters, or decorative crosswalks—with adjacent businesses so improvements enhance curb appeal and drive foot traffic. Seek business input early to align with branding or outdoor seating plans. A cohesive streetscape that blends safety measures with local character can generate public and private support.
- › **Leverage Existing Stakeholder Interest Groups:** The City of Holmes Beach and the broader Anna Maria Island community have active, passionate arts, cultural, environmental, and native plant organizations that can be engaged to support creative quick-build safety solutions.
- › **Old Florida Style:** The City of Holmes Beach Comprehensive Plan identifies “Old Florida” as the desired character or design style for the community. Because quick-build projects are a relatively new concept and highly visible, community support of these projects is vital for their ongoing acceptance and therefore effectiveness.



5. Implementation Plan

The Implementation Plan outlines how the recommended safety countermeasures in this CSAP move from concept to on-the-ground improvements. This chapter highlights funding sources, the methods used to prioritize investments, addresses the role of quick-build demonstration projects, and details a phased approach for aligning resources, responsibilities, and monitoring activities.

Funding

Safe Streets and Roads for All (SS4A) Implementation Grant

The creation of this Comprehensive Safety Action Plan makes Holmes Beach eligible for the SS4A Implementation Grant. The SS4A program was appropriated \$5 billion in funds in 2022 to fund the program through 2026. As of early 2025, the program still has nearly \$2 billion in funds for remaining funding rounds.

Specific grant evaluation criteria are documented in the FY25 Notice of Funding Opportunity (NOFO) which was released in March 2025. The Holmes Beach CSAP, created with SS4A's Action Plan guidance, fulfills the program's intent of a community and data driven approach to eliminate serious injury and fatal crashes. The CSAP supports the Implementation Grant application. Pre-application eligibility reviews provided by federal staff are encouraged prior to application.

Eligible SS4A Implementation Grant Activities

Implementation Grant funds can be allocated towards both the engineering and non-engineering countermeasures identified in the Holmes Beach CSAP. Additionally, funds can support:

- › Demonstration activities.
- › Supplemental planning to further develop the countermeasures.
- › Project-level planning, design, and development activities for projects and strategies identified in the CSAP.
- › Projects and strategies that address broad, programmatic safety recommendations and goals from the CSAP.

Local Match

Implementation Grants under the SS4A program require that at least **20 percent** of the total project cost come from **non-Federal sources**, meaning the local government is responsible for matching the federal share (which can fund up to 80 percent of the total cost). This "local share" can take the form of direct cash contributions or in-kind support, such as staff time, goods, or services, provided these expenses are "reasonable," "necessary," and "allocable" under 2 CFR Part 200.

Throughout the grant's period of performance, recipients must document their matching contributions and ensure they align with the activities and budget outlined in the award. While there is no advantage to providing more than the required 20 percent, any amount pledged above that threshold is subject to audit and must also be fully documented.



Secondary Funding Sources

[Florida Department of Transportation \(FDOT\) State Safety Office Subgrants](#)

The FDOT State Safety Office offers [subgrants](#) to partners addressing transportation safety priorities. Funding supports programs aimed at improving transportation safety and reducing crashes, serious injuries, and fatalities. Applicants must submit a concept paper between January 1st and the last day of February to be considered for funding in the following fiscal year. Funding for these subgrants is apportioned to states annually from the National Highway Traffic Safety Administration and therefore would not count towards the local match.

[Florida Safe Routes to School \(SRTS\) Grants](#)

The FDOT SRTS is a statewide program that aims to make it safer for more children to walk and bicycle to school. The competitive grant provides funding for the development and implementation of roadway improvement projects that will improve safety in the vicinity of any K-12 school. Projects must be within two miles of the school and within its attendance boundary. Typically, the SRTS grant application is open from October to January. The SRTS grant is funded by Florida's highway toll revenue and could count towards the SS4A program local match.



[AARP Community Challenge Grants](#)

The AARP Community Challenge Grant program, established in 2017, is part of the nationwide AARP Livable Communities initiative aimed at making communities more livable for residents of all ages. The program offers "quick-action" grants to support local projects that can be implemented swiftly to address community needs. Eligible applicants include government entities and nonprofit organizations. The 2025 grant cycle includes Demonstration Grants, ranging from \$10,000 to \$20,000. In 2025, priorities for Demonstration Grants include enhancing pedestrian safety, expanding high-speed internet access, reconnecting communities divided by infrastructure, and implementing housing design competitions. The application deadlines typically fall in March.



[Local Funds](#)

The local match requirement may be met through staff time or the general fund - funded through ad valorem taxes, sales taxes, and other local revenue instruments, as authorized by the City. In addition, the City can draw on a range of value capture techniques to supplement these traditional sources. Examples include mobility fees, negotiated developer contributions, joint development, asset recycling, and advertising or naming rights programs. The City can also explore partnerships with other local agencies for joint funding for mutually beneficial projects.



Progress and Transparency

Progress will be tracked through a performance-monitoring framework anchored by **Signal Four Analytics**, the statewide crash-reporting platform already used for the baseline assessment. Police crash reports will continue to be uploaded as standard practice; Public Works and the Police Department will supplement those data as needed with periodic spot-speed studies, crosswalk compliance observations, and georeferenced field photographs of completed treatments. Results will be summarized in an annual “Safety Snapshot” placed on the City website and transmitted to the City Commission. The deliverable will be concise and data-forward to evaluate completed projects and identify emerging trends or deficiencies without committing staff to exhaustive report production.

Key performance metrics will include:

- › Annual counts of KSI crashes, disaggregated by travel mode;
- › 85th-percentile operating speeds on representative corridor control points;
- › Driver yield percentages at high-volume marked crosswalks; and
- › Share of High-Injury-Network segments that have received at least one engineering or quick-build intervention.

These annual updates will also serve as opportunities to **showcase secondary benefits** arising from the implemented countermeasures. Local businesses may contribute insights on how Old Florida placemaking efforts have influenced commercial activity, and community-based native plant organizations can highlight ecological and social enhancements resulting from their involvement. Although safety remains the principal objective, these initiatives embody a broader vision, reimagining public right-of-way spaces to enrich the community as a whole.

Should data reveal underperformance at specific locations or with particular countermeasures, the City will proactively refine design elements, enforcement strategies, or public-information campaigns as resources permit. This adaptive, evidence-based approach ensures technical rigor alongside operational flexibility. Additionally, updates to the CSAP will be undertaken to meet future SS4A grant requirements or whenever performance metrics indicate insufficient progress toward the City's goal of **eliminating deaths and serious injuries** across its multimodal transportation network.

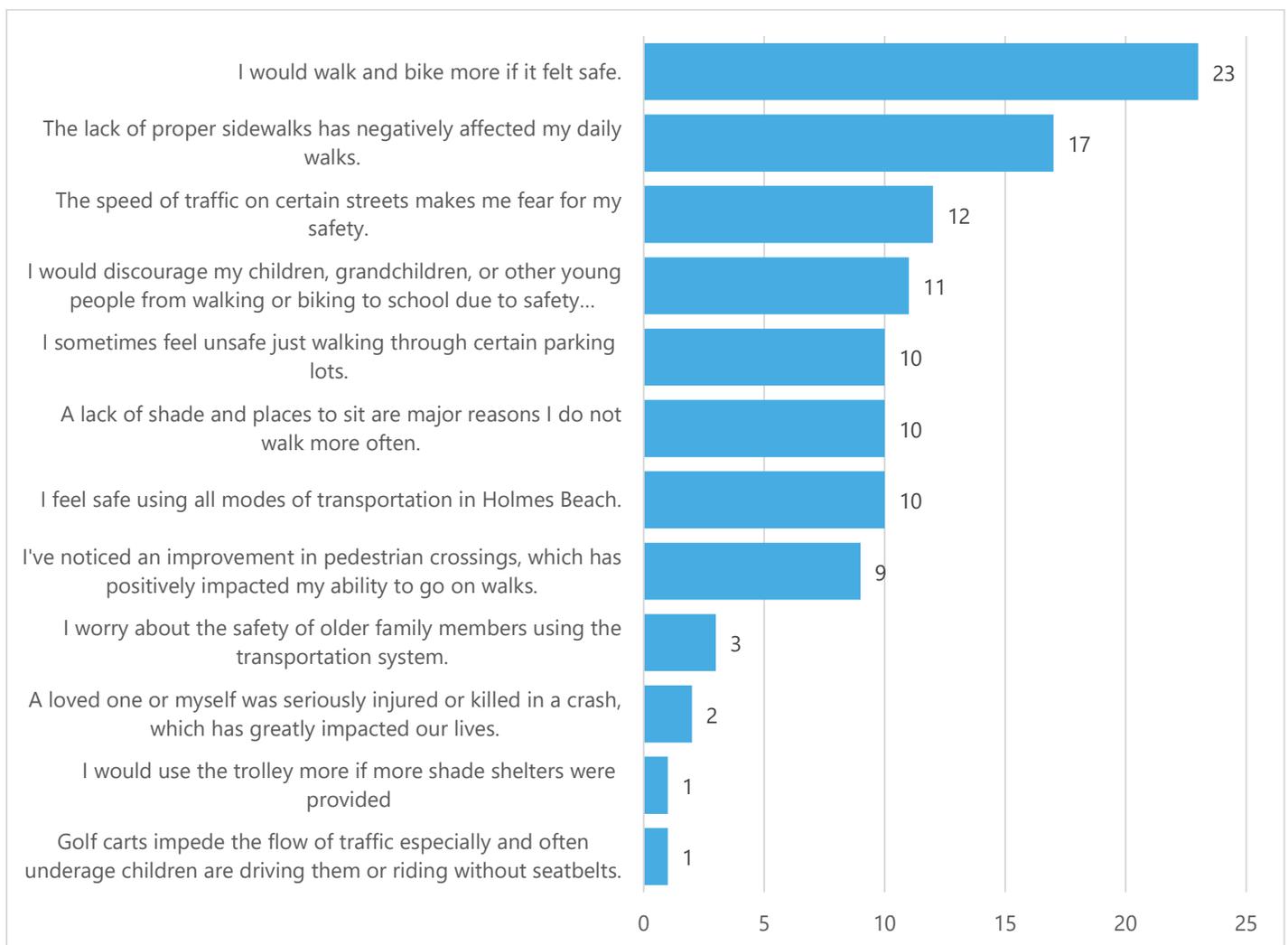


6. Appendices

Appendix A: Community Survey Results

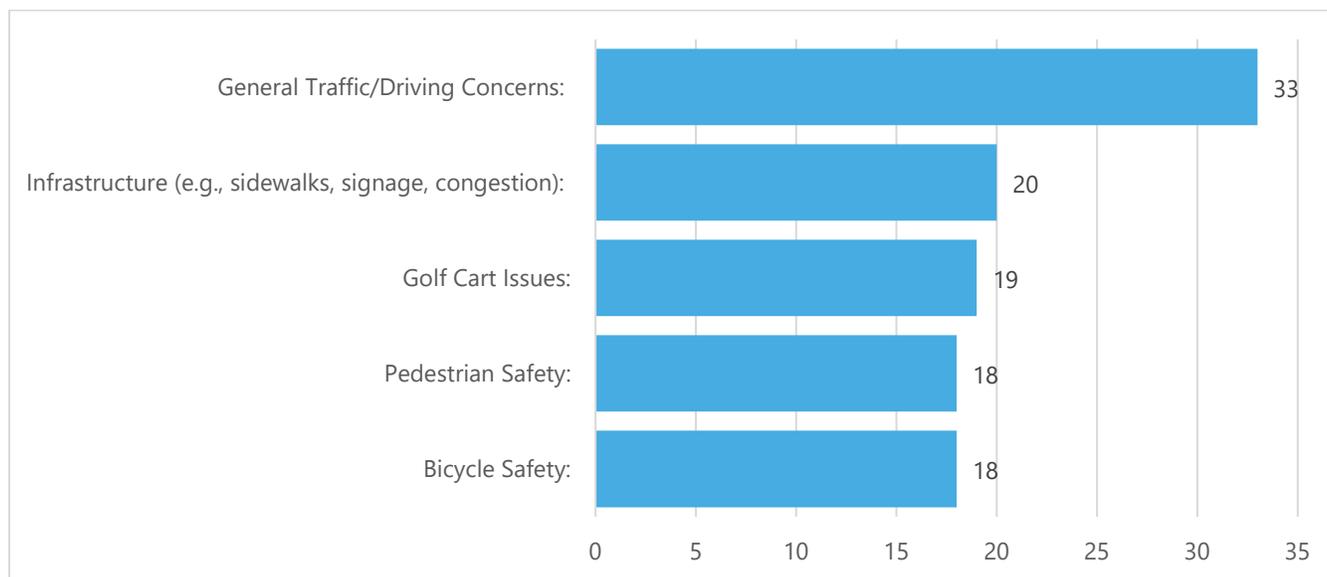
Total Responses: 40

How has the safety of the transportation system impacted your life in Holmes Beach? (Choose all that apply)





What conflicts do you observe between different modes of transportation (e.g., cars, pedestrians, bikes, golf carts) in Holmes Beach?



Full responses:

- › Transportation safety is negatively impacted by construction and landscaper vehicles that often block 50% of very narrow streets. also, golf carts that cannot even go 20 mph can negatively impact traffic.
- › Cars pass golf carts unsafely. Bikes don't have wide enough bike lanes. Many bikers ride on sidewalks.
- › Golf carts are the biggest problem followed by e-bikes on multi use path
- › Those on rental golf carts often don't know how to properly drive them or take them on streets where they aren't allowed.
- › Cars fail to stop for crosswalks too often; cyclists use the WRONG bike lanes, failing to ride with traffic. Pedestrians use the bike lanes and walk in the street too often, even with available sidewalks. LSVs cannot reach minimum speeds, are overloaded, and fail to use car seats and seatbelts.
- › E-bikes traveling too fast in bike lanes.
- › Golf carts impede the flow of traffic. Electric Bikes use the sidewalks and multiuse paths and do not yield to pedestrians. Along Marina Drive and Palm Drive it's an issue.
- › Cars driving too fast on Gulf.
- › LSVs disregarding stop signs on side roads (and generally lots of traffic rules...it's usually carts that are rentals). Cars not stopping at crosswalks for pedestrians. Bicyclists not following traffic laws. Cars endangering bicyclists riding properly.
- › Bikes hog the road and don't stop at signs. Carts go too slow.
- › The crosswalk at Waterline entrance is dangerous. The crosswalk should be on the side facing oncoming traffic. You cannot see people on the left side of cars. The light at the corner is confusing. If the site plan for Wells Fargo is approved that area will become even more congested and dangerous for cars, bikes and walkers.



- › Drivers of cars don't always respect speed limits, making it dangerous for bikes and pedestrians. I'm still fearful to bike/walk around Gulf/Marina after the pedestrian was fatally hit last year. Also, as you go south on Gulf (towards Bradenton Beach) sections are not pedestrian/bike friendly.
- › "1)Cars still aren't stopping at marked crosswalks.
- › 2)I fear that an inattentive driver will cross into the bike lane and hit me while biking.
- › 3)I wish there was more golf cart parking near the beaches on AMI
- › 4)driving behind a trolley in season is slow, is there a way to promote safe passing? "
- › Golf cart rentals don't allow driving the speed limit thus slow down traffic; underage kids are allowed to drive golf carts; bicyclists often drive unsafely, crossing streets dangerously and not using common sense; cars blowing thru stop sign at Ginny and Jane'es
- › There is not enough room for bikes in the narrow bike lane and it feels terribly unsafe due to the manner in which most of the cars drive. As a pedestrian I mostly only walk in the road on side streets and Holmes Boulevard. I would love to use the sidewalks but they are in poor condition, and they are also too skinny and also non-existent in many parts of the city.
- › Golf carts are designed for the golf course not the street. They are much less safe than cars. Something about a golf cart makes people forget basic safety rules like seat belts, letting children drive and gross overloading.
- › Pedestrians crossing where they are not supposed to. Need sidewalks.
- › Golf cart drivers do not follow traffic laws.
- › Golf carts are a nuisance, period. If golf carts are to be allowed, dedicated parking needs to be developed sized with proper density for golf carts, instead of them taking car spaces. Motorcycle parking needs developed as well.
- › Golf carts are out of control especially rentals.
- › "Bikes and Golf carts are often disobeying the laws and creating dangerous situations. Often underage golf cart drivers appear to be most erratic operators. I don't bike on island anymore because I fear motorists.
- › I am 55+ and am concerned I will not be able to age at my home in HB due to traffic and congestion concerns.
- › Cars with distracted drivers fans the sheer quantity of autos on our roadways is astounding and alarming.
- › Has there been a traffic study prior to erecting new bridges which the residents overwhelmingly declined and voted against?
- › Bottleneck will still exist once cars get over proposed bridge.
- › We must mitigate this. County needs to listen to residents."
- › Cars do not yield to pedestrians or watch for cyclists.
- › Golf carts - parents letting underage kids drive, kids and babies on parents lap, ppl openly drinking, unbuckled kids... We see it every day. There are so many vacationing people that don't seem to understand the importance of following the same rules as they would while driving a car.
- › I've noticed a dramatic increase in eBikes recently. They travel at speeds of up to 30mph and there's no license, registration or insurance required, that I'm aware of, to operate them, so people who have lost their driving privileges or aren't old enough to drive, operate them seemingly without adherence or knowledge of traffic laws.
- › Worry about being hit when biking.



- › Gulf Drive is unsafe for bicycles and pedestrians in most areas.
- › The pedestrian crosswalks/ safe crossing signals and pedestrian row are ignored, intentionally or otherwise. Especially at intersections with right on red turns allowed, which causes drivers to go even with walk lights such as at Marina & gulf.
- › People don't follow rules.... Bikes, cars, golf carts. Golf carts go 25 in 35s holding up cars. Pedestrians just dart across the street Expecting cars to stop even when not in a crosswalk.
- › Need for bike lanes and sidewalks on gulf drive
- › "Every crosswalk needs a flashing light.
- › Sidewalks need to be on both sides of Gulf Drive or at least be wider and continue all the way through.
- › Sidewalks stop for a few blocks on Marina Drive on the west side. Honestly, we need sidewalks to be complete and the starts and stops are very unsafe.
- › Tourists in particular do not observe speed limits, golf carts seem to be driven by children that are sometimes not wearing seatbelts, more people ignore crosswalks than observe them.
- › Golf carts hold up traffic and can be noisy. Awareness of rules of the road should take care of any other potential conflicts.
- › You have people who haven't rode bikes for years getting on the bike paths which are narrow. They have a hard time riding let alone riding in traffic and especially in the area around city center. This is a disaster waiting to happen.
- › People get frustrated with golf carts/street legal vehicles. Golf carts are going the speed limit but people want to go faster and seem to "blame" the golf cart when they can't.
- › Too high density from January thru April.
- › Drivers consistently pass left-turning vehicles in the bike lane. Electric and other bikers often ride at full speed on the wrong side of the street. Pedestrians walk on the wrong side of streets even when there are sidewalks. Pedestrians don't look or are looking at their phones when crossing in parking lots or on streets.
- › Not enough space for all the different types of vehicles ... dangerous
- › Island visitors do not follow driving rules on golf carts. Cars speed & often don't slow down for crosswalks.
- › Speeding, dangerous driving

If you have experienced or seen "near misses" in Holmes Beach, please briefly describe the location and situation.

- › A biker nearly ran into my dog and I when we were walking on **Gulf Drive near Crosspoint**. He tried to pass us on the right on the sidewalk, right when my dog pulled me in the same direction to sniff something. The biker got caught in his leash. Luckily no one was hurt.
- › Several times with golf carts going 10 mph on gulf, **marina and palm** resulting in cars trying to pass or the golf carts pulling into bike path. I have been run off the road 3 times by cars either turning in front of me while I am on bike path, trying to go around someone turning by pulling into the bike path and having to stop once they realize there is not enough room or at AME before or after school



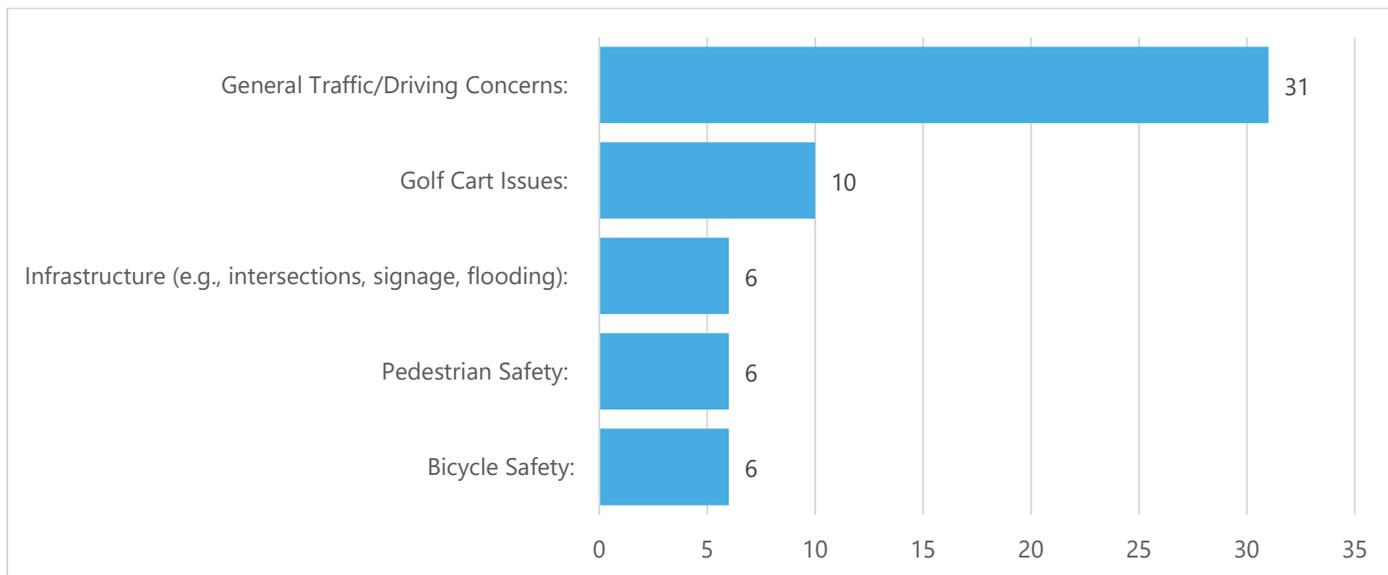
- › "The amount of vacationers not knowing where they are going — especially after having a fun day/evening — is terrifying. I continually see drivers not paying attention and swerving into the bike lane, sometimes continually driving in it! It just happened yesterday. I see it at least once a week and it's a real reason I am terrified to let my kid ride his bike unsupervised on the island.
- › Outside of bike lanes, I personally was rear-ended by a ... golf cart last year. "
- › Too many "near misses" occur **all over the city** b/c pedestrians jaywalk literally 10 feet from a marked crosswalk. At trolley stops w/ no nearby crosswalk, pedestrians fallaciously think they have the right of way and will walk into traffic, failing to realize cars do not need to stop like they would for a school bus. Too many near misses on Holmes Blvd due to pedestrians walking down the West Side vs using the sidewalk on the East side, as well as bikes riding down the middle of the road with no lights on after dark.
- › Experienced a near miss - walking and e-bike
- › I've seen Golf carts sometimes go on the **Manatee Bridge** and that's a recipe for disaster. The water pipe has closed one path so the one open bridge walk path gets too crowded. I live near where a car landed in a canal and also saw cars that had crashed into businesses. Electric bikes and regular bikes have taken over the multi-use paths and sidewalks and make walking difficult. They should all be in the street.
- › "**56th and Marina**—cars on 56th not yielding to cyclists (including myself) on Marina.
- › Lots of near misses from people trying to park or leave **the parking spaces in front of Ugly Grouper.** "
- › Yes, at the light in "**downtown**". People try to go straight (heading west) when in the right turn (heading north) lane.
- › Yes, at **Waterline entrance** people trying to walk across to shopping center. Bikes riding on the sidewalks passing walkers. Golf carts overloaded going too fast and tipping. Children not in car seats in golf carts.
- › I have seen several "near misses" with cars nearing hitting those biking and walking **along Gulf.**
- › "Watched kids cross **Holmes Blvd.** at a diagonal on bicycles vs at a proper corner, causing car to slam on brakes.
- › Numerous times watch cars miss stop sign at **Ginny and Jane'es.**
- › Constantly witness underage golf cart drivers, once blowing they above stop sign.
- › Watched golf cart try to make right turn while bicyclists kept going straight causing golf cart slam on brakes"
- › Too many to count. But I live at the **corner of 65th Street and Gulf Drive** and I hear screeching breaks all season long. Also after dark people drive down Gulf drive in this area way too fast. Upwards of 50 to 60 mph.
- › The "bike lane" at the **traffic light by Hurricane Hanks** is so poorly designed only a fool would ride in between two cars.
- › Yes. **Holmes Blvd. and gulf drive** is always having cars not stopping at stop sign. Need round about or light there because trolley also stops there.
- › Even with a flashing beacon it is sometimes hard to cross **Gulf Dr,** because cars go too fast or drivers don't pay attention.
- › Traffic spacing and speed limits make it difficult to turn **onto Gulf Drive from side streets between Manatee Avenue and downtown.**
- › "I've been in crosswalk at **Publix** and cars both ways rarely stop when they should, I must wait and cross then hope the other half of crosswalk will be clear too.



- › Many blow through there so they don't have to wait for peds..? Too much a hurry..
- › N others Too often to detail. Usually bikes or pedestrians crossing road and cars not seeing them as quickly as they should. "
- › I own at ... **Gulf Dr** and have seen several near misses of pedestrians at the crosswalk at that S curve.
- › Pedestrians walking down the side street in front of **the Freckled Finn**. They quite literally stepped in front of my car, not giving me much time to stop. Fortunately, I was able too. But it was close. Had i been speeding, I'd have hit them.
- › Two younger ebike riders cut our neighbor off as he was riding his scooter on the roadway. The only way he was able to avoid hitting them, was to intentionally tip his scooter over, which cause him to break his hip.
- › Saw people hit crossing road near **HBPO**
- › A woman was killed in a newly designed intersection **Gulf and Marina drive**. There is a very unsafe forced bike path at this intersection.
- › "I walk regularly. I avoid **Marina & gulf even** with new walk signals too often ignored by drivers. Also at x walk in front of waterfront and parrot shop cars frequently ignore flashers. Same thing at **Holmes & Marina** and crossing Holmes from one plaza parking lot. Frankly, all of the crosswalks with or without flashers are unsafe on **both gulf and Marina**. The speed limit needs to be much lower and you need traffic cams so pedestrians can report incidents to police and you can ticket cars that ignore the rules, golf carts and bicycles too. I also suggest a sidewalk on 52nd at from gulf to beach, the pedestrian in street while cars are seeking parking and driving too fast is just a matter of time. Speed bumps from Holmes to beach parking on 52nd.
- › 15 mile an hour speed limit **from elementary school to library**. Or further if practical. "
- › Every time I use a non-lit crosswalk someone barely stops in time.
- › Bikes having no concern for auto's and flying past on the left. This is especially bad if turning into any of the areas around city center.
- › Car going thru red lights. Car vs. Pedestrian issues and intersections not clearly marked with crossings.
- › I stopped going **North on Marina at the Sun and Surf/Keyes Marina crosswalk** to allow a young girl to cross. The car behind me passed me on the right in the bike lane nearly hitting the girl who ran across the crosswalk. There have been too many to remember tbh but that one really scared me.



What are your observations regarding safe and unsafe driving behavior in Holmes Beach?



Full responses:

- › The new intersection at Marina and Gulf drives is very dangerous. There should be no pedestrian crossing at this intersection. Also, since the construction has been completed, the weight for a left turn from Marina onto Gulf is too long.
- › Cars drive too fast with no consequences.
- › See above plus tourist who stop to look at something with no regard to traffic
- › Locals seem to drive well for the most part, however visitors ignore signs, do not use turn signals, and stop whenever and wherever they feel like it. Too many use the wrong side of the divided entrance to enter the Walgreens Shopping Center, as well as ignore stop signs within the center.
- › Seems safe along all roads with 25 mph requirements.
- › Too many people are not wearing seatbelts on golf carts. People hold babies in their laps. Too many bikes riding in the middle of the road. Golf carts go too slow and do not yield to traffic behind them. Bikers don't adhere to traffic rules. They ride in the wrong direction and ignore stop signs. They weave in the street.
- › Kids driving golf carts, children sitting in laps of drivers in a vehicle.
- › Need more police presence at the light.
- › People going way too fast down Gulf Drive and Marina.
- › Many vacation in town- however, vacation doesn't mean drive while under the influence, which I've seen many times.
- › The speed limit change to 25 was a great move!
- › Too fast. Never stopping at crosswalks.

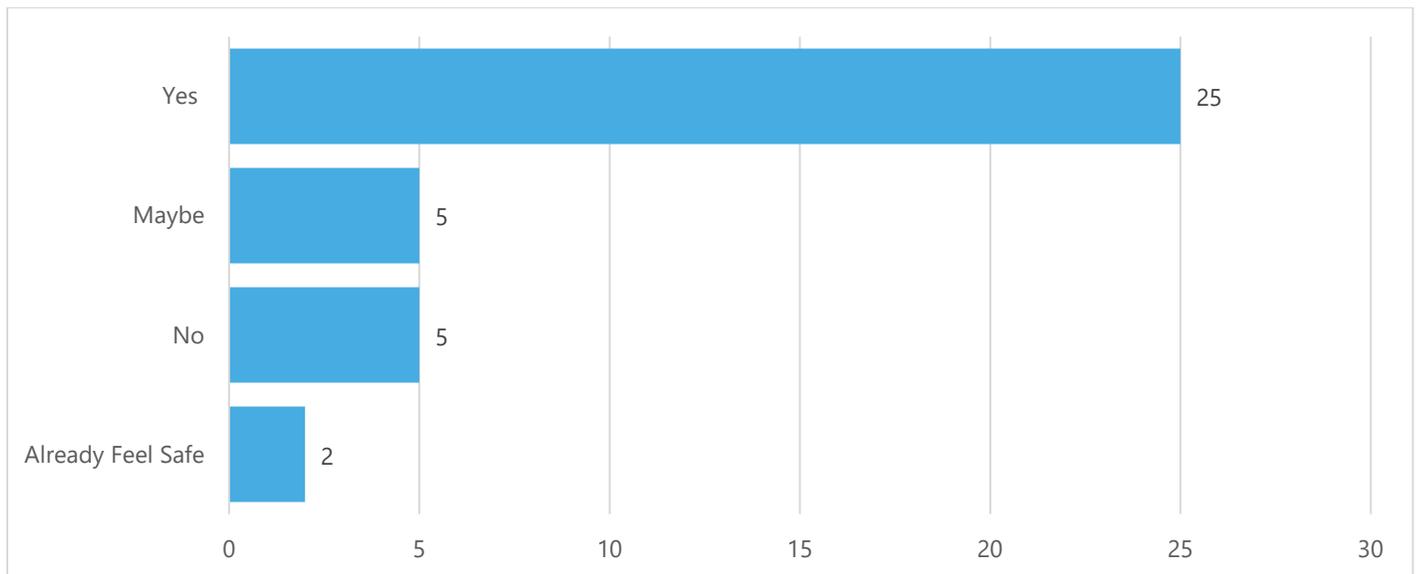


- › Golf carts are not able to keep a safe pace in the streets. They make people impatient and do unsafe things to get around them
- › Some speeding
- › No one obeys the speed limit on Gulf Dr between the Public Beach and 52nd St.
- › HBPD works hard to enforce traffic laws, but safe driving is ultimately a product of good engineering.
- › It's just very crowded traffic.
- › People riding bikes on Gulf Dr around 5400.
- › "I've seen out of control cars this year, smash into and inside shops.
- › As well as numerous apparent underage golf cart and other small motorized vehicles.
- › Too many angry and impatient drivers.
- › Refer to Golf cart comment above
- › When making a turn off of a main thoroughfare, I have to be on the lookout for ebikes speeding up to where I'm making the turn, because they'll go around traffic waiting behind me, they're hard to spot when they come up suddenly. They ride on the sidewalks, they ride with and against the direction of traffic, speed along foot paths, and roll straight toward pedestrians who frequently have to yield the right of the way to avoid getting hit. It's come to the point where I have to constantly turn my head, left and right every time I approach an intersection, especially when I'm on foot, because these bikes are so proportionally small and fast, that they can hit you before you know they're there. If I'm walking on the sidewalk, I turn around every 50 feet or so, to be aware if someone is silently riding up behind me.
- › We need speed bumps on 6th Ave or dead end the street or make it one way. This road also floods dangerously and frequently.
- › Drivers of vehicles are not pedestrian aware or friendly. It is dangerous to walk in center of Holmes beach for people of ages.
- › Vacation mindset
- › Golf carts that go too slow results in cars trying to pass on the right which, while illegal, happens all the time. Same thing happens when people are turning left somewhere and the opposing traffic is so thick, that people behind the turning car lose patience and pass on the right. This could kill a biker or person.
- › Following behind a golf cart while traveling down Marina Drive I was stunned to see a baby in the back seat facing me and he/she was not belted in their carryall. I applied the breaks to get as far away as possible. On another note, there is something about a golf cart that makes people forget that sticking one's arm out and pointing to ooh and aah at the scenery could be easily misconstrued as a manual turning gesture.
- › Drivers seem very courteous to other drivers and pedestrians. There will always be an occasional exception and there is little you can do to prevent this, so please do not impose more signs and structures in an effort to control the uncontrollable.
- › Most of the unsafe driving is with very young people thinking that the golf carts and LSV are toys that they can disregard stop signs and other traffic. Electric bikes flying by on the left side of vehicles is an accident waiting to happen. This will result in serious injury or a fatality in the future.
- › People want to go faster than speed limit since it's only 25 and they get frustrated with golf carts



- › People in a hurry doing crazy things.
- › Drivers are rage driving as they're sick of sitting in traffic, frustrated with golf carts holding up traffic, frustrated with stopping every few blocks to allow pedestrians to cross. Many drivers do not even stop for the new lighted crosswalks when lights are flashing. Some drivers allow other cars to turn or pull out in front of them, but many don't even if they are stopped or inching along. There are too many people, cars, carts, bikes, etc. here now. So many construction and landscaping vehicles add to the frustration and danger.
- › People speeding around corners or not stopping at stop signs.
- › Visitors drive unsafely and often appear distracted or lost.
- › Speeding, not paying attention.

Do you feel that the ability to safely and comfortably walk in Holmes Beach would promote your ability to stay in the community as you age?



How can transportation safety improvements best reflect and enhance the "Old Florida" charm of the island community (e.g., native plants, design themes, materials)?

Full Responses:

- › Better bike paths and sidewalks.
- › I think just providing raised sidewalks and adding reflector bumps in bike lanes is a great start. It's great to think of aesthetics, but safety comes before beauty.
- › Fewer cars and more frequent trolleys are needed. Mass transit solutions and beach park n ride buses are needed.
- › Not sure how the example of native plants support safety. In my opinion, we have sign pollution that causes confusion and adds to distraction (including the ugly lit sign as you approach the island on Manatee Ave).



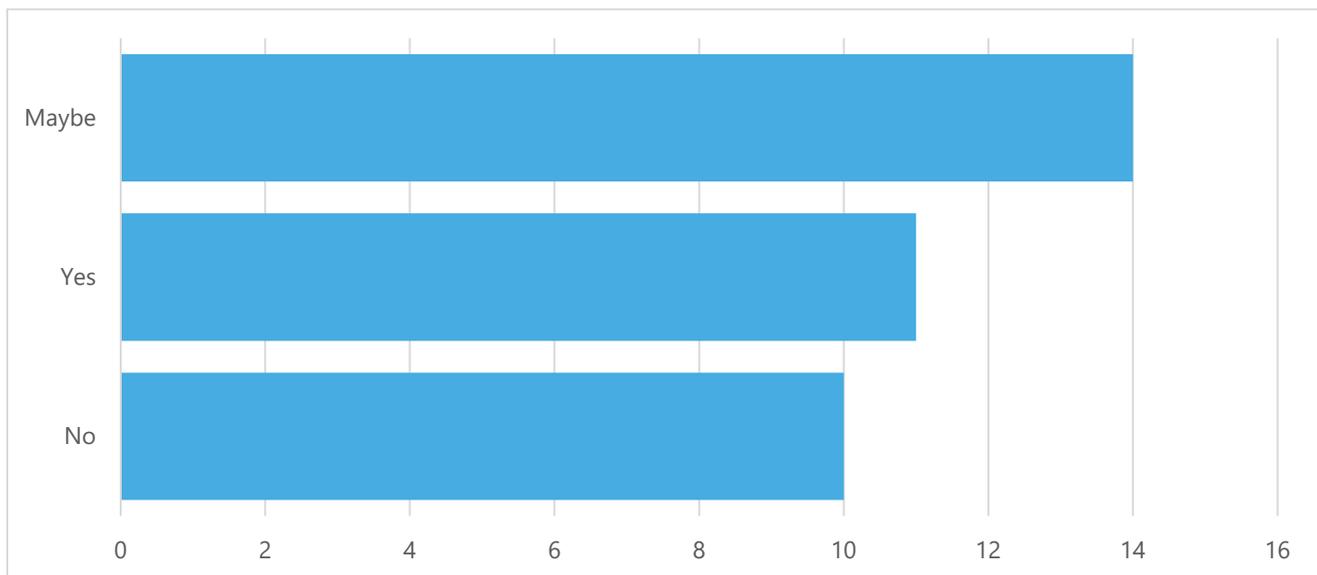
Perhaps an improvement could be removing signs and being smart about strategic placement with purpose. Too many leads to ignorance and just blends with the surroundings.

- › Native plantings and more shelters would help. More frequent trolleys and more frequent busses to and from the island are needed, especially buses off island after sunset. More ferries with more frequent scheduling.
- › More public transportation. Increase Trolley and Monkey bus availability and more stops.
- › More shaded areas. Garden areas with maintained plants.
- › Safety over charm.
- › Holmes Beach needs more trees!
- › Engage with all rental owners to include transportation reminders in their welcome material.
- › We don't have nearly enough beauty in the community. There are more signs than there are plants. The right of ways look horrendous with weeds growing through the gravel/stone. Holmes Beach could take a lesson from the city of Anna Maria when it comes to the right of ways there's do look so much better. There are hardly any native plants and the city parks look a mess. I wish the city park on Holmes boulevard near 69th Street actually had plants in it that were not dead. That is an amazing piece of property and could be a beautiful native wildflower and butterfly garden if it was redesigned. I'm not sure what this has to do with transportation safety. The survey is starting to depress me a little bit because it was my dream to move here 15 years ago and I'm disenchanted when I walk through my own neighborhood and see what a disarray it looks like.
- › Keep LSV's on the side streets and off the main thoroughfares
- › Sidewalks will allow people to feel safer when walking places rather than driving.
- › Use Strong Town principles with native plants.
- › Thoughtful design. Beach access parking further down along Longboat are sort of hidden and are nice.
- › Can we limit number of autos on island?
- › Has an environmental and social impact study been done on a potential bridge?
- › Keep the new building to historical overlay of Old Florida design and no more multifamily homes.
- › Stop the " vacation mindset" and promote it as a place where people LIVE. The emphasis on travel & tourism has just about destroyed HB as a community especially the large houses that are nothing but mini hotels. You can't have it both ways.
- › Low voltage, turtle safe lighting, if possible, at major areas like the Holmes Beach business and shopping district. This area should have benches with shade and small areas to sit. There is no small gathering spot anywhere. Maybe the city can buy the auto repair shop and turn this into a lovely meeting area. It's a complete eyesore and first business you see entering into that area.
- › Enforce laws that are already in place by giving police the tools they need after first banning toys and children from being driven on our city streets.
- › The biggest improvement would be to remove a lot of existing signs and not add more. People become deadened to too many signs and they are not Old Florida. Not charming. Themes are suited to theme parks-the opposite of what we want to be. They compromise the authenticity necessary for the Old Florida feeling. So I do not favor decorating with themes.



- › When you have business coming in the area to make it more like Bridge Street in Bradenton Beach you can for get to old Florida charm. The area of the traffic design in the city center did not help with the old Florida charm.
- › Increase # of pedestrian crosswalks and mark them better.
- › Stop putting in so many new raised sidewalks with high curbs. I understand the flooding mitigation but these higher sidewalks are a tripping hazard, especially for elderly and Littles. Seriously, there are more important things to focus on than native plants and designs.
- › Native plants, more trees ... we use to have so many more! Need the shade back. Honestly less public beach parking on residential streets... people park in my driveway, leave trash everywhere , are just disrespectful using my and other neighbors hoses.... Leave the public beach at the public beach. Some days it's even hard for me to just get home because someone is blocking my driveway.
- › Allow less cars on the island & make visitors take training on golf cart rules.
- › Free, reliable public transportation with parking OFF the beach side so that the traffic is lessened on the beach side.

Are you interested in concept development or implementation of quick-build safety improvements in Holmes Beach?





Where could safety improvements be located to benefit Holmes Beach the most?

Full Responses:

- › Marina and Gulf
- › Along gulf, Marina, and palm
- › 6th Ave before it turns into 43rd street, Gulf drive where there aren't continual sidewalks. Marina drive where there aren't sidewalks, Holmes Blvd where there aren't sidewalks, the area around Freckled Fin and Doctor's Office and the Feast where there is a lot of foot traffic but no crosswalks or proper lighting.
- › At trolley stops and beach access points
- › Probably best around center of town. Street markings may be confusing to new eyes/drivers. And there's so much to look at and be aware of as a pedestrian and bike rider.
- › More free trolleys and shelters. Low cost ferries.
- › Gulf dr
- › "Remember how there was a four way stop sign at Holmes Blvd and Gulf Drive during all the construction? Put it back! It was WAY easier to cross on a bike there when it was there. We try to avoid Marina and Gulf while walking and biking, and that's our alternative.
- › We do love the green arrow when turning right onto Marina from Gulf.
- › Where 81st crosses Palm...people try to take a left there to go north, trying to "beat" someone taking a left at the diagonal where gulf meets Palm. Makes it contentious for drivers, walkers, bikers, EVERYONE."
- › Better sidewalks
- › The medians at Town Center are way too wide. You can see where cars are hitting them. The exit from 56th St onto Marina to turn left is dangerous. Trees block view. It's safer to go right and go to Holmes then turn left back to Marina.
- › Gulf Drive- south of 52 Street and also around Marina.
- › In the business district
- › Gulf Drive near 56th for starters. Plus anywhere south of Hurricane Hank's on Gulf I wouldn't dream of riding a bike there. It's almost as bad as Bradenton Beach.
- › Get the policemen out of their cars from time to time. Stand at red lights to educate tourists to wear seat belts and don't overload golf carts. Don't let children sit in your lap and drive. The police are supposed to serve our community, not punish us. They can't serve us well if they never get out of their cars.
- › Gulf drive just west of Holmes Blvd. need sidewalks. And also the intersection of Holmes Boulevard and Gulf Drive is very scary. People do not stop when they should. There's pedestrians walking all over the place, the trolley bus also makes a stop there. Maybe speed humps would work in that section with extra stop signs.
- › Enforce the speed limit, wider bike paths and sidewalks. The sidewalks are so narrow, my husband and I can't walk side by side when we are walking our dog. My friend and I also can't jog side by side on the sidewalk.
- › Intersection improvements
- › The parking garage at Holmes Beach seems to be a solution.
- › Preservation of what we residents have been able to enjoy for generations in my family...



- › How can we work with the county to keep our waters safe? I've avoided the beach due to unsafe water. It's more than sad.
- › More patrols on the beach.
- › More pedestrian crossings on East Bay Drive between Walgreens and Wicked Cantina.
- › There should be a sidewalk and a bike lane on both sides of every road possible...and signage letting riders know not to ride on the sidewalk and speed limits for bike lanes. If a bike is going the speed of traffic, it should be required to be on the road with the cars.
- › Along gulf Dr and road to west of it
- › Gulf Drive
- › Make gulf drive safer to walk and bike
- › All the sidewalks need to be wider/multi-use paths for stroller and beach wagons, etc.
- › They also need to not start and stop as this is a hazard.
- › All crosswalks, ESPECIALLY near the Waterline need flashing lights.
- › In the newspapers. A regular posting of the rules of the road for cars, bikes, golf carts and pedestrians. This would educate the public better than anything else.
- › Improve the design around the city center. Especially when you are going to have a business bringing in all the traffic into that corner of Gulf and Marina. The traffic lanes, bike lanes, and crossings for pedestrians was poorly planned. Too much in a small space.
- › All along Gulf Drive
- › More police, code enforcement educating and enforcing safety of motorists, bicyclists and pedestrians
- › Sharp corners that you can see around! Like the one past Walgreens
- › Wider sidewalks & bike lanes.

What else do you want to let us know related to the Holmes Beach Comprehensive Safety Action Plan?

Full Responses:

- › I wish there were guidance via signage as there used to be telling golf carts to take Gulf Drive instead of Marina when the road splits.
- › Please encourage visitors to clean up their trash when departing the beach.
- › The 25 mph speed limit has not made our island safer. It makes people impatient which leads to bad judgement. I leave for work at 0430 and the slow speed limit is ridiculous when there is no traffic. When there is traffic it is self regulating in that there are few places to pass and the slowest vehicle sets the speed.
- › Need to take Manatee City to task for immediate improvements in keeping our waters safe. Not shoving a bridge down our throats.
- › More patrols on the beaches.



- › Given the speed that technology has enabled modern ebikes to travel; I believe it's time to classify them as the motor vehicles they are, require a license, registration and insurance to operate them and prohibit their operation on pedestrian thoroughfares.
- › Listen to the residents
- › Over due and very needed. We are homeowners/primary residents but question how long we can sustain it if it continues to become nothing but a spring break on steroids/playground for people with a lot of money and attitude to match.
- › The new intersection at Marina and Gulf is still a mess and just doesn't seem safe. There are so many lines, you don't know which one to follow.
- › Please notice the breathtaking beauty of the rare places without signs. Of course I realize there may be dangerous spots that need some reworking but please keep it simple and functional roadworks without themes or extra signs. Thanks
- › That hotel should have never been approved in Bradenton Beach. It's only going to increase congestion on the whole island.
- › Limit the number of golf cart and bike rentals from off island. Used to be if you wanted to rent a cart or bike but island vendors were sold out, you used the trolley or walked. There are just too many people here now.
- › Street art is a great way to get people to SLOW down !!! There are many studies on this , I've taught art for 6 years and this was always a fun subject!
- › Maybe bridge tolls would reduce traffic volume



Appendix B: Data Analysis Technical Memorandum

Appendix C: Policy Review Technical Memorandum

Appendix D: Safe Street Visualization Concept